

# MEMORANDUM

# State of Alaska

## Department of Transportation & Public Facilities Division of Program Development

**TO:** Marc Luiken  
Commissioner

**DATE:** March 29, 2017

**THRU:** Mike Vigue, Director *MV*  
Program Development

**PHONE NO:** 465-4070  
**FAX NUMBER:** 465-6984

**FROM:** Sheila Good *SG*  
STIP Manager

**SUBJECT:** Recommend Approval of  
FMATS 2017-2020 TIP

The Fairbanks Metropolitan Area Transportation System (FMATS) Policy Committee approved the 2017-2020 Transportation Improvement Program (TIP) on February 15, 2017.

Staff recommends a conditional approval based on the following changes. Prior to the Alaska DOT & PF processing any Federal-aid project agreement or modification on FMATS projects using Advance Construction (AC), FMATS will complete a TIP Amendment that reprograms the Advance Construction Conversion (ACC) in the fiscal year following the AC commitment. In the first amendment to this TIP, provide additional description detail on projects utilizing CMAQ funding to better clarify their eligibility for this fund type.

In accordance with the agreement between FMATS and Alaska DOT&PF, the Fairbanks MPO coordinator and FMATS Policy Committee has determined the FMATS 2017-2020 TIP has met all the requirements of US Code Title 23, Section 134 and is fiscally constrained by the allocations made in the 2016-2019 Statewide Transportation Improvement Program (STIP). A conformity analysis was developed for the TIP satisfying the requirements of §93.118. Through this analysis, a finding of conformity for PM2.5 and CO is supported for the TIP. Final determination was made and was approved by FHWA and FTA on March 3, 2017.

Your conditional approval of the FMATS 2017-2020 TIP is recommended and required as the statutory designee for all state transportation planning matters.

Approved: *Marc Luiken*  
Marc Luiken, Commissioner

Date: 4 April 2017

Attachment: FMATS 2017-2020 TIP  
FMATS 2017-2020 TIP approval request letter  
FMATS Draft Air Quality Conformity Determination

*"Keep Alaska Moving through service and infrastructure."*

**CC: Ryan Anderson, Director, ADOT&PF Northern Region**  
**Margaret Carpenter, FMATS Planner, ADOT&PF Northern Region**  
**Ned Conroy, FTA**  
**Sandra Garcia-Aline, FHWA**  
**Donna Gardino, FMATS Coordinator**  
**Maren Brantner, STIP Planner, ADOT&PF Headquarters**  
**John Lohrey, FHWA**  
**James D Boyle, Chief Statewide Planning, AKDOT&PF**

*"Keep Alaska Moving through service and infrastructure."*



February 15, 2017

State of Alaska Department of Transportation and Public Facilities  
Commissioner Marc Luiken  
3132 Channel Drive  
Juneau, AK 99811

**RE: FMATS 2017 – 2020 Transportation Improvement Program and Conformity Determination**

Dear Commissioner Luiken:

Attached for approval and inclusion in the STIP, required under 23 USC 450.326, is the Fairbanks Metropolitan Area Transportation System (FMATS) 2017 – 2020 Transportation Improvement Program (TIP). This TIP was developed in conformance with 23 USC 134 and all applicable federal requirements for Metropolitan Planning Organizations and is fiscally constrained. The FMATS Policy Committee approved the TIP and the associated conformity analysis on February 15, 2017. The TIP was developed in cooperation with the State of Alaska Department of Transportation and Public Facilities and affected transit operators. FMATS would like to receive approval from DOT&PF for fiscal constraint and receive a conformity determination and planning finding from the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).

Through consultation with the agencies responsible for air quality, a conformity analysis was developed for the TIP satisfying the requirements of §93.118. The FHWA and FTA agreed that if the TIP was developed consistent with the 2040 Metropolitan Transportation Plan effort a new emissions analysis was not required. Through this process, a finding of conformity for PM<sub>2.5</sub> and CO is supported for the TIP, although the final determination is the responsibility of the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). The Conformity Determination and TIP were released for public comment from November 9, 2016. FHWA and FTA concurrence with this approach is attached. Subsequently, FMATS forwarded the Conformity documentation to FHWA and FTA on February 3, 2017 received concurrence on the finding from FHWA, EPA and DEC on February 14 and February 15.

Contained in the TIP are projects on the NHS system and other regionally significant projects. These projects were identified in the 2016 – 2019 Statewide Improvement Program (STIP) Amendment 1 and are provided for informational purposes only. The projects and associated timelines and funding are in draft form and are subject to change upon approval of the STIP.

Concurrent with the submission of the TIP to the FHWA and the FTA as part of the STIP, FMATS certifies that the metropolitan planning process is being carried out with all applicable requirements stated in 23 CFR 450.334, including;

- 1) 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;

- 2) Sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 90;
- 3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- 4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- 5) Section 1101(b) of the SAFETEA-LU (Pub. L. 109-59) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- 6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- 7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 *et seq.*) and 19 CFR parts 27, 37 and 38;
- 8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibition discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- 9) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- 10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

Once the Governor's approval is received, we request that the TIP and associated Conformity Determination be forwarded to the FHWA and FTA for their review and approval of the Conformity Determination as well as a planning finding based on our self-certification. Please contact Donna Gardino at [donna.gardino@fmats.us](mailto:donna.gardino@fmats.us) if you have any questions and advise when the TIP is approved by the Governor. Thank you.

Sincerely,



Mayor Bryce Ward  
FMATS Policy Committee Chair

CC: Ryan Anderson, ADOT&PF  
John Lohrey, FHWA  
Ned Conroy, FTA  
Margaret Carpenter, ADOT&PF





**Policy Board Meeting**

**Action Items**

**02.15.17**

**Motion:** To approve the 2017-2020 Transportation Improvement Program and Conformity Determination as amended, and presented. (Kassel/Lawrence). None opposed. Approved.

**Motion:** To release the Title VI Implementation Plan for public comment. (Kassel/Lawrence). None opposed. Approved.

**Motion:** To approve a \$10,000.0 increase for the FFY15 FMATS Surface and Approach Upgrades Project, Phase 4. (Kassel/Lawrence). None opposed. Approved.

**Motion:** To draft a letter to the Commissioner offering FMATS to take the lead on the local Rail Plan if the State would provide sufficient funding. (Lawrence/Cleworth). None opposed. Approved.

**Motion:** To approve an increase of \$20,000.0 for Phase 2 of the Birch Hill Bicycle and Pedestrian Facility. (Lawrence/Matherly). None opposed. Approved.

**Motion:** To approve the FMATS Transition Plan Scope of Services. (Lawrence/Matherly).

**Amendment to Motion:** Under Task 1, add Strategic Goals and Mission Statement. (Lawrence/Matherly). Six in favor. One opposed (Cleworth). Approved.

**Amended Motion:** To approve the FMATS Transition Plan Scope of Services with Strategic Goals and Mission Statement added under Task 1. None opposed. Approved.

**Motion:** To approve the letter regarding STIP Amendment #2 Comments (Lawrence/Kassel).

**Amendment to Motion:** To add a bullet about the need to fund a Fairbanks Area Rail Plan. (Cleworth/Kassel). None opposed. Approved.

**Amended Motion:** To approve the letter regarding STIP Amendment #2 comments with the addition of a bullet requesting funding for the Fairbanks Area Rail Plan. None opposed. Approved.

Mayor Bryce Ward  
Chair, Policy Board

2-15-17

Date

# FMATS

FAIRBANKS METROPOLITAN AREA TRANSPORTATION SYSTEM



**2017 – 2020**

**Transportation Improvement Program**

**Approved**

**February 15, 2017**

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**FMATS 2017 - 2020 FMATS TRANSPORTATION IMPROVEMENT PROGRAM**  
**APPROVED**  
**02.15.17**

**FMATS 2017 - 2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

This is the FMATS 2017 - 2020 Fairbanks Metropolitan Area Transportation System (FMATS) TIP. This TIP was established to extend the TIP to FFY20. FMATS wanted to mitigate the potential transportation planning issues that could result in the event of a conformity freeze due to the potential of EPA's partial disapproval of the Moderate State Implementation Plan (SIP) submitted by the State of Alaska Department of Environmental Conservation (DEC) in December 2014 and February 2015. It is likely that this will not occur but FMATS planned to move forward with this TIP so as to provide adequate time to develop a performance based plans. Any Metropolitan Transportation Plan (MTP) or TIP developed after May 27, 2018 must be a performance-based plan.

FMATS added additional funding to the following projects per the latest requests from the DOT&PF: FMATS Advanced Project Definition and the FMATS Metropolitan Transportation Plan. FMATS also removed the Transportation Alternative Program (TAP) as a result of a letter received in late December regarding only AMATS as eligible to receive a TAP sub-allocation. The following projects were removed because they are complete: College Road Rehabilitation, FMATS Streetlight Conversion Stage III, Freight Mobility Plan, Chena Small Tracts Bicycle and Pedestrian Facility, Cushman, Barnette and Gaffney Upgrades, South Cushman 15<sup>th</sup> to Mitchell, and the Plack Road Bicycle and Pedestrian Facility. The Loftus Road Pedestrian Improvement project was removed as it is being designed under the FMATS Sidewalk Improvement Program. The Wickersham Street Upgrade Stage II, Yankovich Miller Hill Road Multi-Use Path Stage II and Chena River Walk Stage III were moved from the General Fund section of the TIP to the federally funded section.

FMATS will be initiating a Planning and Environmental Linkages Study to include a right of way survey on the Minnie Street Corridor prior to starting the design project. FMATS is also initiating, under this new TIP, the College Road Bus Pullouts, FMATS Sign Replacement Stage III, Lathrop Street Extension, North Pole Streetlight Standardization project, Old Richardson Highway Intersection Improvements, the Airport Way Functional Features Analysis project, FMATS Intersection Improvements and the Chena River Walk Stage III project. Another design phase for the FMATS Sidewalk Improvement Program is being initiated in 2017. This is being done in accordance with FMATS' Policies and Procedures and all applicable state and federal regulations.

The General Fund portion of the TIP has been reduced to one new planning project, the FMATS Transition Plan.

This report was funded in part through grant(s) from the Federal Highway Administration, U.S. Department of Transportation. The views and opinions of the Fairbanks Metropolitan Area Transportation System expressed herein do not necessarily state or reflect those of the U.S. Department of Transportation.



**FMATS 2017 - 2020 FMATS TRANSPORTATION IMPROVEMENT PROGRAM**  
**APPROVED**  
**02.15.17**

The 2017 – 2020 TIP was reviewed at the November 2, 2016 Technical Committee meeting and approved for public comment by the Policy Committee on November 9, 2016. A public meeting was held on November 22, 2016. A Responsiveness Summary containing the comments received can be found at: <http://fmats.us/programs/tip/>. The TIP continues to be fiscally constrained.

Through interagency consultation conducted on June 30, 2016, FMATS was notified that the 2040 Metropolitan Transportation Plan Conformity documentation could be used for the new 2017 – 2020 TIP if the projects in the new TIP were already included in the MTP. FMATS updated sections 3.4 and 3.5 of the conformity documentation for this new TIP development effort and it is included in this transmittal. Interagency consultation continued on November 21, 2016 through December 9, 2016 and no comments were received. The complete Conformity Analysis was emailed to the air quality agencies on February 3, 2017 for final review and comment. Concurrence with the conformity finding was received from EPA and FHWA on February 14, 2017.

This TIP was developed in conformance with 23 USC 134, 49 USC 5303, 23 CFR Part 450, sections 174 and 176 (c) and (d) of the Clean Air Act as amended (42 USC 7504, 7506 (c) and (d)), 40 CFR Part 93, Title VI of the Civil Rights Act as amended (42 USC 2000d-1) and 49 CFR Part 21, 49 USC 5332, Section 1101(b) of the SAFETEA-LU (Pub. L 109-59 and 49 CFR part 26, 23 CFR part 230, provisions of the Americans with Disabilities Act of 1990 (42 USC 12101 *et seq.*), 49 CFR parts 27, 37, and 38, the Older Americans Act as amended (42 USC 6101), 23 USC 324, Section 504 of the Rehabilitation Act of 1973 (29 USC 794) and 49 CFR 27 and all other applicable federal requirements for Metropolitan Planning Organizations.

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**FMATS 2017 - 2020 FMATS TRANSPORTATION IMPROVEMENT PROGRAM**  
**APPROVED**  
**02.15.17**

**ACRONYMS AND DEFINITIONS**

***General Definitions***

*AC* – Advance Construction

*ACC* – Advance Construction Conversion

*BANK* - Banking

*AMATS* – Anchorage Metropolitan Area Transportation Solutions

*CMs* – Contingency Measures

*EPA* – Environmental Protection Agency

*FHWA* – Federal Highway Administration

*FAST Act* – Fixing America’s Surface Transportation Act

*FMATS* – Fairbanks Metropolitan Area Transportation System

*FTA* – Federal Transit Administration

*MAP-21*- Moving Ahead for Progress in the 21<sup>st</sup> Century

*MPO* – Metropolitan Planning Organization

*M & O* - Maintenance and Operations

*PPP* – Public Participation Plan

*SAFETEA-LU* – Safe, Accountable, Flexible, Efficient Transportation Equity Act – Legacy for Users

*SIP* – State Implementation Plan

*TCMs* – Transportation Control Measures

*TIP* – 2015 - 2018 Transportation Improvement Program

***SURFACE TRANSPORTATION FUNDING SOURCES***

**381** – Funds made available in FY07 under SB381. When used as matching funds to federal funds, the code M381 is used. CH82/06/120/18, AR60685

**3PF (Third Party Funds)** – Funding contributed by parties other than the State usually to provide required matching funds.

**AC (Advance Construction)** – An innovative financing tool permitted under FHWA rules that, with approval of the FHWA, allows the state to begin a project using state funds prior to the availability of federal funds. This tool allows the state flexibility to use its resources to more efficiently schedule project start-ups.

**ACC (Advance Construction Conversion)** – Accounting tool to track the repayment of state funds used to begin a project prior to the availability of federal funds.

**AC-3PF** – Advance Construction match using Third Party Funds.

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**FMATS 2017 - 2020 FMATS TRANSPORTATION IMPROVEMENT PROGRAM**  
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**AC-SM** – Advance Construction match using State Match.

**AC-M46** – Advance Construction match using M46 Funds.

**AARC** – Funds available through the Alaska Railroad Corporation.

**Bank** – Funds that were banked from one year to the next under agreement with ADOT&PF.

**CMAQ (Congestion Mitigation/Air Quality)** – These funds are for projects that can be proven to reduce traffic congestion and/or improve air quality in federally designated non-attainment areas. Projects such as park and ride lots, transit bus replacement, vehicle inspection and maintenance program improvements, signal coordination, ride sharing, and paving for dust control qualify for these funds. The federal funds ratio varies and is either 90.97% or 100% depending upon the specific category of work.

**DEOB/Offset** – Federal funding, including the non-federal share, that has been de-obligated from another federal project and is now available for use on another project. This funding is shown as informational only and only after it has been approved by the proper authority for changes and overruns during construction or to bring a project up to low bid, as requested, prior to the submittal of a PDA request.

**DOD** – Funds available through the Department of Defense.

**Earmark** – Funds designated for a specific project. Certain earmarks have been made available for repurposing under the Consolidated Appropriations Act of 2016. FMATS has received authority to repurpose this particular earmark on the Noble Street Upgrade project.

**EAR-M** – The non-federal share required for Earmark funding.

**FCTP** – Flexible funding that may be used by the state and localities for projects on any Federal-aid highway, including the NHS, bridge projects on any public road, transit capital projects, bus terminals and facilities. Unlike other states, Alaska is allowed to use these funds on any public road in Alaska, regardless of classification. The federal funds ratio varies, typically 93.4% if spent on interstate routes or 90.97% otherwise. This funding code includes the non-federal share.

**FED-CTP** – Flexible funding that may be used by the state and localities for projects on any Federal-aid highway, including the NHS, bridge projects on any public road, transit capital projects, bus terminals and facilities. Unlike other states, Alaska is allowed to use these funds on any public road in Alaska, regardless of classification. The federal funds ratio varies, typically 93.4% is spent on interstate routes or 90.97% otherwise. This funding code reflects the federal share only.

This report was funded in part through grant(s) from the Federal Highway Administration, U.S. Department of Transportation. The views and opinions of the Fairbanks Metropolitan Area Transportation System expressed herein do not necessarily state or reflect those of the U.S. Department of Transportation.

**FMATS 2017 - 2020 FMATS TRANSPORTATION IMPROVEMENT PROGRAM**  
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**GF** – General fund appropriation available for use on any project.

**GO Bonds** – Funds generated by the sale of bonds by the state.

**GO-P** – Funds generated by the sale of bonds by the state for the Plack Road Bike/Pedestrian Facility Project.

**GO-W** – Funds generated by the sale of bonds by the state for the Wendell Avenue Bridge project.

**ILLU (Illustrative)** – Indicates projects that would be funded and advanced if funding becomes available either through receipt of additional funds or because another project cannot be advanced; the specific source or sources of funds will be determined when and if the project is selected to be funded.

**ILLU-SM** – Indicates projects that are illustrative and have a state match.

**ILLU-3PF** - Indicates projects that are illustrative and match is paid by third party funds.

**NHPP (National Highway Performance Program)** – In MAP-21 section 1106, Congress designated the NHPP to provide support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS. This funding code incorporates previous NHS, IM and some BR fund codes. The federal funds ratio is 90.97%.

**NP** – Funds made available to the FMATS Coordinator's office from the City of North Pole.

**PL** – These funds are designated for the mandatory planning tasks the department undertakes, including preparation of the Statewide Transportation Plan (SwTP) and State Transportation Improvement Program (STIP), statistical measurements of the transportation system (traffic volumes, pavement condition, accident locations, causes and severity, and physical characteristics of roads and highways), mapping, and management systems. In Alaska, these metropolitan planning funds can be used in any urban area within the state. Planning processes and special planning studies are eligible activities within this program. The federal funds ratio is 90.97%.

**SB46** – A FY12 state fund appropriation of \$5 million available to any project in the FMATS TIP. When used as matching funds to federal funds, the code M46 is used. CH5/11/100/8, AR65818.

**SB160** – A FY13 state fund appropriation of \$7.5 million available to any project in the FMATS TIP. When used as matching funds to federal funds, the code M160 is used. CH17/12/132/25, AR58609.

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**FMATS 2017 - 2020 FMATS TRANSPORTATION IMPROVEMENT PROGRAM**  
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**SB230** – A FY11 state fund appropriation of \$5 million available to any project in the FMATS TIP. When used as matching funds to federal funds, the code M230 is used. CH43/10/36/24, AR65439

**SM (State Match)** – The State’s share of project costs required to match federal program funds. Depending on the particular federal program requirements, the state’s share of the costs, the state match required, will vary from as little as zero percent to as much as 50%. Most often the state’s share will range from 9.03% to 20%.

**STP (Surface Transportation Program)** – Flexible funding that may be used by the state and localities for projects on any Federal-aid highway, including the NHS, bridge projects on any public road, transit capital projects, bus terminals and facilities. Unlike other states, Alaska is allowed to use these funds on any public road in Alaska, regardless of classification. The federal funds ratio varies, typically 93.4% if spent on interstate routes or 90.97% otherwise.

**TAP (Transportation Alternatives Program)** – The Moving Ahead for Progress in the 21st Century Act (MAP-21) replaced the Transportation Enhancement (TE) Activities with the Transportation Alternatives Program (TA), a new program, with funding derived from the NHPP, STP, HSIP, CMAQ and Metropolitan Planning programs, encompassing most activities funded under the Transportation Enhancements, Recreational Trails, and Safe Routes to School programs under SAFETEA-LU. The federal funds ratio can be 80% or 90.97%.

**UAF** – Funds available through the University of Alaska.

**URPL (Metropolitan Planning)** – In Alaska, these funds can be used in any urban area within the state. Planning processes and special planning studies are eligible activities within this program. The federal funds ratio is 90.97%.

**Y381** – Specific appropriation for the Yankovich/Miller Hill Multi-Use Path.

***Transit and Rail Fund Codes***

**5307 (Capital and Operating Funds for Urbanized Areas)** – These funds are distributed to eligible urban areas according to a federally mandated formula based on population, population density, and level of public transportation service. The eligible transit operations in Alaska for this program are in Anchorage and Fairbanks. Urban areas with populations over 200,000 (Anchorage) receive funds directly from FTA and may use their funds for capital investments. Urban areas with populations under 200,000 (Fairbanks) may use the funds for both operations and capital projects. In each case the project selections are made by the MPO and are listed in its TIP.

This report was funded in part through grant(s) from the Federal Highway Administration, U.S. Department of Transportation. The views and opinions of the Fairbanks Metropolitan Area Transportation System expressed herein do not necessarily state or reflect those of the U.S. Department of Transportation.

**FMATS 2017 - 2020 FMATS TRANSPORTATION IMPROVEMENT PROGRAM**  
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**5307RR - FTA (Alaska Railroad Passenger Operations)** – A portion of Section 5307 funds, Capital and Operating Funds for Urbanized Areas specifically set aside for the Alaska Railroad for costs related to passenger operations.

**5309 - FTA (Capital Program)** – This program provides capital assistance for three primary activities:

- **(5309BU)** New and replacement buses and facilities
- **(5309FG)** Modernization of existing rail and ferry systems
- **(5309NS)** (New Starts) New fixed-guideway systems (including ferry systems)

**5311 (Non-urbanized Area Formula Program)** – This program provides funding to enhance public transportation in rural and small urban areas. It also assists in the maintenance, development, improvement, and use of public transportation systems. A component of this program is the Rural Transit Assistance Program (RTAP), which provides training and technical assistance to transit operators. The federal funds ratio is 90.97% for capital projects and project administration, and up to 56.86% for operating assistance. RTAP projects are 100% federally funded.

**5337GR (Section 5337 State of Good Repair)** – A new formula-based State of Good Repair program is FTA's first stand-alone initiative written into law that is dedicated to repairing and upgrading the nation's rail transit systems along with high-intensity motor bus systems that use high-occupancy vehicle lanes, including bus rapid transit (BRT). These funds reflect a commitment to ensuring that public transit operates safely, efficiently, reliably, and sustainably so that communities can offer balanced transportation choices that help to improve mobility, reduce congestion, and encourage economic development.

**5339 – (Bus and Bus Facilities)** – Funding for capital expenses for eligible rural public transit systems.

*For more information, please contact:*

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This report was funded in part through grant(s) from the Federal Highway Administration, U.S. Department of Transportation. The views and opinions of the Fairbanks Metropolitan Area Transportation System expressed herein do not necessarily state or reflect those of the U.S. Department of Transportation.

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**Approved 02.15.17**

NID	IRIS	Score	Project Description	Fund Code	Perf. Meas.	AQ	Phase	FFY17	FFY18	FFY19	FFY20	Beyond
<b>CTP Funding Table</b>												
<b>30011</b>		<b>43.58</b>	<b>Barnette Street Reconstruction</b>	CTP			2			1,364.6		
			Reconstruct Barnette Street from 1st Avenue to Airport Way to include signal upgrades, decorative lighting, a dedicated bike lane, drainage improvements, intersection and sidewalk upgrades, utility relocation, signing and striping and landscaping. This project should be consistent with the Complete Streets concept of Cushman Street.	3PF			2			67.7		
				SM			2			67.7		
				LLU			0					16,550.0
			<b>Project Total</b>					<b>0.0</b>	<b>0.0</b>	<b>1,500.0</b>	<b>0.0</b>	<b>16,550.0</b>
<b>30099</b>		<b>58.59</b>	<b>College Road Bus Pullouts</b>	CMAQ			2	131.0				
			Install seven bus stop facilities at high-use locations along College Road in coordination with the MACS Transit System and the College Road Corridor Study from University Avenue to the Steese Expressway.	CTP			2		87.3			
				SM			2	13.0	8.7			
				CMAQ			3			135.6		
				SM			3			13.5		
				CMAQ			7			182.0		
				SM			7			18.1		
				CTP			4				600.4	
				SM			4				59.6	
			<b>Project Total</b>					<b>144.0</b>	<b>96.0</b>	<b>349.2</b>	<b>660.0</b>	<b>0.0</b>
<b>30012</b>	<b>NSHWY00126</b>	<b>60.34</b>	<b>Cowles Street Reconstruction: Fairbanks</b>	CTP			2		266.9			
			Reconstruct Cowles Street from 1st Avenue to East Cowles to include sidewalk, drainage and illumination improvements. <b>50% local match / 50% state match</b>	SM			2		13.2			
			City of Fairbanks	3PF			2		13.2			
				CTP			3		66.8			
				SM			3		3.3			
			City of Fairbanks	3PF			3		3.3			
				CTP			7				190.4	
				SM			7				9.5	
				3PF			7				9.5	
				CTP			4				5,126.1	
				CMAQ			4				727.8	
				3PF			4				254.4	
				SM			4				326.7	
			<b>Project Total</b>					<b>0.0</b>	<b>366.7</b>	<b>0.0</b>	<b>6,644.4</b>	<b>0.0</b>

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3847-1	Z622070000	99	<b>Fairbanks Cushman Street Bridge Rehabilitation or Replacement</b>	CTP			7		9.1			
			Repair or replace the Cushman Street Bridge. The bridge and adjoining roadway should be consistent with the Complete Street concept south of the Chena River and the parent Illinois Street project to the north.	SM			7		0.9			
				AC			4				4,821.4	
				ACC			4					-4,821.4
				CTP			4					4,821.4
				AC-SM			4				478.6	
			<b>Project Total</b>					<b>0.0</b>	<b>10.0</b>	<b>0.0</b>	<b>5,300.0</b>	<b>0.0</b>
22255			<b>Fairbanks Rail Realignment</b>	ILLU			0					83,447.2
			The Alaska Railroad Corporation (ARRC) proposes to optimize the alignment of mainline and branch track within the Fairbanks Area to improve safety, customer response, and minimize transportation conflicts with the adjacent communities. A Memorandum of Understanding between the Fairbanks North Star Borough and ARRC is the guiding policy for implementing this project.									
			<b>Project Total</b>					<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>83,447.2</b>
21934	NFHWY00134	99	<b>FMATS Advanced Project Definition</b>	PL			8	11.0				
			Provide funding to the State and City to develop new estimates for TIP projects.	M160			8	11.0				
				CTP			8	100.0				
			<b>Project Total</b>					<b>122.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
22765	Z616760000	99	<b>FMATS Coordinators Office</b>	CTP			8	102.3	102.3	102.3	102.3	
			Funding for the Fairbanks Metropolitan Area Transportation System (FMATS) Coordinator's office which supports delivery of the FMATS program.	PL			8	252.5	252.5	252.5	252.5	
				M46			8	35.2	35.2	35.2	35.2	
				SB160			8			97.0	97.0	
			City of North Pole monetary contribution	CONP			8	7.5	7.5	7.5	7.5	
			<b>Project Total</b>					<b>397.5</b>	<b>397.5</b>	<b>494.5</b>	<b>494.5</b>	<b>0.0</b>
6448			<b>FMATS Green Streets Plan</b>	PL			8		30.0			
			FMATS will identify and prioritize which streets within the urbanized area are in greatest need of green infrastructure for the management of storm water runoff, including specific design recommendations for each of those streets. Research of best management practices in a sub-arctic environment will also be included in the report.	M160			8		3.0			
			<b>Project Total</b>					<b>0.0</b>	<b>33.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
30629	Z901350000	REQ	<b>FMATS Metropolitan Transportation Plan</b>	PL			8	34.4				
			Update the FMATS Metropolitan Transportation Plan, as required under 23 USC 134 considering the FAST Act's new planning factors and performance measures and targets.	SM			8	1.7				
				M160			8	1.7				
			<b>Project Total</b>					<b>37.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	

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NID	IRIS	Score	Project Description	Fund Code	Perf. Meas.	AQ	Phase	FFY17	FFY18	FFY19	FFY20	Beyond
30093		31.41	<b>FMATS Sign Replacement - Stage III</b>	CTP			2	118.3		200.1		
			Replace signs in accordance with each entity's established sign management plans to meet the requirements of the MUTCD.	3PF			2	11.7		19.9		
				AC			3			4.5		
				ACC			3				-4.5	
				CTP			3				4.5	
				AC-3PF			3			0.5		
				AC-3PF			7			0.5		
				AC			7			4.5		
				ACC			7				-4.5	
				CTP			7				4.5	
				AC			4				1,819.4	
				AC-3PF			4				180.6	
				ACC			4					-1,819.4
				CTP			4					1,819.4
			<b>Project Total</b>					<b>130.0</b>	<b>0.0</b>	<b>230.0</b>	<b>2,000.0</b>	<b>0.0</b>
16104	Z637840000	56.1	<b>Gillam Way Reconstruction</b>	CTP			2	136.5				
			Reconstruct Gillam Way between Airport Way to 22nd Avenue including pedestrian and drainage improvements, utilities and traffic calming. <b>50% local match / 50% state match</b>	SM			2	6.8				
			City of Fairbanks	3PF			2	6.7				
				CTP			3	166.5				
				SM			3	8.3				
			City of Fairbanks	3PF			3	8.2				
				CTP			7	55.5				
				SM			7	2.8				
			City of Fairbanks	3PF			7	2.7				
				CTP			4		3,979.9			
				CMAQ			4		68.3			
				SM			4		204.3			
			City of Fairbanks	3PF			4		197.5			
			<b>Project Total</b>					<b>394.0</b>	<b>4,450.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
30029		41.45	<b>Lacey Street Reconstruction: Fairbanks</b>	-			0					16,474.0
			Reconstruct Lacey Street from 1st Avenue to 12th Avenue. Reconstruction includes drainage improvements, intersection and sidewalk upgrades, utility relocation, signing, striping and landscaping.									
			<b>Project Total</b>					<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16,474.0</b>

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NID	IRIS	Score	Project Description	Fund Code	Perf. Meas.	AQ	Phase	FFY17	FFY18	FFY19	FFY20	Beyond
30105		40.87	<b>Lathrop Street Extension</b>	CTP			2	289.3				
			Reconstruct sections of South Lathrop Street and extend it from the Alaska Railroad Crossing at Sanduri Street to the proposed entry road to the Tanana Lakes Recreation Area, at the Tanana River levee. Improvements include constructing a gravel road prism 30 feet wide and upgrade of the railroad crossing at Sanduri.	3PF			2	28.7				
				AC-3PF			2			12.2		
				AC			2			122.8		
				ACC			2				-122.8	
				CTP			2				122.8	
				AC			7			727.8		
				AC-3PF			7			72.2		
				ACC			7					-727.8
				CTP			7					727.8
				ILLU			4					514.0
			<b>Project Total</b>					<b>318.0</b>	<b>0.0</b>	<b>935.0</b>	<b>0.0</b>	<b>514.0</b>
6587	Z628380000	49.6	<b>McGrath Rd Upgrade: FNSB</b>	CTP			2					
			Upgrade McGrath Road between Farmers Loop and the Old Steese Highway. Improve the existing separated path as needed.	SM			2					
				CTP			3	454.9				
				SM			3	45.2				
				CTP			7	318.4				
				SM			7	31.6				
				CMAQ			4			410.2		
				CTP			4			4,684.1		
				SM			4			505.7		
			<b>Project Total</b>					<b>850.1</b>	<b>0.0</b>	<b>5,600.0</b>	<b>0.0</b>	<b>0.0</b>
30097		55.3	<b>Minnie Street Upgrade</b>	CTP			9	545.9				
			Conduct a PEL Study to ultimately define the scope and design elements of the project, including a right of way survey. Rehabilitate Minnie Street from Erceg Street to the Old Steese Highway in accordance with the results of the study and approval of the Policy Committee. Improvements may involve improving intersection geometries, upgrading sidewalks to meet ADA standards, storm drain system, utility relocations and rehabilitation or replacement of the Noyes Slough Bridge. <b>50% local match / 50% state match</b>	SM			9	27.1				
				3PF			9	27.0				
				CTP			2			887.0		
				-			2					
				SM			2			44.0		
			City of Fairbanks	3PF			2			44.0		
				ILLU			0					12,849.0
			<b>Project Total</b>					<b>600.0</b>	<b>0.0</b>	<b>975.0</b>	<b>0.0</b>	<b>12,849.0</b>
17975	Z617250000	99	<b>Noble Street Upgrade: Fairbanks</b>	CTP			4					
			Reconstruct Noble St. from 1st Avenue to Gaffney Road. <b>50% local match / 50% state match</b>	SM			4					
			City of Fairbanks	3PF			4					
			<b>Project Total</b>					<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>



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30106		37.25	<b>North Pole Streetlight Standardization</b>	CTP			2	112.8	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.	3PF			2	11.2	16.3			
				CTP			3			91.0		
				3PF			3			9.0		
				CTP			7				91.0	
				3PF			7				9.0	
				ILLU			4					1,286.0
			<b>Project Total</b>					<b>124.0</b>	<b>180.0</b>	<b>100.0</b>	<b>100.0</b>	<b>1,286.0</b>
30100		47.71	<b>Old Richardson Highway Intersection Improvements</b>	Bank			2	400.3				
			Analyze, design, and construct intersection and safety improvements with emphasis on safety for all users, road function, and quality of life. The intersections to be considered are Santa Claus Lane and E 5th Avenue and NPHS Boulevard at Old Richardson Highway and 8th Avenue however, the analysis and solution may be more far-reaching. The railroad crossing will also be brought to current standards under this project.	CTP			2		300.2			
				SM			2	39.7	29.8			
				CTP			3		227.4			
				SM			3		22.5			
				CTP			7				91.0	
				SM			7				9.0	
				ILLU			4					3,000.0
			<b>Project Total</b>					<b>440.0</b>	<b>579.9</b>	<b>0.0</b>	<b>100.0</b>	<b>3,000.0</b>
22095		21.99	<b>Peridot Street Reconstruction</b>	ILLU			0					2,750.0
			Reconstruct Peridot Street from the Richardson Highway to City limits, approximately 0.21 miles, and pave. Provide street lights and bike/pedestrian facilities as funding allows.	---								
			<b>Project Total</b>					<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2,750.0</b>
26087	NFHWY00014	43.5	<b>Tanana Loop and South Chandalar Drive Intersections</b>	CTP			2	257.4				
			Reconstruct the intersections of Tanana Loop/Alumni Drive/South Chandalar Drive; and Salcha Street/South Chandalar Drive including the portions of South Chandalar Drive between the intersections and up to Ambler Lane. Project will also include reconstructing the pedestrian facilities and construction of new pedestrian facilities on Alumni Drive, Tanana Loop, Salcha Street and South Chandalar Drive.	CMAQ			2					
				SM			2					
				M46			2	25.6				
				AC			4				2,428.0	
				ACC			4					-2,428.0
				CTP			4					2,428.0
				AC-M46			4				241.0	
			<b>Project Total</b>					<b>283.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2,669.0</b>	<b>0.0</b>
30098		37.55	<b>Wickersham Street Upgrades - Stage II</b>	-			0					10,260.0
			Upgrade Wickersham Street from 4 <sup>th</sup> to 6 <sup>th</sup> Avenue, Perry Street from 6 <sup>th</sup> to 8 <sup>th</sup> Avenue, and 4 <sup>th</sup> , 5 <sup>th</sup> , 6 <sup>th</sup> , 7 <sup>th</sup> , 8 <sup>th</sup> , and 9 <sup>th</sup> Avenue from Cowles to Barnette Street. Improve drainage, replace existing sidewalks, install new sidewalks where needed, and repave the roads. Utility upgrades may also be coordinated with this project.									
			<b>Project Total</b>					<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10,260.0</b>

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9939-2	NFHWY00139	61.3	<b>Yankovich/Miller Hill Road Reconstruction and Multi-Use Path</b>	CTP			2	62.5				
			Reconstruct Miller Hill Road and Yankovich Road from Sheep Creek to Ballaine Road. Construct a side path from LARS to Ballaine Road and tie into the existing side path on Farmers Loop.	SM			2	6.3				
				CTP			3	4.5				
				SM			3	0.5				
				CTP			7	291.1				
				SM			7	28.9				
				SM			4					
				ACC			4					-4,159.1
				AC-SM			4				412.9	
				CTP			4					4,159.1
				AC			4				4,159.1	
			<b>Project Total</b>					<b>393.8</b>	<b>0.0</b>	<b>0.0</b>	<b>4,572.0</b>	<b>0.0</b>

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NID	IRIS	Score	Project Description	Fund Code	Perf. Meas.	AQ	Phase	FFY17	FFY18	FFY19	FFY20	Beyond
<b>Non-Motorized Project Table</b>												
30095		26.66	<b>Airport Way Functional Features Analysis</b>	CTP			8	272.9				
			Provide a general toolkit for DOT&PF-engineers that provides functional and aesthetic options for necessary roadway features for Airport Way. Analyze need for access control features in the corridor and evaluate the feasibility of complete street and green street elements that give consideration to right-of-way and operational constraints.	M46			8	27.1				
				ILLU			0					250.0
			<b>Project Total</b>					<b>300.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
3874	Z637680000	37.8	<b>Birch Hill Bicycle and Pedestrian Facility: FNSB</b>	-			2					
			Construct a bike/pedestrian facility along Birch Hill Road to allow safe access to the Birch Hill Recreational Trail System.	CTP			7					
				SM			7					
				Bank			4	2,283.3				
				SM			4	226.7				
			<b>Project Total</b>					<b>2,510.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	
26078	Z64062000	49.4	<b>Chena River Walk Stage III</b>	CTP			2	155.1	142.8			
			Expand the Chena River Walk to the north side of the Chena River with approximately 2,200 linear feet of pathway from Peger Road to the existing Chena River pedestrian bridge crossing. Construct sidewalk along Peger Road from the Chena River bridge No. 1191 to Phillips Field Road intersection to connect the Chena River Walk to existing pedestrian facilities or consider a path connection under the bridge.	3PF			2	15.4	14.2			
				CTP			3			2.3		
				3PF			3			0.2		
				CTP			7			2.3		
				3PF			7			0.2		
				AC			4				1,410.0	
				ACC			4					-1,410.0
				CTP			4					1,410.0
				AC-3PF			4				140.0	
			<b>Project Total</b>					<b>170.5</b>	<b>157.0</b>	<b>5.0</b>	<b>1,550.0</b>	<b>0.0</b>
26568	Z616610000		<b>FMATS Pedestrian Improvements - Stage I</b>	CMAQ			2					
			Construct new facilities to improve connectivity within the FMATS boundary on Wilbur Street, Davis Road Peger Road and Lathrop Street with possible mid-block crossing.	SM			2					
				CTP			4	76.9				
				CMAQ			4					
				SM			4	7.6				
			<b>Project Total</b>					<b>84.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
20816	Z632930000	42.9	<b>Gold Hill Road Bicycle and Pedestrian Facility: FNSB</b>	CTP			2					
			Widen the shoulders on Gold Hill Road to accommodate bicycles and pedestrians. Improvements will also include resurfacing the roadway, approach work, signing and striping.	SM			2					
				CTP			4	312.1				
				SM			4	31.0				
			<b>Project Total</b>					<b>343.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>

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29969	NFHWY00137	35.03	Wembley Avenue Improvements: Aurora Drive to Danby Street	CMAQ			2	64.6				
			Reconstruct Wembley Avenue from Aurora Drive to Danby Street and construct a pedestrian facility. <i>CTP funds: 50% local match / 50% state match - CMAQ funds: 100% state match</i>	SM			2	6.4				
				CMAQ			3	2.3				
				SM			3	0.2				
				CMAQ			7	2.3				
				SM			7	0.2				
				CMAQ			4		659.5			
				SM			4		65.5			
			<b>Project Total</b>					<b>76.0</b>	<b>725.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>

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<b>Transit Table</b>												
<b>30251</b>		<b>38.24</b>	<b>Paratransit Vehicles</b>	ILLU			0					
			Purchase nine paratransit vans to replace vans that are currently 5 to 13 years old. The useful life of a paratransit van is 5 years.									
			<b>Project Total</b>					<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
<b>30250</b>		<b>36.46</b>	<b>Transit Buses</b>	CTP			4	913.7				
			Purchase six transit buses to replace buses purchased in 2007 that will reach their useful life in 2017. These buses are 29 foot Gillig buses that have a useful life of 10 years.	CMAQ			4	314.4				
				SM			4	31.2				
				3PF			4	90.7				
			<b>Project Total</b>					<b>1,350.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>

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<b>FMATS Programs Table</b>												
29673	NFHWY00006	na	<b>FMATS Improvement Program</b>	CTP			2	280.4				
19096			Pavement surface maintenance, traffic control signal upgrades, street light load center rehab, storm drain maintenance, reclaim/double chip, seal coat, crack sealing, roadway striping, dust control, signage replacement and intersection upgrades. (SOA pays design match and local governments pay construction match, per agreement.)	SM			2	27.8				
				TAP			4			654.3		
				AC			4		2,274.3	2,274.3	2,274.3	
				AC-3PF			4		225.7	225.7	225.7	
				ACC			4					-6,822.9
				CTP			4	1,912.6	1,742.8		971.2	6,822.9
			(COF, CONP, UAF, SM and FNSB and others)	3PF			4	189.9	173.0		96.4	
			<b>Project Total</b>					<b>2,410.7</b>	<b>4,415.8</b>	<b>3,154.3</b>	<b>3,567.6</b>	<b>0.0</b>
30229		na	<b>FMATS Intersection Improvement Program</b>	CTP			2	109.2	60.0			
			Intersection enhancements related to capacity, safety, and/or multimodal accessibility within the FMATS boundary.	SM			2	10.8	6.0			
				AC			3			0.0		
				AC			7			0.0		
				ACC			4					-727.8
				CTP			4					727.8
				AC-3PF			4			72.2		
				AC			4			727.8		
			<b>Project Total</b>					<b>120.0</b>	<b>66.0</b>	<b>800.0</b>	<b>0.0</b>	<b>0.0</b>
30231		na	<b>FMATS Safety and Efficiency Program</b>	ILLU			0					1,500.0
			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.									
			<b>Project Total</b>					<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1,500.0</b>
30096	NFHWY00138	na	<b>FMATS Sidewalk Improvement Program</b>	CTP			2	181.9				
			This is an annual project. Fund projects that will improve connectivity, safety, mobility and access for pedestrians throughout the MPA.	SM			2	18.1				
				AC			2		252.0			
				AC-SM			2		25.0			
				ACC			2					-252.0
				CTP			2					252.0
				CMAQ			2	213.2				
				SM			2	21.2				
				3PF			3	6.8		0.4		
				CTP			3	68.2		4.0		
				ACC			7					-307.5
				CTP			7					307.5
				AC			7		189.2	118.3		
				AC-3PF			7		18.8	11.7		
				AC			4				1,819.4	
				AC-3PF			4				180.6	
				ACC			4					-1,819.4
				CTP			4					1,819.4
				ILLU			4					1,720.0
			<b>Project Total</b>					<b>509.4</b>	<b>485.0</b>	<b>134.4</b>	<b>2,000.0</b>	<b>1,720.0</b>

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NID	IRIS	Score	Project Description	Fund Code	Perf. Meas.	AQ	Phase	FFY17	FFY18	FFY19	FFY20	Beyond
<b>General Fund (GF) Project Table</b>												
31032		na	<b>FMATS Transition Plan</b>	SB46			All	60.0				
			Develop and implement a transition plan to ensure the sustainability of FMATS as an MPO in good standing by analyzing its hosting structure and recommending a structure to see FMATS continue to thrive in the future. In addition, provide for transitional services in the event of employee turnover which may include wages for personnel.									
			<b>Project Total</b>					60.0	0.0	0.0	0.0	0.0

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NID	IRIS	Score	Project Description	Fund Code	Perf. Meas.	AQ	Phase	FFY17	FFY18	FFY19	FFY20	Beyond
<b>Funding (Revenue) Summary</b>												
			FMATS CTP ALLOCATION (Federal)	CTP				7,344.4	7,344.4	7,344.4	7,344.4	
			(Federal)	CMAQ				727.8	727.8	727.8	727.8	
			Planning funds	PL				297.9	282.5	252.5	252.5	
				BANK				2,683.6				
							<i>Federal Subtotal</i>	11,053.7	8,354.7	8,324.7	8,324.7	
			<i>This shows the overall match required for the federal funds above.</i>									
			FMATS CTP ALLOCATION (state & 3PF match)	Match				729.0	729.0	729.0	729.0	
			Match needed for all CMAQ funds	CMAQ-M				72.2	72.2	72.2	72.2	
			Match needed for all Planning funds	PL-M				29.6	28.0	25.1	25.1	
			Match needed for all Banking funds	BANK-M				266.4				
							<i>Match Subtotal</i>	1,097.2	829.2	826.3	826.3	
							<i>Funding (Revenue) Total</i>	12,150.9	9,183.9	9,151.0	9,151.0	
<b>Projected Obligations Summary</b>												
			<b>Fund Code Description</b>	<b>Fund Code</b>				<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	
<b>Federal Summary</b>												
			FMATS CTP Allocation (federal)	CTP				7,298.9	7,149.2	7,337.7	7,304.2	25,295.3
			Congestion Mitigation/Air Quality	CMAQ				727.8	727.8	727.8	727.8	
			Planning Funds	PL				297.9	282.5	252.5	252.5	
			(federal)	BANK				2,683.6	0.0	0.0	0.0	
							<i>Federal Subtotal</i>	11,008.2	8,159.5	8,318.0	8,284.5	
<b>Federal Match Summary</b>												
			State Match	SM				593.1	354.2	649.0	404.8	
			Match contributions from local governments	3PF				399.0	417.5	141.4	369.3	
			SB160 LOCAL MATCH	M160				12.7	3.0	0.0	0.0	
			SB46 LOCAL MATCH	M46				87.9	35.2	35.2	35.2	
							<i>Match Subtotal</i>	1,092.7	809.9	825.6	809.3	
							<i>Federal and Match Total</i>	12,100.9	8,969.4	9,143.6	9,093.8	
<b>Other Summary</b>												
			Transportation Alternative Program	TAP				0.0	0.0	654.3	0.0	
							<i>TOTAL</i>	0.0	0.0	654.3	0.0	
<b>AC/ACC Summary</b>												
			Advanced Construction	AC				0.0	2,715.5	3,980.0	18,731.6	
			Advance Construction Conversion/Payback	ACC				0.0	0.0	0.0	-131.8	-25,295.3
							<i>TOTAL</i>	0.0	2,715.5	3,980.0	18,731.6	
<b>AC Match Summary</b>												
			Match needed for Advance Construction	AC-3PF				0.0	244.5	395.0	726.9	
			Match needed for Advance Construction	AC-SM				0.0	25.0	0.0	891.5	
			Match needed for Advance Construction	AC-M46				0.0	0.0	0.0	241.0	
							<i>TOTAL</i>	0.0	269.5	395.0	1,859.4	
							<i>AC and Match Total</i>	0.0	2,985.0	4,375.0	20,591.0	
<b>Illustrative Summary</b>												
			Illustrative - Fund Place Holder	ILLU				0.0	0.0	0.0	0.0	
							<i>TOTAL</i>	0.0	0.0	0.0	0.0	
<b>General Fund Summary</b>												
			FFY12 GF Appropriation (\$5,000.0)	SB46				60.0	0.0	0.0	0.0	
			FFY13 GF Appropriation (\$7,500.0)	SB160				0.0	0.0	97.0	97.0	
			City of North Pole Contribution	CONP				7.5	7.5	7.5	7.5	
							<i>TOTAL</i>	67.5	7.5	104.5	104.5	
							<i>GRAND TOTAL</i>	11,075.7	11,152.0	13,451.8	28,980.0	0.0



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FTA Projects within FMATS Boundary								
Fund Type	Program	Need ID	Project Description	Fund Code	FFY17	FFY18	FFY19	FFY20
5307	UZA	20997	Urbanized Area Formula Grant - FNSB	FTA	750.0	750.0	750.0	750.0
			Transit operating assistance.	Match	750.0	750.0	750.0	750.0
			<b>Project Total</b>		<b>1500.0</b>	<b>1500.0</b>	<b>1500.0</b>	<b>1500.0</b>
5307	UZA		Urbanized Area Formula Rail Tier - ARRC					
			Associated transit improvements.	FTA	18.1	18.1	111	111
				Match	1.9	1.9	28	28
			<b>Project Total</b>		<b>20.0</b>	<b>20.0</b>	<b>139.0</b>	<b>139.0</b>
5307	UZA		Urbanized Area Formula - ARRC	FTA	211.0	200.0	200.0	200.0
			Track rehabilitation	Match	53.0	50.0	50.0	50.0
			<b>Project Total</b>		<b>264.0</b>	<b>250.0</b>	<b>250.0</b>	<b>250.0</b>
5311	UZA		Rural Transit - FNSB	ILLU	200.0	200.0	200.0	200.0
			Operational funding for the grey line	Match	50.0	50.0	50.0	50.0
			<b>Project Total</b>		<b>250.0</b>	<b>250.0</b>		
5337	UZA		State of Good Repair - ARRC	FTA	138.8	121	150	150
			Preventive Maintenance	Match	13.7	24.0	38	38.0
			<b>Project Total</b>		<b>152.5</b>	<b>145.0</b>	<b>188.0</b>	<b>188.0</b>
5337	UZA		Track Rehabilitation - ARRC	FTA	100.0	100.0	100.0	100.0
			Track rehabilitation	Match	25.0	25.0	25.0	25.0
			<b>Project Total</b>		<b>125.0</b>	<b>125.0</b>	<b>125.0</b>	<b>125.0</b>
5307	UZA		Transit Security - ARRC	FTA	18.1	18.1	125.0	125.0
			Support for transportation infrastructure security activities to strengthen the nation's critical infrastructure against risks associated with potential terrorist attacks	Match	1.9	1.9	32.0	32.0
			<b>Project Total</b>		<b>20.0</b>	<b>20.0</b>	<b>157.0</b>	<b>157.0</b>
5310	UZA		Enhanced Mobility for Seniors and Individuals with Disabilities	FTA	60.0	60.0	60.0	60.0
			Funding for Van I ran service.	FNSB	60.0	60.0	60.00	60.0
					120.0	120.0	120.0	120.0
			<b>Project Total</b>		<b>240.0</b>	<b>240.0</b>	<b>240.0</b>	<b>240.0</b>
5339	UZA		Transit Maintenance Facility Expansion	ILLU	10,000.0			
			Renovation and expansion of the transit maintenance facility.	FTA	12,800.0			
				FNSB	3,200.0			
			<b>Project Total</b>		<b>26,000.0</b>	<b>-</b>	<b>-</b>	<b>-</b>
5339	UZA		Bus and Bus Facility Allocations - FNSB	FTA	80.5	80.5	80.5	80.5
			FFY09 Section 5309 E2009-BUSP-003	FNSB	20.1	20.1	20.1	20.1
			<b>Project Total</b>		<b>100.6</b>	<b>100.6</b>	<b>100.6</b>	<b>100.6</b>
Illustrative FTA Projects within the FMATS Boundary								
Fund Type	Program	Need ID	Project Description	Fund Code	FFY17	FFY18	FFY19	FFY20
5339(b)	UZA		Buses and Bus Facility Competitive Grant	ILLU	2,000.0			
				FNSB				
			<b>Project Total</b>		<b>2000.0</b>			

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<b>NHS Projects Within FMATS Boundary</b>										
Need ID	IRIS	Highway	Location	Project Description / Funding Source	Phase	Fund Code	FFY17	FFY18	FFY19	After2019
3843	Z640780000	Airport Way	Fairbanks	<b>Airport Way / Cushman Street Intersection Reconstruction</b>	2	NHPP	626.2			
				Reconstruct the intersection at Airport Way and Cushman Street.	2	SM	62.2			
					3	NHPP		1,137.1		
					3	SM		112.9		
					7	NHPP	682.3			
					7	SM	67.7			
				<b>Project Total</b>			<b>1,438.4</b>	<b>1,250.0</b>	<b>0.0</b>	<b>7,348.0</b>
29881				<b>Airport Way Drainage</b>	2	NHPP		1,046.2		
				Improve roadway drainage by replacing drainage structures, reconfiguring roadway geometry and frontage road separation, grading and adjusting utilities. This project will also address ADA compliance and associated drainage needs.	2	SM		103.8		
				<b>Project Total</b>			<b>0.0</b>	<b>1,150.0</b>	<b>0.0</b>	<b>8,000.0</b>
15685	Z618720000	Airport Way	Fairbanks	<b>Airport Way (West) Improvements</b>	4	ILLU	7,550.5			
				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.	4	SM	749.5			
				<b>Project Total</b>			<b>8,300.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
24518				<b>Elliot Highway MP 0-12 Rehabilitation (Fox to Haystack)</b>	7	NHPP	454.9			
				Rehabilitation, restoration and resurfacing. Also includes shoulder widening in selected areas.	7	SM	45.1			
					4	AC			27,896.9	
					4	SM			2,769.1	
				<b>Project Total</b>			<b>500.0</b>	<b>0.0</b>	<b>30,666.0</b>	<b>27,896.9</b>
25598	Z615970000	Richardson	Fairbanks	<b>Richardson Highway MP 357 - 362 Bicycle/Pedestrian Path</b>	4	STP/SM		2,647.9		
				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.	4	AC	2,647.9			
					4	ACC		-2,647.9		
					4	SM	187.1			
					7	STP		93.4		
					7	ACC		-93.4		
				<b>Project Total</b>			<b>2,835.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
2130	Z661480000	Richardson	Fairbanks	<b>Richardson Highway MP 353 - 357 Access/Safety Improvements</b>	4	AC		21,482.0		
				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.	4	ACC			-10,741.0	
					4	NHPP			10,741.0	
					4	SM		1,518.0		
				<b>Project Total</b>			<b>0.0</b>	<b>23000.0</b>	<b>0.0</b>	<b>10741.0</b>
28069				<b>Richardson Highway MP 359 Railroad Grade Separated Facility</b>						
				Construct grade-separated crossing at MP 359 of the Richardson Highway to reduce railroad/vehicle conflicts; improve connectivity with the Old Richardson Highway; and provide Fort Wainwright south gate access.						
				<b>Project Total</b>						<b>36000.0</b>
22441	Z625410000	Steese	Fairbanks	<b>Steese Highway and 3rd Street Widening</b>	4	AC		11,703.3		
				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.	4	ACC			-11,703.3	
					4	NHPP			11,703.3	
					4	SM		1,161.7		
				<b>Project Total</b>			<b>0.0</b>	<b>12,865.0</b>	<b>0.0</b>	<b>0.0</b>

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<b>NHS Projects within the FMATS Boundary</b>										
Need ID	IRIS	Highway	Location	Project Description	Phase	Fund Code	FFY17	FFY18	FFY19	After2019
11899	Z614220000	Steese/ Johansen	Fairbanks	Steese Highway/Johansen Expressway Area Traffic Improvements	2	GO Bond				
				Construct intersection improvements, access and pedestrian improvements to relieve congestion and improve traffic safety in the vicinity of the rapidly developing commercial area in Northeast Fairbanks in the vicinity of the Steese Expressway and the Johansen Expressway. This project contributes to the State's mission by reducing injuries, fatalities, and property damage and by improving the mobility of people and goods (Proposed State Funds in GO Bond)	3	GO Bond				
					7	GO Bond				
					4	GO Bond				
<b>Project Total</b>							<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
30150				Steese Highway MP 4.5 (CHSR) Off-Ramp Bypass Lane	4	NHPP		591.3		
				Conduct a bypass lane and retaining wall at the Steese Highway north bound ramp to Chena Hot Springs Road	4	SM		58.7		
<b>Project Total</b>							<b>0.0</b>	<b>650.0</b>	<b>0.0</b>	<b>0.0</b>
29829		Steese/ Johansen	Fairbanks	Steese Expressway / Johansen Expressway Interchange	2	NHPP		1,886.7		
				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	2	SM		187.3		
					3	NHPP			2,729.1	
					3	SM			270.9	
					7	NHPP			909.7	
					7	SM			90.3	
<b>Project Total</b>							<b>0.0</b>	<b>2,074.0</b>	<b>4,000.0</b>	<b>30,000.0</b>
3821	Z632130000		Fairbanks	University Avenue Widening	7	NHPP				
				associated with this parent design project: NID 29655 & 29656)	7	SM				
<b>Project Total</b>							<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
29655	Z632130000		Fairbanks	University Avenue Rehabilitation: Thomas Street to Chena River (Segment I)	4	AC		14,010.8		
				Widen and reconstruct University Avenue to current standards from Thomas Street to the Chena River, including replacement of University Ave Bridge #0263. (This is associated with the parent design project, NID 3821.)	4	ACC			-14,010.80	
					4	NHPP			14,010.80	
					4	BOND		18798.5		
					4	SM		1,390.7		
<b>Project Total</b>							<b>0.0</b>	<b>34200.0</b>	<b>0.0</b>	<b>0.0</b>
29656	Z632130000		Fairbanks	University Avenue Rehabilitation: Chena River to Parks Highway (Segment II)	4	ILLU				
				Widen and reconstruct University Avenue to current standards from the Chena River to the Parks Highway. (This is associated with the parent design project, NID 3821)	4	SM				
<b>Project Total</b>							<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15000.0</b>

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Other Major Projects Within FMATS Boundary									
Need ID	IRIS	Area	Project Description	Fund Code	Phase	FFY17	FFY18	FFY19	After2019
26076		Fairbanks	<b>Aurora Drive- Noyes Slough Bridge (#0209) Rehabilitation or Replacement</b>	STP	2	227.4			
			Rehabilitate or replace bridge #209 on Aurora Drive in Fairbanks	SM	2	22.6			
				STP	3		227.4		
				SM	3		22.6		
				STP	7		682.3		
				SM	7		67.7		
			<b>Project Total</b>			<b>250.0</b>	<b>1,000.0</b>	<b>0.0</b>	<b>7,500,000.0</b>
19217	Z772770000	Fairbanks	<b>College Road Median Extension</b>	HSIP	4	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.						
			<b>Project Total</b>			<b>520.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
18923	Z607740000		<b>Farmers Loop Resurfacing</b>		4				
			Resurface Farmers Loop Road including the separated path. Resurface University Avenue from the intersection with College Road to Thomas Street. Project will also include signs, striping, lighting, culverts, guardrail, signal modifications and permanent traffic recorder modifications.	STP/SM	4	16,400.0			
			<b>Project Total</b>			<b>16,400.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
26080			<b>Gold Mine Trail Road Upgrade</b>	3PF	2	21.9			
			Upgrade and pave approximately 4,750 feet of Gold Mine Trail and replace guardrail. Realign two 90 degree turns as it approached the Steese Highway with possible realignment of the intersection with the Steese.	STP	2	220.1			
				3PF	4		272.7		
				AC	4		2,747.3		
			<b>Project Total</b>			<b>242.0</b>	<b>3,020.0</b>	<b>0.0</b>	<b>2,747.3</b>
19217-2	Z634790000	Fairbanks	<b>HSIP: Fairbanks Danby-Wembley Roundabout</b>	HSIP	3	150.0			
			Construct a single lane roundabout at the intersection of Danby Street and Wembley Avenue.	HSIP	4		1,424.0		
			<b>Project Total</b>			<b>150.0</b>	<b>1,424.0</b>	<b>0.0</b>	<b>0.0</b>
19217-4	Z634670000		<b>HSIP: Steese Hwy/Chena Hot Springs Rd Ramp Termini Roundabouts</b>		4	2,379.0			
			Construct roundabouts at the interchange ramp termini for the Steese Highway at Chena Hot Springs Road.						
			<b>Project Total</b>			<b>2,379.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
22420		Fairbanks	<b>Joint Tanana Range Access</b>	ILLU	4	40,000.0			
			to construct a crossing of the Tanana River to provide year-round access to the military training areas	ILLU	4	10,000.0	46,000.0		
				ILLU	4	10,000.0	46,000.0		
			<b>Project Total</b>			<b>60,000.0</b>	<b>92,000.0</b>	<b>0.0</b>	<b>0.0</b>

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**Other Major Projects Within FMATS Boundary**

Need ID	IRIS	Area	Project Description	Fund Code	Phase	FFY17	FFY18	FFY19	After2019
25556		North Pole	<b>North Pole Road/Rail Reduction Project</b>	ARRC	4				
			Project to reduce the number of at-grade (same level) road/rail crossings on an 8-mile section of the Eielson Branch track (from Richardson Hwy Milepost 9 to the Chena River Floodway) that currently runs through North Pole.						
			<b>Project Total</b>			0.0	0.0	0.0	0.0
26082	Z624870000	Fairbanks	<b>Old Steese Highway Reconstruction - GO Bond</b>	GO Bond	4		16,000.0		
			Reconstruct the Old Steese Highway from Wendell Avenue Bridge to, and including, the intersenction at the Johansen Expressway.						
			<b>Project Total</b>			0.0	16,000.0	0.0	0.0
25596			<b>Rosie Creek Road Improvements</b>	3PF	2	42.9			
			Improve Rosie Creek Road from Chena Ridge to Becker Ridge, to include alignment, shoulder work, repair and overlay of pavement, and improving the intersection at Chena Ridge.						
				STP	2	432.1			
				3PF	3		45.2		
				STP	3		454.8		
				3PF	7		9.0		
				STP	7		91.0		
				3PF	4			546.9	
				AC	4			5,509.1	
			<b>Project Total</b>			475.0	600.0	6,056.0	5,509.1
6359	Z632910000		<b>Wendell Avenue Bridge</b>	GO Bond	2				
			Rehabilitate or replace the Wendell Street Bridge, widen sidewalks and provide pedestrian facilities along the north side under the bridge.	GO Bond	3				
				GO Bond	7	150.0			
				GO Bond	4	1,400.0			
			<b>Project Total</b>			1,550.0	0.0	0.0	0.0

**FMATS 2017 - 2020 TRANSPORTATION IMPROVEMENT PROGRAM**  
**Approved 02.15.17**

<b>CMAQ PROJECTS</b>									
Need ID	IRIS	Location	Project Description / Funding Source	Phase	Fund Code	FFY17	FFY18	FFY19	FFY20
26161		Fairbanks	<b>Fairbanks Air Quality Planning Project</b>	All	CMAQ	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 <sub>2.5</sub> 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.	All	SM	7.2	7.2	72.8	
<b>Project Total</b>						<b>80.0</b>	<b>80.0</b>	<b>80.0</b>	<b>80.0</b>
29232		Fairbanks	<b>Committed Measures for the Fairbanks SIP</b>	All	CMAQ	1,728.4	1,728.4	1,728.4	
			This project is to fund committed measures identified in the Fairbanks SIP that addresses the Fairbanks PM2.5 non-attainment.	All	SM	171.6	171.6	171.6	
<b>Project Total</b>						<b>1,900.0</b>	<b>1,900.0</b>	<b>1,900.0</b>	<b>0.0</b>
18791		Fairbanks	<b>Statewide Congestion and Mitigation Air Quality</b>	All	CMAQ	482.1	482.1	482.1	
			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.	All	CMAQ-M	2,274.3	2,274.3	2,274.3	
				All	SM	248.9	248.9	248.9	
<b>Project Total</b>						<b>3,005.3</b>	<b>3,005.3</b>	<b>3,005.3</b>	<b>0.0</b>
<i>The above projects are in the draft 2016 - 2019 STIP. The following projects are sub-allocations from Need ID 29232 and Need ID 18791 and are exempt from conformity analysis. They are shown here for informational purposes only.</i>									
18791-16	Z607110000	Fairbanks	<b>FNSB SIP</b>						
			Prepare a Fairbanks PM 2.5 Non-Attainment Area Statewide Implementation Plan (SIP). This project includes inventory development, data collection, analysis, modeling, identifying control measures and components that demonstrate attainment.	8	CMAQ	430.0	430.0	430.0	
<b>Project Total</b>						<b>430.0</b>	<b>430.0</b>	<b>430.0</b>	<b>0.0</b>
18791-17	Z635830000	Fairbanks	<b>PM2.5 VMT and Classification Study</b>						
			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.	8	CMAQ	100.0			
<b>Project Total</b>						<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
18791-18	Z617630000	Fairbanks	<b>Nor Reg Signal Interconnect</b>						
			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.	8	CMAQ	3,300.0			
<b>Project Total</b>						<b>3,300.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
18791-1	Z607090000	Fairbanks	<b>FNSB Air Quality Education</b>						
			Development and implementation of a multi-media campaign, collection of survey/behavioral data to support outreach activities, analyzing and distributing monitoring information, rental and purchase and operations and maintenance costs of signs displaying current air quality concentrations and enhanced outreach to support improved air quality.	8	CMAQ	500.0			
<b>Project Total</b>						<b>500.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
18791-Z	Z63386	Fairbanks	<b>Fairbanks Area Signal Timing Upgrades</b>						
			Conduct a signal timing review to provide recommendations for signal coordination and to integrate signal timing improvements. Priority will be given to NHPP routes and higher functional class corridors within the Fairbanks PM2.5 non-attainment area to promote travel efficiency and reduce delays, thereby reducing PM2.5 emissions.	8	CMAQ	3,530.0	3,530.0	3,530.0	
				All	CMAQ				
<b>Project Total</b>						<b>3,530.0</b>	<b>3,530.0</b>	<b>3,530.0</b>	<b>0.0</b>

**FMATS 2017 - 2020 TRANSPORTATION IMPROVEMENT PROGRAM**  
**Approved 02.15.17**

<b>CMAQ PROJECTS</b>									
<b>Need ID</b>	<b>IRIS</b>	<b>Location</b>	<b>Project Description / Funding Source</b>	<b>Phase</b>	<b>Fund Code</b>	<b>FFY17</b>	<b>FFY18</b>	<b>FFY19</b>	<b>FFY20</b>
<b>24756-10</b>	<b>Z604440000</b>	<b>Fairbanks</b>	<b>Heavy Duty Diesel Anti-Idling Maintenance and Emission</b>	<b>8</b>	<b>CMAQ</b>	250.0			
			Project funding to support existing anti-idling pilot at DOT&PF by assisting with Telemetric purchase and installation. To expand anti-idling to other heavy duty vehicle fleets within the FNSB non-attainment area. Implement other vehicle emission reduction techniques through inspection and retrofit upgrades.						
<b>Project Total</b>						<b>250.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
<b>24756</b>	<b>Z901410000</b>	<b>Fairbanks</b>	<b>Carlson Center Motor Vehicle Plug-In</b>	<b>All</b>	<b>CMAQ</b>	1,900.0	1,900.0		
			Installation of electrical plug-ins at the Carlson Center for preheating motor vehicle engines during cold temperatures in the Fairbanks area. This project also provides for 3 years of operations and maintenance for the plug-ins.						
<b>Project Total</b>						<b>1,900.0</b>	<b>1,900.0</b>	<b>0.0</b>	<b>0.0</b>
<b>24756</b>	<b>Z90142000</b>	<b>Fairbanks</b>	<b>Fairbanks and North Pole Libraries and Big Dipper Plug-Ins</b>	<b>All</b>	<b>CMAQ</b>	1,900.0	1,900.0		
			Installation of electrical plug-ins at the Fairbanks Library, North Pole Library and the Big Dipper for preheating motor vehicle engines during cold temperatures in the Fairbanks area. This project also provides for 3 years of operations and maintenance for the plug-ins.						
<b>Project Total</b>						<b>1,900.0</b>	<b>1,900.0</b>	<b>0.0</b>	<b>0.0</b>
<b>18791-2</b>	<b>Z604580000</b>	<b>Fairbanks</b>	<b>Hot Spot Guidance Program</b>	<b>8</b>	<b>CMAQ</b>	300.0			
			To provide updates of monitoring equipment on the Borough owned vehicle used for mobile sampling and analysis of PM2.5 measurements collected while driving routes in the non-attainment area. This will also include operation of this vehicle over a period of three years and the distribution of information to the public.						
<b>Project Total</b>						<b>300.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
<b>26161</b>	<b>Z605660000</b>	<b>Fairbanks</b>	<b>Fairbanks Air Quality Conformity</b>	<b>8</b>	<b>CMAQ</b>	80.0	80.0		
			Preparation of air quality conformity determinations for short and long term transportation plans and individual projects in the entire PM2.5 non-attainment area and carbon monoxide (CO) maintenance area within the Fairbanks North Star Borough, consisting of FMATS, the MPO for the Fairbanks urban area, and the associated "doughnut area" within the PM2.5 boundaries.						
<b>Project Total</b>						<b>80.0</b>	<b>80.0</b>	<b>0.0</b>	<b>0.0</b>



**U.S. DEPARTMENT OF TRANSPORTATION**

FEDERAL HIGHWAY ADMINISTRATION  
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915 SECOND AVENUE, SUITE 3142  
SEATTLE, WASHINGTON 98174

March 3, 2017

Shelia Good,  
Transportation Planner  
Department of Transportation and Public Facilities  
3132 Channel Drive  
Juneau, AK 99811

In Reply Refer To:  
TRAP 19-4

Dear Ms. Good:

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) have received the Fairbanks Metropolitan Area Transportation System (FMATS) Air Quality Conformity Analysis and Technical Appendix for the 2017 – 2020 Transportation Improvement Program (TIP).

Fairbanks is a carbon monoxide (CO) maintenance area with an approved Limited Maintenance Plan (LMP). The LMP does not require an emission budget or a regional emissions analysis. Other conformity requirements still apply, primarily the requirement for implementation of Traffic Control Measures (TCMs). Fairbanks has two TCMs, one relating to vehicle plug-ins and the other for transit system improvements. Both TCMs are implemented and the requirements for CO conformity are met.

Fairbanks was designated nonattainment for PM 2.5 effective December 14, 2009. A conformity finding for the 2040 Metropolitan Transportation Plan (MTP) was approved in January 2015. Interagency consultation confirmed that the projects contained in the 2017 – 2020 TIP were either consistent with those contained in the 2040 MTP or were exempt from conformity under 40 CFR 93.126 and 93.127. Since all non-exempt projects were consistent with those in the 2040 MTP, 40 CFR 93.122(g)(1) permits reliance on the regional emissions analysis from the MTP. Each of the criteria under 40 CFR 93.122(g)(1) is met, and the 2040 MTP regional emissions analysis was used for the conformity determination of the 2017 – 2020 TIP.



The FHWA and FTA approve the conformity determination for the FMATS 2017 – 2020 TIP. If you have any questions, please contact Mr. John Lohrey, FHWA Statewide Programs Team Leader at (907) 586-7428, or Mr. Ned Conroy, FTA Community Planner at (206) 220-4318.

Sincerely,



---

Sandra A. Garcia-Aline  
Division Administrator  
Federal Highway Administration

LINDA M  
GEHRKE

Digitally signed by LINDA M GEHRKE  
DN: c=US, o=U.S. Government,  
ou=FTA FTASentleWA, ou=DOT  
FTASentleWA, cn=LINDA M GEHRKE  
Date: 2017.03.03 14:16:18 -08'00'

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Linda M. Gehrke  
Regional Administrator  
Federal Transit Administration

Electronically cc: Mike Vigue, Director, Division Program Development, DOT&PF  
Judy Chapman, Northern Region Planning Chief, DOT&PF  
Donna Gardino, FMATS Coordinator  
Ned Conroy, FTA

sierra research



DRAFT Report

# **Draft Air Quality Conformity Determination for the Federally Approved FMATS 2017-2020 Transportation Improvement Program (TIP)**

Prepared for:

**Fairbanks Metropolitan Area  
Transportation System**

February 1, 2017

prepared by:

Sierra Research, Inc.  
1801 J Street  
Sacramento, California 95811  
(916) 444-6666

DRAFT REPORT

**Draft**  
**Air Quality Conformity Determination for the Federally Approved**  
**FMATS 2017-2020 Transportation Improvement Program (TIP)**

prepared for:

Fairbanks Metropolitan Area Transportation System

February 1, 2017

Principal author:

Thomas R. Carlson

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1801 J Street  
Sacramento, CA 95811  
(916) 444-6666

**Draft**  
**Air Quality Conformity Determination for the Federally Approved**  
**FMATS 2017-2020 Transportation Improvement Program (TIP)**

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## 1. EXECUTIVE SUMMARY

This report presents the carbon monoxide (CO) and fine particulate matter (PM<sub>2.5</sub>) Air Quality Conformity Determination (AQCD) for the federally approved 2017-2020 FMATS Transportation Improvement Program (2017 TIP). The Fairbanks Metropolitan Area Transportation System (FMATS) is the designated Metropolitan Planning Organization (MPO) for the urbanized area of the Fairbanks North Star Borough (FNSB), including the cities of Fairbanks and North Pole, Alaska, and is responsible for regional transportation planning. The 2017 TIP is a four-year spending plan for all federal highway funds anticipated for the FMATS area for Federal Fiscal Years (FFY) 2017-2020. The associated Metropolitan Transportation Plan (MTP) is a 27-year look at transportation needs and potential solutions through FFY 2040 and was approved by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) on January 30, 2015.

The 2017 TIP and the associated 2040 MTP have been financially constrained in accordance with the requirements of 40 CFR 93.108 and consistent with the U.S. DOT metropolitan planning regulations (23 CFR Part 450). A discussion of financial constraint and funding sources is included in the MTP and 2017 TIP documents. The 2017 TIP was adopted by the Policy Board of the MPO on February 17, 2017 and a conformity determination is expected by the end of the month.

The U.S. Environmental Protection Agency (EPA) originally designated a portion of the Fairbanks North Star Borough (FNSB) as a Moderate Nonattainment Area for CO. This was based on an 8-hour average design value of 10.4 parts per million (ppm) of CO. Fairbanks failed to reach attainment by the end of 1995, and effective March 30, 1998, EPA formally reclassified Fairbanks to a “Serious CO Nonattainment Area,” as mandated by the 1990 Clean Air Act Amendments. Effective April 5, 2002, EPA made a determination that the Fairbanks area had attained the CO NAAQS. The State submitted an Air Quality Maintenance Plan on June 21, 2004, and EPA made a formal “CO Maintenance Area” designation approving this plan on September 27, 2004. Fairbanks has not recorded an exceedance of the ambient CO standard since 2000. The original ten-year Maintenance Plan has been amended several times since the 2004 submission, including revisions that were adopted by the State on April 4, 2008,<sup>1</sup> that reflected a decision to terminate the Fairbanks I/M Program at the end of 2009. On March 22, 2010, EPA approved<sup>2</sup> this revised version of the Maintenance Plan.

---

<sup>1</sup> <http://www.dec.state.ak.us/air/sip.htm>

<sup>2</sup> Federal Register, Vol. 75, No. 54, March 22, 2010.

On April 22, 2013, the State submitted a CO Limited Maintenance Plan (LMP) designed to keep the Fairbanks area in attainment with the CO NAAQS for a second ten-year period beyond re-designation to a Maintenance Area. On August 9, 2013, EPA approved<sup>3</sup> the CO LMP for Fairbanks. As explained further in Section 2.2, areas with approved LMPs no longer require emission budget tests and a regional emissions analysis for the pollutant(s) addressed in the LMP, although conformity requirements still apply. As explained in Section 5, these requirements are met. Therefore, a finding of CO conformity for the 2017 TIP is supported.

EPA designated Fairbanks nonattainment for the 2006 PM<sub>2.5</sub> standard, effective December 14, 2009. Conformity for the PM<sub>2.5</sub> standard applies one year after the effective date (December 14, 2010). EPA published the Transportation Conformity Rule PM<sub>2.5</sub> and PM<sub>10</sub> Amendments on March 24, 2010; the rule became effective on April 23, 2010.<sup>4</sup> This PM Amendments Final Rule amends the conformity regulation to address the 2006 PM<sub>2.5</sub> (NAAQS). The analysis presented in this report demonstrates that the criteria specified in the federal transportation conformity rule for a conformity determination are satisfied by the TIP. A finding of conformity for the FMATS 2017 TIP is therefore supported.

Interagency consultation occurred in June and July 2016 on the proposed methodology for the conformity analysis for the 2017 TIP. Issues addressed in those consultations included models, associated methods, and assumptions for use in regional emissions analyses; and the basic steps for completing the conformity demonstration. Interagency review of the project list in the 2017 TIP was performed in November and December 2016. A key finding during interagency consultation was that the specific projects contained in the 2017 TIP were either consistent with those contained in the earlier 2040 MTP or were found to be exempt from conformity or regional emissions analysis requirements as defined under 40 CFR 93.126 and 93.127. Since all non-exempt projects were consistent with those in the previous plan (the 2040 MTP), 40 CFR 93.122(g)(1) permits reliance on the regional emissions analysis from that plan. As further explained in Section 3.4, each of the criteria under 40 CFR 93.122(g)(1) was met and the 2040 MTP regional emissions analysis was utilized for the conformity determination for this 2017 TIP.

As described in greater detail in the following sub-section, the applicable conformity requirements differed for PM<sub>2.5</sub> and CO; thus, separate methodologies were developed that addressed the requirements of each test and were approved by the interagency consultation participants.

The applicable federal criteria or requirements for conformity determinations, the conformity tests applied, the results of the conformity assessment, and an overview of the organization of this report are summarized below.

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<sup>3</sup> Federal Register, Vol. 78, No. 154, August 9, 2013.

<sup>4</sup> U.S. Environmental Protection Agency, 2010. 40 CFR Part 93. "Transportation Conformity Rule PM<sub>2.5</sub> and PM<sub>10</sub> Amendments; Final Rule." Federal Register, March 24, 2010, Vol. 75, No. 56, p. 14260.



FHWA has developed a Conformity Checklist (included in Appendix A) that contains the required items to complete a conformity determination. Appropriate references to these items are noted on the checklist.

## 1.1 Conformity Tests

The conformity tests specified in the federal transportation conformity regulation are (1) the emissions budget test, and (2) the interim emission test. If there is no approved air quality plan for a pollutant for which the region is in nonattainment or no emission budget has been found to be adequate for transportation conformity purposes, the interim emission test applies. For air quality planning areas with approved Limited Maintenance Plans, no emission tests (budget or interim) are required.

At this time Fairbanks has an approved Limited Maintenance Plan for CO. In December 2014, the State submitted a Moderate Area State Implementation Plan (SIP) for PM<sub>2.5</sub> to EPA. As of the time of preparation of this 2017 TIP, EPA has not yet formally taken action on Moderate PM<sub>2.5</sub> SIP. Thus, there is no emission test required for CO, and the interim emission test currently applies to PM<sub>2.5</sub> as described separately below.

CO Conformity – For areas with an approved Limited Maintenance Plan, EPA has concluded that vehicle emissions need not be capped for regional transportation conformity purposes over the course of the maintenance period and a regional emissions analysis and associated budget test (40 CFR 93.118 and 93.119) are not required.

PM<sub>2.5</sub> Conformity – For areas without an approved air quality plan (and emission budgets), conformity may be demonstrated if the emissions from the proposed transportation system are no greater than baseline year motor vehicle emissions in a given area (see Section 93.119). Conformity may also be demonstrated if the emissions from the proposed transportation system (“build” scenario) are less than or equal to emissions from the existing transportation system (“no-build” scenario).

The rule allows PM<sub>2.5</sub> nonattainment areas to choose between the two interim emissions tests each time that they determine conformity before adequate or approved PM<sub>2.5</sub> SIP budgets are established. However, the same test must be used for each analysis year in a given conformity determination.

FMATS chooses to use the “no-greater-than-2008 emissions” test for PM<sub>2.5</sub> (and precursor emissions of oxides of nitrogen [NO<sub>x</sub>]) using EPA’s MOVES2010b vehicle emissions model. (Although the latest version of MOVES is MOVES2014a, the PM<sub>2.5</sub> conformity determination for this TIP references the regional emissions analysis conducted under the approved 2040 MTP, which was based on MOVES2010b. Moreover, the differences between these versions of MOVES would not adversely affect the MOVES2010b-based conformity findings.)

## 1.2 Results of the Conformity Determination

A regional emissions analysis was conducted to meet the PM<sub>2.5</sub> conformity requirements. Although a regional emissions test was not required for CO since Fairbanks has an approved CO Limited Maintenance Plan in place, regional CO emissions were also estimated for informational purposes to ensure that the 2040 MTP is consistent with the LMP. All analyses were conducted using the latest planning assumptions and emissions models. The major conclusions of the FMATS 2040 MTP Conformity Analysis are outlined below.

- Total regional vehicle-related PM<sub>2.5</sub> and NO<sub>x</sub> precursor emissions associated with implementation of the 2040 MTP for the analysis years 2020, 2030, and 2040 have been estimated and are no greater than the 2008 baseline motor vehicle emissions, thus passing the required “not to exceed baseline” interim emissions test. Section 5.2 contains the regional emissions summary for the Fairbanks nonattainment area and explains how the PM<sub>2.5</sub> conformity requirements are met.
- All CO conformity requirements are met. Even though an emissions test is not required since the area has an approved CO LMP in place, other criteria still apply that ensure the MTP is consistent with the projections/assumptions in the LMP. As explained in Section 5.3, each of these criteria has been fulfilled.
- Interagency consultation has been conducted in accordance with federal requirements, which are incorporated into Alaska Department of Environmental Conservation’s (ADEC’s) Conformity Regulations.<sup>5</sup>

## 1.3 Report Organization

Following this Executive Summary, Section 2 provides an overview of the applicable PM<sub>2.5</sub> conformity rule and requirements, including an approach to meet requirements and the conformity analysis years. Section 3 contains a discussion of the latest planning assumptions, transportation modeling, and air quality modeling used to estimate regional emissions. Section 4 provides an overview of the interagency consultation conducted by FMATS. The results of the conformity analysis for the MTP are provided in Section 5.

Consultation documentation and other related information are contained in the appendices. FHWA’s checklist for conformity documentation is provided in Appendix A. Appendix B contains a listing of the transportation projects included in the 2017 TIP. Appendix C includes copies of interagency consultation correspondence. Appendix D contains public meeting process documentation. Comments received on the conformity analysis and responses made as part of the public involvement process are included in Appendix E.

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<sup>5</sup> State of Alaska Environmental Conservation Regulation, Title 18, Chapter 50. Air Quality Control. Article 7. Conformity (18 AAC 50.700 – 18 AAC 50.720)

## 2. CONFORMITY REQUIREMENTS

The criteria for determining conformity of transportation programs and plans under the federal transportation conformity rule (40 CFR Parts 51 and 93) and the applicable and CO and PM<sub>2.5</sub> conformity tests for the Fairbanks nonattainment areas are summarized in this section.

FMATS is the designated Metropolitan Planning Organization for Fairbanks, Alaska. As a result of this designation, FMATS prepares the MTP and associated conformity analyses.

Presented first is a review of the development of the applicable conformity regulation and requirements and the analysis years for this CO and PM<sub>2.5</sub> Conformity Analysis.

### 2.1 Background

CO – EPA originally designated a portion of the FNSB as a Moderate Nonattainment Area for CO. This was based on an 8-hour average design value of 10.4 parts per million (ppm) of CO. Fairbanks failed to reach attainment by the end of 1995, and effective March 30, 1998, EPA formally reclassified Fairbanks to a “Serious CO Nonattainment Area,” as mandated by the 1990 Clean Air Act Amendments. Effective April 5, 2002, EPA made a determination that the Fairbanks area had attained the CO NAAQS. The State submitted an Air Quality Maintenance Plan on June 21, 2004, and EPA made a formal “CO Maintenance Area” designation approving this plan on September 27, 2004. Fairbanks has not recorded an exceedance of the ambient CO standard since 2000. The original ten-year Maintenance Plan has been amended several times since the 2004 submission, including revisions that were adopted by the State on April 4, 2008,<sup>6</sup> that reflected a decision to terminate the Fairbanks I/M Program at the end of 2009. On March 22, 2010, EPA approved<sup>7</sup> this revised version of the Maintenance Plan.

On April 22, 2013, the State submitted a CO LMP designed to keep the Fairbanks area in attainment with the CO NAAQS for a second ten-year period beyond re-designation to a Maintenance Area. On August 9, 2013, EPA approved<sup>8</sup> the CO LMP for Fairbanks. As explained further in Section 2.2, areas with approved LMPs no longer require emission budget tests and a regional emissions analysis for the pollutant(s) addressed in the LMP.

PM<sub>2.5</sub> – EPA published the Transportation Conformity Rule PM<sub>2.5</sub> and PM<sub>10</sub> Amendments on March 24, 2010; the rule became effective on April 23, 2010.<sup>9</sup> This PM Amendments Final Rule amends the conformity regulation to address the 2006 PM<sub>2.5</sub>

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<sup>6</sup> <http://www.dec.state.ak.us/air/sip.htm>

<sup>7</sup> Federal Register, Vol. 75, No. 54, March 22, 2010.

<sup>8</sup> Federal Register, Vol. 78, No. 154, August 9, 2013.

<sup>9</sup> U.S. Environmental Protection Agency, 2010. op. cit.

NAAQS. The final PM Amendments rule also addresses hot-spot analyses in PM<sub>2.5</sub>, PM<sub>10</sub>, and carbon monoxide nonattainment and maintenance areas.

EPA's nonattainment area designations for the 2006 PM<sub>2.5</sub> standard became effective on December 14, 2009. Conformity for a given pollutant and standard applies one year after the effective date of EPA's initial nonattainment designation. Therefore, conformity for the 2006 PM<sub>2.5</sub> standard began to apply on December 14, 2010, for Fairbanks, Alaska. On June 2, 2014, EPA published in the Federal Register (Vol. 79, No. 105, p. 31566-31782) a new rule that identified those States in nonattainment for PM<sub>2.5</sub> as 'moderate' areas and proposed a new due date for submittal of moderate nonattainment area Subpart 4 SIPs to EPA. Under the 2014 rule, the PM<sub>2.5</sub> SIP for the moderate nonattainment area in the Fairbanks North Star Borough is due to the EPA by December 31, 2014.

Interagency Consultation – In accordance with the conformity rule, the interagency consultation process is being used for demonstrating conformity for the applicable NAAQS. Interagency consultation on the 2017 TIP began on June 30, 2016. The consultation process was used to reach concurrence that a new regional emissions analysis was not required for the 2017 TIP because the projects in the TIP subject to conformity were consistent with those contained in the 2040 MTP; the conformity determination for the 2017 TIP references the regional emissions analysis in the 2040 MTP. Public review of the Draft 2017 TIP occurred from November 9, 2016 through December 9, 2016. The public review draft included a summary of these conformity findings reached through interagency consultation. The 2017 TIP is slated for MPO approval on February 15, 2017. The conformity demonstration for the 2040 MTP was submitted to FHWA/FTA on January 22, 2015 and approved on January 30, 2015.

## 2.2 Conformity Regulation Requirements

As summarized earlier in Section 1.1, conformity test requirements differ for areas and pollutants with an EPA-approved air quality plan (i.e., a State Implementation Plan or a Maintenance Plan) and those without an approved plan. Fairbanks has an approved Limited Maintenance Plan for CO, but an air quality plan for PM<sub>2.5</sub> has not yet been approved by EPA.

Separate requirements for areas or pollutants under each category are described in separate sub-sections that follow.

### 2.2.1 Areas/Pollutants with a Limited Maintenance Plan

Fairbanks is a CO maintenance area with an approved Limited Maintenance Plan. The LMP policy essentially states that vehicle emission budgets test for transportation conformity can be treated as unnecessary because it is not reasonable to expect that an LMP area will experience so much growth during the maintenance period that a violation of the ambient CO standards would occur.

Although CO emission budget tests are not necessary, the following conformity requirements still apply:

- Transportation plans must still meet interagency consultation criteria and implementation of TCMs in the conformity rule (40 CFR 93.112 and 93.113); and
- In addition, projects in CO LMP areas must still meet criteria for CO hot-spots and screening analyses (40 CFR 93.116 and 93.123).

### 2.2.2 Areas/Pollutants without SIP-Based Budgets

Before an adequate or approved SIP budget is available, as is currently the case for PM<sub>2.5</sub> in Fairbanks, conformity is generally demonstrated with interim emission tests. Conformity may be demonstrated if the emissions from the proposed transportation system are no greater than baseline year motor vehicle emissions in a given area (see 40 CFR 93.119).

In the Fairbanks Moderate Area PM<sub>2.5</sub> SIP adopted by the state and currently pending EPA review, the baseline year for the attainment demonstration is calendar year 2008. Thus, 2008 is the baseline year for the interim emissions test.

The 2008 baseline year emissions level must be based on the latest planning assumptions available for the year 2008, the latest emissions model, and appropriate methods for estimating travel and speeds as required by the conformity regulation.

PM<sub>2.5</sub> nonattainment areas may also elect to use the “build-no-greater-than-no-build test.” Conformity is demonstrated if the emissions from the proposed transportation system (“build” scenario) are less than or equal to emissions from the existing transportation system (“no-build” scenario).

The rule allows PM<sub>2.5</sub> nonattainment areas to choose between the two interim emissions tests each time that they determine conformity before adequate or approved PM<sub>2.5</sub> SIP budgets are established. However, the same test must be used for each analysis year in a given conformity determination. Fairbanks chooses to use the “no-greater-than-2008 emissions test.”

The regional emissions analyses in PM<sub>2.5</sub> nonattainment areas must consider directly emitted PM<sub>2.5</sub> motor vehicle emissions from tailpipe, brake wear, and tire wear. EPA’s on-road mobile source emissions model MOVES quantifies emissions from these sources. Since MOVES was chosen for use in this conformity analysis, this requirement is satisfied.

Prior to adequate or approved PM<sub>2.5</sub> SIP budgets, re-entrained road dust and construction-related fugitive dust from highway or transit projects will be included in the regional emissions analyses only if EPA or ADEC has determined that it is a “significant

contributor” to the PM<sub>2.5</sub> regional air quality problem. Until a significance finding is made, PM<sub>2.5</sub> areas can presume that re-entrained road dust is not a significant contributor and not include road dust in the PM<sub>2.5</sub> transportation conformity analysis prior to the SIP. In addition, construction-related dust emissions are not to be included in any PM<sub>2.5</sub> conformity analyses before adequate or approved PM<sub>2.5</sub> SIP budgets are established. ADEC has indicated the significance determination will be made as part of the SIP process. As a result, the Fairbanks PM<sub>2.5</sub> conformity analysis will not include re-entrained road dust or construction-related fugitive dust from transportation projects.

In addition, prior to the submission of a SIP, NO<sub>x</sub> emissions must be considered, unless both ADEC and EPA make a finding that NO<sub>x</sub> is not a “significant contributor” to the PM<sub>2.5</sub> air quality problem. Conversely, volatile organic compounds (VOC), sulfur oxides (SO<sub>x</sub>), and ammonia emissions do not have to be considered in conformity, unless either ADEC or EPA makes a finding that on-road emissions of any of these precursors is a “significant contributor” to the area’s PM<sub>2.5</sub> air quality issues. ADEC made the significance determinations as part of the SIP process. As a result, the PM<sub>2.5</sub> conformity analysis will address only the precursor NO<sub>x</sub> emissions.

Table 2-1 summarizes PM<sub>2.5</sub> and NO<sub>x</sub> emission estimates for the 2008 baseline year. These emission estimates were calculated by running EPA’s MOVES2010b model as explained in Section 3.4 using transportation modeling outputs for the Fairbanks PM<sub>2.5</sub> nonattainment area described in Section 3.3.

<b>Table 2-1</b> <b>2008 Baseline Vehicle Emissions</b> <b>(tons per average winter day)</b>	
PM <sub>2.5</sub>	NO <sub>x</sub>
0.584	5.478

## 2.3 Conformity Analysis Years

Nonattainment areas that do not have adequate or approved budgets are not required to demonstrate conformity and perform a regional emissions analysis for their attainment year. Under Section 93.119(g)(1) of the conformity rule, nonattainment areas using interim emission tests are required to perform a regional emissions analysis for the following years:

- A year no more than five years beyond the year in which the conformity determination is made (e.g., 2017);
- The last year of the transportation plan’s forecast period (e.g., 2040); and
- Any additional years within the time frame of the transportation plan so that

analysis years are no more than ten years apart (e.g., 2030).

Regional emissions were thus estimated for calendar years 2008 (emission test baseline), 2020, 2030, and 2040 in the CO and PM<sub>2.5</sub> conformity analysis, in accordance with the conformity rule requirements. These years were certified in the Interagency Consultation process.

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### **3. LATEST PLANNING ASSUMPTIONS AND MODELING**

The Clean Air Act states that “the determination of conformity shall be based on the most recent estimates of emissions, and such estimates shall be determined from the most recent population, employment, travel, and congestion estimates as determined by the MPO or other agency authorized to make such estimates.”

According to the conformity regulation (40 CFR 93.110(a)), the time the conformity analysis begins is “the point at which the MPO or other designated agency begins to model the impact of the proposed TIP on travel and/or emissions.” Modeling began in June 2016 with interagency consultation regarding this 2017 TIP that discussed the analysis approach and assumptions, including concurrence that new regional emissions modeling would not be required if those projects in the TIP subject to conformity were consistent with those modeled in the 2040 MTP.

Since conformity applies to the CO and PM<sub>2.5</sub> nonattainment areas, new transportation projects within the “donut area” have been included. Donut areas are geographic areas outside a metropolitan planning area boundary, but inside the boundary of a nonattainment area that contains any part of the metropolitan area.

#### **3.1 Latest Planning Assumptions**

A series of updates developed for the Alaska Department of Transportation and Public Facilities (ADOT&PF) were implemented within the recent 2040 MTP transportation modeling performed by Kittelson and Associates, Inc. (Kittelson). Local travel survey data were collected from roughly 1,300 homes during fall 2013 and data recorders were installed on vehicles from a subset of the Fairbanks households (166), with trip data collected electronically for a week for each vehicle (roughly 300 across the sampled households). In addition, the number of traffic analysis zones (TAZs) was roughly doubled, and the modeling network was revised to include more roadway links.

An updated demographic forecasting methodology was also developed by Kittelson that relies on 2010 Census data, current Alaska Department of Labor and Workforce Development (ADLWD) population and Woods and Poole (W&P) employment projections, and Borough activity forecasts. The methodology employs a three-pronged approach to forecasting growth: (1) identifying accessibility/desirable locations; (2) reviewing regulation-based land ownership to identify areas where growth can occur; and (3) assessing the potential for redevelopment.

Since the 2040 MTP transportation modeling was conducted during fall 2014, no additional planning forecast data have become available. Thus, in accordance with the “latest planning assumptions” section of the federal conformity rule (40 CFR 93.110), the most recent estimates of population and employment projections that have been officially approved by the Metropolitan Planning Organization were used.

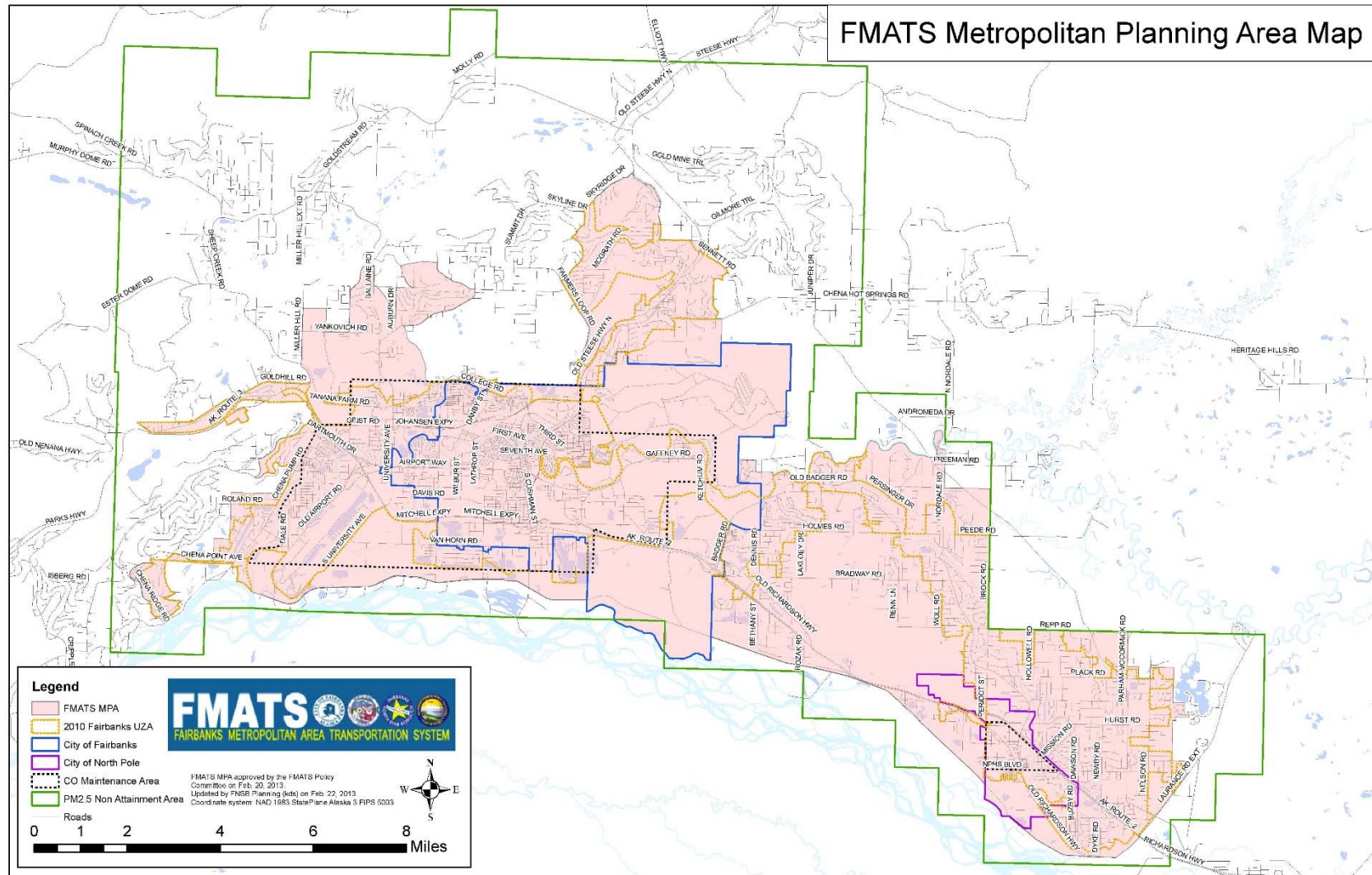


### 3.2 Transportation Modeling

The modeling network for the updated ADOT&PF Fairbanks Regional Travel Demand Model contains the entire extents of the CO and PM<sub>2.5</sub> nonattainment areas. Figure 3-1 illustrates the differences between the CO and PM<sub>2.5</sub> nonattainment areas as well as the different urban planning boundaries. The modeling network roughly extends over the area shown in Figure 3-1. As can be seen, the PM<sub>2.5</sub> nonattainment area is significantly larger than the CO nonattainment area, although both planning areas are entirely encompassed within the travel modeling network.

For the earlier 2040 MTP analysis, the TransCAD model (Version 6.0 r2 Build 9105) was updated to employ these latest socioeconomic data from the 2010 Census and household travel survey data. The base year for these updated runs was set to 2013. The base year model runs were calibrated and validated using 2013 measured traffic volumes collected by ADOT&PF at over 50 screenline stations across the entire modeling domain. Long-range growth and activity forecasts were based on the aforementioned ADLWD, W&P and Borough projections. As explained later in Section 3.4, travel model outputs for 2013 and 2040 were interpolated or extrapolated to the other analysis years.

**Figure 3-1**  
**Fairbanks Metropolitan Area Transportation System (FMATS) Planning Areas**



### 3.3 Traffic Estimates

Traffic estimates supporting the conformity determination are incorporated by reference from the 2040 MTP Conformity Analysis, Section 3.3.

### 3.4 Use of Previous Regional Emissions Modeling from 2040 MTP

Under conditions where the list of projects in a new transportation plan or TIP match those modeled in the prior plan, the regional emissions analysis prepared to satisfy regional conformity requirements in the prior plan can also be applied or used for the new plan or TIP. The specific conditions which must be met are contained in 40 CFR 93.122(g) as follows:

***(g) Reliance on previous regional emissions analysis.***

*(1) Conformity determinations for a new transportation plan and/or TIP may be demonstrated to satisfy the requirements of §§ 93.118 (“Motor vehicle emissions budget”) or 93.119 (“Interim emissions in areas without motor vehicle emissions budgets”) without new regional emissions analysis if the previous regional emissions analysis also applies to the new plan and/or TIP. This requires a demonstration that:*

- (i) The new plan and/or TIP contain all projects which must be started in the plan and TIP’s timeframes in order to achieve the highway and transit system envisioned by the transportation plan;*

- (ii) All plan and TIP projects which are regionally significant are included in the transportation plan with design concept and scope adequate to determine their contribution to the transportation plan’s and/or TIP’s regional emissions at the time of the previous conformity determination;*

- (iii) The design concept and scope of each regionally significant project in the new plan and/or TIP are not significantly different from that described in the previous transportation plan; and*

- (iv) The previous regional emissions analysis is consistent with the requirements of §§ 93.118 (including that conformity to all currently applicable budgets is demonstrated) and/or 93.119, as applicable.*

*(2) A project which is not from a conforming transportation plan and a conforming TIP may be demonstrated to satisfy the requirements of § 93.118 or § 93.119 without additional regional emissions analysis if allocating funds to the project will not delay the implementation of projects in the transportation plan or TIP which are necessary to achieve the highway and transit system envisioned by the transportation plan, the previous regional emissions analysis is still consistent with the requirements of § 93.118 (including that conformity to all currently applicable budgets is demonstrated) and/or § 93.119, as applicable, and if the project is either:*

- (i) Not regionally significant; or*

- (ii) Included in the conforming transportation plan (even if it is not specifically included in the latest conforming TIP) with design concept and scope adequate to determine its contribution to the transportation plan’s regional emissions at the time of the transportation plan’s conformity determination, and the design concept and scope of the project is not significantly different from that described in the transportation plan.*

*(3) A conformity determination that relies on paragraph (g) of this section does not satisfy the frequency requirements of § 93.104(b) or (c).*

Once the list of projects included in the 2017 TIP was finalized, interagency consultation was held to determine whether the TIP projects met each of the conditions of 93.122(g). Lists of the projects in both the 2017 TIP and 2040 MTP were circulated to interagency consultation participants in conjunction with circulation of the public review draft. Participants concurred with FMATS project consistency findings between the 2017 TIP and 2040 MTP and affirmed that the conditions of 93.122(g) were met.

Table 3-1 lists the projects contained in the 2017 TIP and identifies whether they were included or modeled within the preceding 2040 MTP. Two projects are highlighted that were not included in the MTP (Wickersham Street Upgrades and Paratransit Vehicles). As concurred during interagency consultation, these are exempt from conformity as defined under 40 CFR 93.126 and summarized below:

- Wickersham Street Upgrades (NID 30098) – Shoulder and pavement improvements are exempt under the Safety section of exempt project types in 93.126. Sidewalks are exempt under the Air Quality section of 93.126 (bicycle and /pedestrian facilities).
- Paratransit Vehicles (NID 30251) – Paratransit van replacement is exempt under the Mass Transit section of 93.126 (purchase of new buses to replace existing vehicles).<sup>10</sup>

All remaining 2017 TIP projects listed in Table 3-1 satisfy each of the four conditions of 93.112(g)(1), which are summarized below.

- i. TIP contains all projects that must be started in TIP timeframe to achieve transportation system envisions by the long-range plan (MTP).
- ii. All TIP projects which are regionally significant are included in the MTP with design concept and scope adequate to determine their contribution to the MTP's regional emissions at the time of the previous conformity determination.
- iii. The design concept and scope of each regionally significant project in the TIP are not significantly different from that described in the previous MTP.
- iv. The previous regional emissions analysis is consistent with the requirements of 93.119 (interim emissions test).

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<sup>10</sup> This project is also in compliance with control measures in the applicable PM<sub>2.5</sub> implementation plan.

**Table 3-1  
Comparison of 2017 TIP Projects to 2040 MTP**

<b>NID</b>	<b>Project Description</b>	<b>MTP ID</b>
<b>30011</b>	<b>Barnette Street Reconstruction</b>	
	Reconstruct Barnette Street from 1st Avenue to Airport Way to include signal upgrades, decorative lighting, a dedicated bike lane, drainage improvements, intersection and sidewalk upgrades, utility relocation, signing and striping and landscaping. This project should be consistent with the Complete Streets concept of Cushman Street	<b>SR-8</b>
<b>30099</b>	<b>College Road Bus Pullouts</b>	
	Install seven bus stop facilities at high-use locations along College Road in coordination with the MACS Transit System and the College Road Corridor Study from University Avenue to the Steese Expressway	<b>SR-33</b>
<b>30012</b>	<b>Cowles Street Reconstruction: Fairbanks</b>	
	Reconstruct Cowles Street from 1st Avenue to East Cowles to include sidewalk, drainage and illumination improvements	<b>SR-12</b>
<b>3847-1</b>	<b>Fairbanks Cushman Street Bridge Rehabilitation or Replacement</b> Repair or replace the Cushman Street Bridge. The bridge should be consistent with the Complete Street concept south of the Chena River and the parent Illinois Street project.	
	Repair or the Cushman Street Bridge. The bridge should be consistent with the Complete Street concept south of the Chena River and the parent Illinois Street project.	<b>MR-1</b>
<b>22255</b>	<b>Fairbanks Rail Realignment</b>	
	The Alaska Railroad Corporation (ARRC) proposes to optimize the alignment of mainline and branch track within the Fairbanks Area to improve safety, customer response, and minimize transportation conflicts with the adjacent communities. A Memorandum of Understanding between the Fairbanks North Star Borough and ARRC is the guiding policy for implementing this project.	<b>VLR-28</b>
<b>6448</b>	<b>FMATS Freight Mobility Plan</b>	
	Characterize the movement of freight within the MPA, identify deficiencies and make recommendations for future freight investments.	<b>SR-24</b>
<b>30093</b>	<b>FMATS Sign Replacement - Stage III</b>	
	Replace signs in accordance with each entity's established sign management plans to meet the retro-reflectivity requirements of the MUTCD.	<b>SR-14</b>
<b>16104</b>	<b>Gillam Way Reconstruction</b>	
	Reconstruct Gillam Way between Airport Way to 22nd Avenue including pedestrian and drainage improvements, utilities and traffic calming. 50% local match / 50% state match	<b>SR-9</b>
<b>30029</b>	<b>Lacey Street Reconstruction: Fairbanks</b>	
	Reconstruct Lacey Street from 1st Avenue to 12th Avenue. Reconstruction includes drainage improvements, intersection and sidewalk upgrades, utility relocation, signing, striping and landscaping.	<b>MR-26</b>
<b>30105</b>	<b>Lathrop Street Extension</b>	
	Reconstruct sections of South Lathrop Street and extend it from the Alaska Railroad Crossing at Sanduri Street to the proposed entry road to the Tanana Lakes Recreation Area, at the Tanana River levee. Improvements include constructing a gravel road prism 30 feet wide and upgrade of the railroad crossing at Sanduri.	<b>SR-37</b>

**Table 3-1  
Comparison of 2017 TIP Projects to 2040 MTP**

<b>NID</b>	<b>Project Description</b>	<b>MTP ID</b>
<b>6587</b>	<b>McGrath Rd Upgrade: FNSB</b>	
	Upgrade McGrath Road between Farmers Loop and the Old Steese Highway. Improve the existing separated path as needed.	<b>SR-11</b>
<b>30097</b>	<b>Minnie Street Upgrade</b>	
	Conduct a PEL Study to ultimately define the scope and design elements of the project, including a right of way survey. Rehabilitate Minnie Street from Erceg Street to the Old Steese Highway in accordance with the results of the study and approval of the Policy Board. Improvements may involve improving intersection geometries, upgrading sidewalks to meet ADA standards, storm drain system, utility relocations and rehabilitation or replacement of the Noyes Slough Bridge. 50% local match / 50% state match	<b>MR-2</b>
<b>17975</b>	<b>Noble Street Upgrade: Fairbanks</b>	
	Reconstruct Noble St. from 1st Avenue to Gaffney Road. 50% local match / 50% state match	<b>SR-3</b>
<b>30106</b>	<b>North Pole Streetlight Standardization</b>	
	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.	<b>SR-36</b>
<b>30100</b>	<b>Old Richardson Highway Intersection Improvements</b>	
	Analyze, design, and construct intersection and safety improvements with emphasis on pedestrian safety, road function, and quality of life. The intersections to be considered are Santa Claus Lane and E 5th Avenue and North Pole High School Boulevard at Old Richardson Highway and 8th Avenue. The railroad crossing will also be brought to current standards under this project.	<b>SR-35</b>
<b>22095</b>	<b>Peridot Street Reconstruction</b>	
	Reconstruct Peridot Street from the Richardson Highway to City limits, approximately 0.21 miles, and pave. Provide street lights and bike/pedestrian facilities as funding allows.	<b>MR-8</b>
<b>26087</b>	<b>Tanana Loop and South Chandalar Drive Intersections</b>	
	Reconstruct the intersections of Tanana Loop/Alumni Drive/South Chandalar Drive; and Salcha Street/South Chandalar Drive including the portions of South Chandalar Drive between the intersections and up to Ambler Lane. Project will also include reconstructing the pedestrian facilities and construction of new pedestrian facilities on Alumni Drive, Tanana Loop, Salcha Street and South Chandalar Drive.	<b>MR-9</b>
<b>30098</b>	<b>Wickersham Street Upgrades - Stage II</b>	
	Upgrade Wickersham Street from 4th to 6th Avenue, Perry Street from 6th to 8th Avenue, and 4th, 5th, 6th, 7th, 8th, and 9th Avenue from Cowles to Barnette Street. Improve drainage, replace existing sidewalks, install new sidewalks where needed, and repave the roads. Utility upgrades may also be coordinated with this project.	<b>NONE</b>
<b>9939-2</b>	<b>Yankovich/Miller Hill Road Reconstruction and Multi-Use Path</b>	
	Reconstruct Miller Hill Road and Yankovich Road from Sheep Creek to Ballaine Road. Construct a side path from LARS to Ballaine Road and tie into the existing side path on Farmers Loop.	<b>SR-17, LR-17</b>
<b>30095</b>	<b>Airport Way Beautification</b>	
	Provide a general toolkit for DOT&PF project managers and engineers that provides options for consistently themed aesthetic roadway treatments including landscape and hardscape improvements. Evaluate pedestrian/bicycle encroachment risks along the corridor and feasibility of aesthetic	<b>SR-30</b>

**Table 3-1  
Comparison of 2017 TIP Projects to 2040 MTP**

<b>NID</b>	<b>Project Description</b>	<b>MTP ID</b>
	treatments that consider right of way and operational constraints and with consideration of FMATS Green Streets Policy. Construct as funding allows.	
<b>3874</b>	<b>Birch Hill Bicycle and Pedestrian Facility: FNSB</b>	
	Construct a bike/pedestrian facility along Birch Hill Road to allow safe access to the Birch Hill Recreational Trail System.	<b>SR-19</b>
<b>26078</b>	<b>Chena River Walk Stage III</b>	
	Expand the Chena River Walk to the north side of the Chena River with approximately 2,200 linear feet of pathway from Peger Road to the existing Chena River pedestrian bridge crossing. Construct sidewalk along Peger Road from the Chena River bridge No. 1191 to Phillips Field Road intersection to connect the Chena River Walk to existing pedestrian facilities or consider a path connection under the bridge.	<b>SR-27</b>
<b>26568</b>	<b>FMATS Pedestrian Improvements - Stage I</b>	
	Construct new facilities to improve connectivity within the FMATS boundary on Wilbur Street, Davis Road Peger Road and Lathrop Street with possible mid-block crossing.	<b>SR-28</b>
<b>20816</b>	<b>Gold Hill Road Bicycle and Pedestrian Facility: FNSB</b>	
	Widen the shoulders on Gold Hill Road to accommodate bicycles and pedestrians. Improvements will also include resurfacing the roadway, approach work, signing and striping.	<b>SR-10</b>
<b>30251</b>	<b>Paratransit Vehicles</b>	
	Purchase nine paratransit vans to replace vans that are currently 5 to 13 years old. The useful life of a paratransit van is 5 years.	<b>NONE</b>
<b>26077</b>	<b>Steese Expressway to Front Street Bicycle/Pedestrian Path</b>	
	Construct a bicycle/pedestrian path from the Steese Expressway separated path to Front Street.	<b>SR-18</b>
<b>30250</b>	<b>Transit Buses</b>	
	Purchase six transit buses to replace buses purchased in 2007 that will reach their useful life in 2017. These buses are 29 foot Gillig buses that have a useful life of 10 years.	<b>SR-66</b>
<b>29969</b>	<b>Wembley Avenue Improvements: Aurora Drive to Danby Street</b>	
	Reconstruct Wembley Avenue from Aurora Drive to Danby Street and construct a pedestrian facility. CTP funds: 50% local match / 50% state match - CMAQ funds: 100% state match	<b>SR-23</b>
<b>29673</b>	<b>FMATS Improvement Program</b>	
19096	Pavement surface maintenance, traffic control signal upgrades, street light load center rehab, storm drain maintenance, reclaim/double chip, seal coat, crack sealing, roadway striping, dust control, signage replacement and intersection upgrades. (SOA pays design match and local governments pay construction match, per agreement)	<b>SR-6, MR-12, LR-6, VLR-8</b>
<b>30229</b>	<b>FMATS Intersection Improvement Program</b>	
	Intersection enhancements related to capacity, safety, and/or multimodal accessibility within the FMATS boundary.	<b>SR-7, MR-10, VLR-7</b>
<b>30231</b>	<b>FMATS Safety and Efficiency Program</b>	

**Table 3-1**  
**Comparison of 2017 TIP Projects to 2040 MTP**

<b>NID</b>	<b>Project Description</b>	<b>MTP ID</b>
	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.	<b>SR-4, MR-11</b>
<b>30096</b>	<b>FMATS Sidewalk Improvement Program</b>	
	This is an annual project. Fund projects that will improve connectivity, safety, mobility and access for pedestrians throughout the MPA.	<b>SR-5, VLR-11</b>



### 3.5 Vehicle Emissions Modeling

As noted earlier, 40 CFR 93.122(g)(1) permits reliance on the regional emissions analysis from an approved regional transportation plan for a TIP whose non-exempt projects are consistent with those in the approved plan. The regional emissions analysis from the 2040 MTP conformity determination<sup>11</sup> is incorporated herein by reference (Section 3.4 of the 2040 MTP Conformity Analysis).

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<sup>11</sup> T. Carlson, et al., “Conformity Analysis for the FMATS 2040 Metropolitan Transportation Plan (MTP),” prepared for Fairbanks Metropolitan Area Transportation System, Sierra Research Report No. SR2015-01-01, January 5, 2015.

## **4. CONSULTATION PROCEDURES**

The requirements for consultation procedures are listed in section 93.105 of the transportation conformity rule. Consultation is necessary to ensure communication and coordination among air and transportation agencies at the local, state, and federal levels on issues that would affect the conformity analysis, such as the underlying assumptions and methodologies used to prepare the analysis. Section 93.105 of the conformity rule notes that there is a requirement to develop a conformity SIP that includes procedures for interagency consultation, resolution of conflicts, and public consultation as described in paragraphs (a) through (e). Section 93.105(a)(2) states that prior to EPA approval of the conformity SIP, “MPOs and State departments of transportation must provide reasonable opportunity for consultation with State air agencies, local air quality and transportation agencies, DOT and EPA, including consultation on the issues described in paragraph (c)(1) of this section, before making conformity determinations.”

Section 93.112 of the conformity regulation requires documentation of the interagency and public consultation requirements according to Section 93.105. A summary of the interagency consultation and public consultation conducted to comply with these requirements is provided below. Interagency consultation on the Conformity Analysis for the 2012-2017 TIP is documented in Appendix C. The responses to comments received as part of the public comment process are included in Appendix E.

### **4.1 Interagency Consultation**

On June 30, 2016, an interagency consultation meeting (and conference call) was conducted to review the PM<sub>2.5</sub> conformity requirements, latest planning assumptions, and schedule. Follow-up coordination was held in early July 2016. In conjunction with the 30-day circulation of the Public Review Draft of the 2017 TIP in November and December 2016, the list of projects included in the TIP was circulated to the interagency consultation group for members to make a determination as to whether these projects met criteria under which new regional emissions analysis would not be required and that TIP conformity would be based on the regional emissions analysis from the earlier 2040 MTP. Interagency call notes are included as part of the consultation record in Appendix C.

FMATS Board adoption is scheduled for February 15, 2017. Federal approval of the 2017 TIP Air Quality Conformity Determination is anticipated by March 3, 2017.

### **4.2 Public Consultation**

In general, agencies making conformity determinations shall establish a proactive public involvement process that provides the opportunity for public review and comment on a

conformity determination for an MTP or a TIP. In addition, all public comments must be addressed in writing.

On May 19, 2010, FMATS approved its Public Participation Plan (PPP). The purpose of this revision was to ensure that FMATS meets the requirements of SAFETEA-LU (Safe, Accountable, Flexible, Efficient, Transportation Equity Act, A Legacy for Users). On July 6, 2012, P.L. 112-141, the Moving Ahead for Progress in the 21st Century Act (MAP-21) was signed into law. Funding surface transportation programs at over \$105 billion for fiscal years (FY) 2013 and 2014, MAP-21 is the first long-term highway authorization enacted since 2005 and creates a streamlined, performance-based, and multimodal program to address the many challenges facing the U.S. transportation system. One of the requirements is that government spending on transportation becomes more transparent to state and local officials, as well as the public.

On October 18, 2013, FMATS approved the newest version of the Public Participation Plan in anticipation of the 2040 MTP. While there were many small updates from 2010 to 2013, the most significant was the inclusion of the new MAP-21 Surface Transportation Bill. MAP-21 has a requirement to include and report on performance measures concerning the effectiveness of changes to the transportation system. Another notable addition in this new PPP was the inclusion of the FMATS Planning Boundaries Map, which was updated in 2013 to reflect the new urbanized area as defined by the 2010 U.S. Census. For further outreach, FMATS now produces a quarterly newsletter to continue to address stakeholders, other organizations, and the community. As always, there are additional acronyms, terms, executive orders, and participation definitions as well.

The Plan defines a process for providing citizens, affected public agencies, representatives of public transportation employees, freight shippers and transportation services, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with meaningful and measurable opportunities to be involved in the transportation planning process. For the 2017 TIP and associated conformity determination, FMATS has developed an outline of its public involvement efforts.

In general, the MTP and corresponding conformity analysis is the subject of a public notice and 30-day review period prior to adoption. A public meeting is also conducted prior to adoption and all public comments are responded to in writing. Appendix D contains documentation of the public meeting process for the MTP conformity determination. The responses to comments are provided in Appendix E.

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## **5. TIP CONFORMITY**

The principal requirements of the federal transportation conformity rule for MTP/TIP assessments are as follows:

1. For pollutants for which applicable SIP emission budgets have been established, vehicle emissions from the transportation plan represented in the MTP/TIP must not exceed the SIP-based budgets;
2. For pollutants for which emission budgets are not yet available, the MTP/TIP must pass an interim emissions budget (FMATS chose to use the “no-greater-than-2008 emissions test”);
3. The latest planning assumptions and emission models must be employed;
4. The MTP/TIP must provide for the timely implementation of transportation control measures (TCMs) specified in the applicable air quality implementation plans; and
5. Consultation procedures must be followed.

The final determination of conformity for the MTP/TIP is the responsibility of the Federal Highway Administration and the Federal Transit Administration (FTA).

The previous sections and the appendices present the documentation for all of the remaining requirements listed above for conformity determinations except for the conformity test results and timely implementation of TCM requirement. Prior sections have also addressed the updated documentation required under the federal transportation conformity rule for the latest planning assumptions.

The remainder of this section discusses the TCM implementation requirements and presents the results of the PM<sub>2.5</sub> and CO and conformity tests, satisfying the remaining requirements of the federal transportation conformity regulation. The applicable conformity tests were reviewed in Section 2. For each test, the required emissions estimates were developed using the transportation and emission modeling approaches required under the federal transportation conformity rule and documented in Section 3. The results are summarized and discussed separately for each pollutant below.

### **5.1 TCM Implementation Requirements**

Since an air quality plan for PM<sub>2.5</sub> has not yet been finalized and approved by EPA, the applicable plan for satisfying the requirements for timely implementation of TCMs under

40 CFR 93.113 is the Fairbanks CO Limited Maintenance Plan, which was adopted by the state on February 22, 2013, and approved by EPA on August 9, 2013.

The applicable TCMs in the CO LMP are (1) expanded availability of plug-ins to promote use of engine block heaters to reduce CO cold start emissions; and (2) transit system improvements (although the LMP also includes additional transportation-related contingency measures that could be implemented in the event Fairbanks fails to meet the CO NAAQS). These measures have already been funded and implemented. Thus, the programs and projects contained in the FMATS 2040 MTP will not affect their timely implementation and therefore the MTP fulfills the applicable TCM implementation requirements under 40 CFR 93.113.

## 5.2 PM<sub>2.5</sub> Conformity

Table 5-1 presents results for PM<sub>2.5</sub> and NO<sub>x</sub> (for the 2006 24-hour standard PM<sub>2.5</sub> standard) in tons per winter day for each of the analysis years considered.

<b>Table 5-1</b> <b>PM<sub>2.5</sub> Conformity Test Results</b>				
Analysis Year	PM <sub>2.5</sub> (tons per day)	PM <sub>2.5</sub> Emissions ≤ Base Year?	NO <sub>x</sub> (tons per day)	NO <sub>x</sub> Emissions ≤ Base Year?
2008 Baseline	<b>0.584</b>	-	<b>5.478</b>	-
2020	0.327	<b>Yes</b>	2.207	<b>Yes</b>
2030	0.292	<b>Yes</b>	1.702	<b>Yes</b>
2040	0.314	<b>Yes</b>	1.771	<b>Yes</b>

In accordance with the Transportation Conformity Rule, if a 2006 PM<sub>2.5</sub> area does not have adequate or approved budgets, it must use one of the interim tests. Conformity may be demonstrated if the emissions from the proposed transportation system are no greater than the 2008 motor vehicle emissions in a given area. For the PM<sub>2.5</sub> conformity determination, FMATS chose to use the “no-greater-than-2008 emissions test” for the analysis years 2020, 2030, and 2040.

Emissions were estimated using the latest emissions model consistent with the conformity methodology. Both PM<sub>2.5</sub> exhaust and NO<sub>x</sub> exhaust were estimated for a winter average day, which was used for the 24-hour standard. The modeling results for all analysis years indicated that PM<sub>2.5</sub> and NO<sub>x</sub> exhaust emissions for each MTP “build” analysis year are no greater than the 2008 base year emissions estimates. The TIP therefore satisfies the interim conformity emissions tests for the 2006 PM<sub>2.5</sub> standard.

As all requirements of the Transportation Conformity Rule have been satisfied, a finding of conformity for the new 2006 PM<sub>2.5</sub> standard is supported for the 2017-2020 Transportation Improvement Program.

### 5.3 CO Conformity

As noted earlier, Fairbanks is a CO maintenance area with an approved Limited Maintenance Plan. The LMP policy essentially states that vehicle emission budgets test for transportation conformity can be treated as unnecessary because it is not reasonable to expect that an LMP area will experience so much growth during the maintenance period that a violation of the ambient CO standards would occur.

Although CO emission budget tests are not necessary, the conformity requirements listed below still apply.

- Transportation plans must still meet interagency consultation criteria and implementation of TCMs in the conformity rule (40 CFR 93.112 and 93.113).
- In addition, projects in CO LMP areas must still meet criteria for CO hot-spots and screening analyses (40 CFR 93.116 and 93.123).
- It must be affirmed that ambient CO monitoring is continuing and that there have been no exceedances of the CO NAAQS.
- Any major changes in planning assumptions that could affect CO must be identified.

Each of these requirements has been met. The conformity determination for this TIP included interagency consultation on both the PM and CO elements. TCMs contained in the LMP (such as availability of plug-ins) are still in place. Ambient CO monitoring is still continuing in Fairbanks and peak concentrations remain well under the applicable NAAQS with no exceedances; the highest ambient CO levels measure over the most recent three year period have been less than 40% of their applicable standards. In addition there are currently no significant changes anticipated in the modest long-term population growth rate in Fairbanks (which is roughly 1% per year).

Therefore, a finding of conformity for CO is supported for the 2017-2020 Transportation Improvement Program.

###

## **APPENDIX A**

### **Conformity Checklist**

# CONFORMITY ANALYSIS DOCUMENTATION

## FHWA Checklist for MPO TIPs/RTPs

June 27, 2005

40 CFR	Criteria	Page	Comments
§93.102	Document the applicable pollutants and precursors for which EPA designates the area as nonattainment or maintenance. Describe the nonattainment or maintenance area and its boundaries.	E.S. (Sec. 1)	
§93.104 (b, c)	Document the date that the MPO officially adopted, accepted or approved the TIP/RTP and made a conformity determination. Include a copy of the MPO resolution. Include the date of the last prior conformity finding.	E.S. (Sec. 1)	
§93.104 (e)	If the conformity determination is being made to meet the timelines included in this section, document when the new motor vehicle emissions budget was approved or found adequate.	N/A	
§93.106 (a)(2)ii	Describe the regionally significant additions or modifications to the existing transportation network that are expected to be open to traffic in each analysis year. Document that the design concept and scope of projects allows adequate model representation to determine intersections with regionally significant facilities, route options, travel times, transit ridership and land use.	N/A	
§93.108	Document that the TIP/RTP is financially constrained (23 CFR 450).	E.S. (Sec. 1)	
§93.109 (a, b)	Document that the TIP/RTP complies with any applicable conformity requirements of air quality implementation plans (SIPs) and court orders.	Sec. 1, 2, 3, 4, 5	
§93.109 (c-k)	Provide either a table or text description that details, for each pollutant and precursor, whether the interim emissions tests and/or the budget test apply for conformity. Indicate which emissions budgets have been found adequate by EPA, and which budgets are currently applicable for what analysis years.	Sec. 2	
§93.110 (a, b)	Document the use of latest planning assumptions (source and year) at the "time the conformity analysis begins," including current and future population, employment, travel and congestion. Document the use of the most recent available vehicle registration data. Document the date upon which the conformity analysis was begun.	Sec. 3	
USDOT/EP A guidance	Document the use of planning assumptions less than five years old. If unable, include written justification for the use of older data. (1/18/02)	Sec. 3	
§93.110 (c,d,e,f)	Document any changes in transit operating policies and assumed ridership levels since the previous conformity determination. Document the use of the	Appendix C	



40 CFR	Criteria	Page	Comments
	latest transit fares and road and bridge tolls. Document the use of the latest information on the effectiveness of TCMs and other SIP measures that have been implemented. Document the key assumptions and show that they were agreed to through Interagency and public consultation.		
§93.111	Document the use of the latest emissions model approved by EPA.	Sec. 3	
§93.112	Document fulfillment of the interagency and public consultation requirements outlined in a specific implementation plan according to §51.390 or, if a SIP revision has not been completed, according to §93.105 and 23 CFR 450. Include documentation of consultation on conformity tests and methodologies as well as responses to written comments.	Sec. 4	
§93.113	Document timely implementation of all TCMs in approved SIPs. Document that implementation is consistent with schedules in the applicable SIP and document whether anything interferes with timely implementation. Document any delayed TCMs in the applicable SIP and describe the measures being taken to overcome obstacles to implementation.	Sec. 5	
§93.114	Document that the conformity analyses performed for the TIP is consistent with the analysis performed for the Plan, in accordance with 23 CFR 450.324(f)(2).	Analysis addresses both documents	
§93.118 (a, c, e) <sup>i</sup>	<u>For areas with SIP budgets:</u> Document that emissions from the transportation network for each applicable pollutant and precursor, including projects in any associated donut area that are in the Statewide TIP and regionally significant non-Federal projects, are consistent with any adequate or approved motor vehicle emissions budget for all pollutants and precursors in applicable SIPs.	N/A	
§93.118 (b)	Document for which years consistency with motor vehicle emissions budgets must be shown.	N/A	
§93.118 (d)	Document the use of the appropriate analysis years in the regional emissions analysis for areas with SIP budgets, and the analysis results for these years. Document any interpolation performed to meet tests for years in which specific analysis is not required.	N/A	
§93.119 <sup>1</sup>	<u>For areas without applicable SIP budgets:</u> Document that emissions from the transportation network for each applicable pollutant and precursor, including projects in any associated donut area that are in the Statewide TIP and regionally significant non-Federal projects, are consistent with the requirements of the “Action/Baseline”, “Action/1990” and/or “Action/2002” interim emissions tests as applicable.	Sec. 5	
§93.119 (g)	Document the use of the appropriate analysis years in the regional emissions analysis for areas without applicable SIP budgets.	Sec. 2	
§93.119 (h,i)	Document how the baseline and action scenarios are defined for each analysis year.	Sec. 3	
§93.122 (a)(1)	Document that all regionally significant federal and non-Federal projects in the nonattainment/maintenance area are explicitly modeled in the regional emissions analysis. For each project, identify by which analysis it will be open to	Sec. 3, App B	

40 CFR	Criteria	Page	Comments
	traffic. Document that VMT for non-regionally significant Federal projects is accounted for in the regional emissions analysis		
§93.122 (a)(2, 3)	Document that only emission reduction credits from TCMs on schedule have been included, or that partial credit has been taken for partially implemented TCMs. Document that the regional emissions analysis only includes emissions credit for projects, programs, or activities that require regulatory action if: the regulatory action has been adopted; the project, program, activity or a written commitment is included in the SIP; EPA has approved an opt-in to the program, EPA has promulgated the program, or the Clean Air Act requires the program (indicate applicable date). Discuss the implementation status of these programs and the associated emissions credit for each analysis year.	Sec. 3	
§93.122 (a)(4,5,6)	For non-regulatory measures that are not included in the STIP, include written commitments from appropriate agencies. Document that assumptions for measures outside the transportation system (e.g. fuels measures) are the same for baseline and action scenarios. Document that factors such as ambient temperature are consistent with those used in the SIP unless modified through interagency consultation.	N/A	
§93.122 (b)(1)(i) <sup>ii</sup>	Document that a network-based travel model is in use that is validated against observed counts for a base year no more than 10 years before the date of the conformity determination. Document that the model results have been analyzed for reasonableness and compared to historical trends and explain any significant differences between past trends and forecasts (for per capita vehicle-trips, VMT, trip lengths mode shares, time of day, etc.).	N/A	
§93.122 (b)(1)(ii) <sup>2</sup>	Document the land use, population, employment, and other network-based travel model assumptions.	N/A	
§93.122 (b)(1)(iii) <sup>2</sup>	Document how land use development scenarios are consistent with future transportation system alternatives, and the reasonable distribution of employment and residences for each alternative.	N/A	
§93.122 (b)(1)(iv) <sup>2</sup>	Document use of capacity sensitive assignment methodology and emissions estimates based on a methodology that differentiates between peak and off-peak volumes and speeds, and bases speeds on final assigned volumes.	N/A	
§93.122 (b)(1)(v) <sup>2</sup>	Document the use of zone-to-zone travel impedances to distribute trips in reasonable agreement with the travel times estimated from final assigned traffic volumes. Where transit is a significant factor, document that zone-to-zone travel impedances used to distribute trips are used to model mode split.	N/A	
§93.122 (b)(1)(vi) <sup>2</sup>	Document how travel models are reasonably sensitive to changes in time, cost, and other factors affecting travel choices.	N/A	
§93.122 (b)(2) <sup>2</sup>	Document that reasonable methods were used to estimate traffic speeds and delays in a manner sensitive to the estimated volume of travel on each roadway segment represented in the travel model.	N/A	
§93.122 (b)(3) <sup>2</sup>	Document the use of HPMS, or a locally developed count-based program or procedures that have been	N/A	

40 CFR	Criteria	Page	Comments
	chosen through the consultation process, to reconcile and calibrate the network-based travel model estimates of VMT.		
§93.122 (d)	In areas not subject to §93.122(b), document the continued use of modeling techniques or the use of appropriate alternative techniques to estimate vehicle miles traveled	Sec. 3	
§93.122 (e, f)	Document, in areas where a SIP identifies construction-related PM10 or PM2.5 as significant pollutants, the inclusion of PM10 and/or PM2.5 construction emissions in the conformity analysis.	N/A	
§93.122 (g)	If appropriate, document that the conformity determination relies on a previous regional emissions analysis and is consistent with that analysis.	N/A	
§93.126, §93.127, §93.128	Document all projects in the TIP/RTP that are exempt from conformity requirements or exempt from the regional emissions analysis. Indicate the reason for the exemption and that the interagency consultation process found these projects to have no potentially adverse emissions impacts.	Sec. 3, Appendix B	

<sup>i</sup> Note that some areas are required to complete both interim emissions tests.

<sup>ii</sup> 40 CFR 93.122(b) refers only to serious, severe and extreme ozone areas and serious CO areas above 200,000 population

#### Disclaimers

This checklist is intended solely as an informational guideline to be used in reviewing Transportation Plans and Transportation Improvement Programs for adequacy of their conformity documentation. It is in no way intended to replace or supersede the Transportation Conformity regulations of 40 CFR Parts 51 and 93, the Statewide and Metropolitan Planning Regulations of 23 CFR Part 450 or any other EPA, FHWA or FTA guidance pertaining to transportation conformity or statewide and metropolitan planning. This checklist is not intended for use in documenting transportation conformity for individual transportation projects in nonattainment or maintenance areas. 40 CFR Parts 51 and 93 contain additional criteria for project-level conformity determinations. **Document #46711**

## **APPENDIX B**

### **Transportation Project Listing**

**FMATS 2017 - 2020 TRANSPORTATION IMPROVEMENT PROGRAM**  
**Draft 02.01.17**

NID	IRIS	Score	Project Description	Fund Code	Perf. Meas.	AQ	Phase	FFY17	FFY18	FFY19	FFY20	Beyond
<b>CTP Funding Table</b>												
30011		43.58	<b>Barnette Street Reconstruction</b>	CTP			2			1,364.6		
			Reconstruct Barnette Street from 1st Avenue to Airport Way to include signal upgrades, decorative lighting, a dedicated bike lane, drainage improvements, intersection and sidewalk upgrades, utility relocation, signing and striping and landscaping. This project should be consistent with the Complete Streets concept of Cushman Street.	3PF			2			67.7		
				SM			2			67.7		
				LLU			0					16,550.0
			<b>Project Total</b>					0.0	0.0	1,500.0	0.0	16,550.0
30099		58.59	<b>College Road Bus Pullouts</b>	CMAQ			2	131.0				
			Install seven bus stop facilities at high-use locations along College Road in coordination with the MACS Transit System and the College Road Corridor Study from University Avenue to the Steese Expressway.	CTP			2		87.3			
				SM			2	13.0	8.7			
				CMAQ			3			135.6		
				SM			3			13.5		
				CMAQ			7			182.0		
				SM			7			18.1		
				CTP			4				600.4	
				SM			4				59.6	
			<b>Project Total</b>					144.0	96.0	349.2	660.0	
30012	NSHWY00126	60.34	<b>Cowles Street Reconstruction: Fairbanks</b>	CTP			2		266.9			
			Reconstruct Cowles Street from 1st Avenue to East Cowles to include sidewalk, drainage and illumination improvements. <b>50% local match / 50% state match</b>	SM			2		13.2			
			City of Fairbanks	3PF			2		13.2			
				CTP			3		66.8			
				SM			3		3.3			
			City of Fairbanks	3PF			3		3.3			
				CTP			7				190.4	
				SM			7				9.5	
				3PF			7				9.5	
				CTP			4				5,126.1	
				CMAQ			4				727.8	
				3PF			4				254.4	
				SM			4				326.7	
			<b>Project Total</b>					0.0	366.7	0.0	6,644.4	
3847-1	Z622070000	99	<b>Fairbanks Cushman Street Bridge Rehabilitation or Replacement</b>	CTP			7		9.1			
			Repair or replace the Cushman Street Bridge. The bridge and adjoining roadway should be consistent with the Complete Street concept south of the Chena River and the parent Illinois Street project to the north.	SM			7		0.9			
				AC			4				4,821.4	
				ACC			4					-4,821.4
				CTP			4					4,821.4
				AC-SM			4				478.6	
			<b>Project Total</b>					0.0	10.0	0.0	5,300.0	0.0

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NID	IRIS	Score	Project Description	Fund Code	Perf. Meas.	AQ	Phase	FFY17	FFY18	FFY19	FFY20	Beyond
22255			<b>Fairbanks Rail Realignment</b> The Alaska Railroad Corporation (ARRC) proposes to optimize the alignment of mainline and branch track within the Fairbanks Area to improve safety, customer response, and minimize transportation conflicts with the adjacent communities. A Memorandum of Understanding between the Fairbanks North Star Borough and ARRC is the guiding policy for implementing this project.	ILLU			0					83,447.2
			<b>Project Total</b>					0.0	0.0	0.0	0.0	83,447.2
21934	NFWY00134	99	<b>FMATS Advanced Project Definition</b> Provide funding to the State and City to develop new estimates for TIP projects.	PL			8	11.0				
				M160				11.0				
				CTP			8	100.0				
			<b>Project Total</b>					122.0	0.0	0.0	0.0	
22765	Z616760000	99	<b>FMATS Coordinators Office</b> Funding for the Fairbanks Metropolitan Area Transportation System (FMATS) Coordinator's office which supports delivery of the FMATS program.	CTP			8	102.3	102.3	102.3	102.3	
				PL			8	252.5	252.5	252.5	252.5	
				M46			8	35.2	35.2	35.2	35.2	
				SB160			8			97.0	97.0	
			City of North Pole monetary contribution	CONP			8	7.5	7.5	7.5	7.5	
			<b>Project Total</b>					397.5	397.5	494.5	494.5	0.0
6448			<b>FMATS Green Streets Plan</b> FMATS will identify and prioritize which streets within the urbanized area are in greatest need of green infrastructure for the management of storm water runoff, including specific design recommendations for each of those streets. Research of best management practices in a sub-arctic environment will also be included in the report.	PL			8		30.0			
				M160			8		3.0			
			<b>Project Total</b>					0.0	33.0	0.0	0.0	0.0
30629	Z901350000	REQ	<b>FMATS Metropolitan Transportation Plan</b> Update the FMATS Metropolitan Transportation Plan, as required under 23 USC 134 considering the FAST Act's new planning factors and performance measures and targets.	PL			8	34.4				
				SM			8	1.7				
				M160			8	1.7				
			<b>Project Total</b>					37.8	0.0	0.0	0.0	
30093		31.41	<b>FMATS Sign Replacement - Stage III</b> Replace signs in accordance with each entity's established sign management plans to meet the retroreflectivity requirements of the MUTCD.	CTP			2	118.3		200.1		
				3PF			2	11.7		19.9		
				AC			3			4.5		
				ACC			3				-4.5	
				CTP			3				4.5	
				AC-3PF			3			0.5		
				AC-3PF			7			0.5		
				AC			7			4.5		
				ACC			7				-4.5	
				CTP			7				4.5	
				AC			4				1,819.4	
				AC-3PF			4				180.6	
				ACC			4					-1,819.4
				CTP			4					1,819.4
			<b>Project Total</b>					130.0	0.0	230.0	2,000.0	0.0

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NID	IRIS	Score	Project Description	Fund Code	Perf. Meas.	AQ	Phase	FFY17	FFY18	FFY19	FFY20	Beyond
16104	Z637840000	56.1	<b>Gillam Way Reconstruction</b>	CTP			2	136.5				
			Reconstruct Gillam Way between Airport Way to 22nd Avenue including pedestrian and drainage improvements, utilities and traffic calming. <b>50% local match / 50% state match</b>	SM			2	6.8				
			City of Fairbanks	3PF			2	6.7				
				CTP			3	166.5				
				SM			3	8.3				
			City of Fairbanks	3PF			3	8.2				
				CTP			7	55.5				
				SM			7	2.8				
			City of Fairbanks	3PF			7	2.7				
				CTP			4		3,979.9			
				CMAQ			4		68.3			
				SM			4		204.3			
			City of Fairbanks	3PF			4		197.5			
			<b>Project Total</b>					<b>394.0</b>	<b>4,450.0</b>		<b>0.0</b>	
30029		41.45	<b>Lacey Street Reconstruction: Fairbanks</b>	-			0					16,474.0
			Reconstruct Lacey Street from 1st Avenue to 12th Avenue. Reconstruction includes drainage improvements, intersection and sidewalk upgrades, utility relocation, signing, striping and landscaping.	---			0					
			<b>Project Total</b>					<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	16,474.0
30105		40.87	<b>Lathrop Street Extension</b>	CTP			2	289.3				
			Reconstruct sections of South Lathrop Street and extend it from the Alaska Railroad Crossing at Sanduri Street to the proposed entry road to the Tanana Lakes Recreation Area, at the Tanana River levee. Improvements include constructing a gravel road prism 30 feet wide and upgrade of the railroad crossing at Sanduri.	3PF			2	28.7				
				AC-3PF			2			12.2		
				AC			2			122.8		
				ACC			2				-122.8	
				CTP			2				122.8	
				AC			7			727.8		
				AC-3PF			7			72.2		
				ACC			7					-727.8
				CTP			7					727.8
				ILLU			4					514.0
			<b>Project Total</b>					<b>318.0</b>	<b>0.0</b>	<b>935.0</b>	<b>0.0</b>	514.0
6587	Z628380000	49.6	<b>McGrath Rd Upgrade: FNSB</b>	CTP			2					
			Upgrade McGrath Road between Farmers Loop and the Old Steese Highway. Improve the existing separated path as needed.	SM			2					
				CTP			3	454.9				
				SM			3	45.2				
				CTP			7	318.4				
				SM			7	31.6				
				CMAQ			4			410.2		
				CTP			4			4,684.1		
				SM			4			505.7		
			<b>Project Total</b>					<b>850.1</b>	<b>0.0</b>	<b>5,600.0</b>	<b>0.0</b>	0.0

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NID	IRIS	Score	Project Description	Fund Code	Perf. Meas.	AQ	Phase	FFY17	FFY18	FFY19	FFY20	Beyond
30097		55.3	<b>Minnie Street Upgrade</b>	CTP			9	545.9				
			Conduct a PEL Study to ultimately define the scope and design elements of the project, including a right of way survey. Rehabilitate Minnie Street from Erceg Street to the Old Steese Highway in accordance with the results of the study and approval of the Policy Committee. Improvements may involve improving intersection geometries, upgrading sidewalks to meet ADA standards, storm drain system, utility relocations and rehabilitation or replacement of the Noyes Slough Bridge. <b>50% local match / 50% state match</b>	SM			9	27.1				
				3PF			9	27.0				
				CTP			2			887.0		
				-			2					
				SM			2			44.0		
			City of Fairbanks	3PF			2			44.0		
				ILLU			0					12,849.0
			<b>Project Total</b>					600.0	0.0	975.0	0.0	12,849.0
17975	Z617250000	99	<b>Noble Street Upgrade: Fairbanks</b>									
			Reconstruct Noble St. from 1st Avenue to Gaffney Road. <b>50% local match / 50% state match</b>	CTP			4					
				SM			4					
			City of Fairbanks	3PF			4					
			<b>Project Total</b>					0.0	0.0	0.0	0.0	0.0
30106		37.25	<b>North Pole Streetlight Standardization</b>	CTP			2	112.8	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.	3PF			2	11.2	16.3			
				CTP			3			91.0		
				3PF			3			9.0		
				CTP			7				91.0	
				3PF			7				9.0	
				ILLU			4					1,286.0
			<b>Project Total</b>					124.0	180.0	100.0	100.0	1,286.0
30100		47.71	<b>Old Richardson Highway Intersection Improvements</b>	Bank			2	400.3				
			Analyze, design, and construct intersection and safety improvements with emphasis on pedestrian safety, road function, and quality of life. The intersections to be considered are Santa Claus Lane and E 5th Avenue and North Pole High School Boulevard at Old Richardson Highway and 8th Avenue. The railroad crossing will also be brought to current standards under this project.	CTP					300.2			
				SM			2	39.7	29.8			
				CTP			3		227.4			
				SM			3		22.5			
				CTP			7				91.0	
				SM			7				9.0	
				ILLU			4					3,000.0
			<b>Project Total</b>					440.0	579.9	0.0	100.0	3,000.0
22095		21.99	<b>Peridot Street Reconstruction</b>	ILLU			0					2,750.0
			Reconstruct Peridot Street from the Richardson Highway to City limits, approximately 0.21 miles, and pave. Provide street lights and bike/pedestrian facilities as funding allows.	---								
			<b>Project Total</b>					0.0	0.0	0.0	0.0	2,750.0



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NID	IRIS	Score	Project Description	Fund Code	Perf. Meas.	AQ	Phase	FFY17	FFY18	FFY19	FFY20	Beyond
26087	NFHWW00014	43.5	<b>Tanana Loop and South Chandalar Drive Intersections</b>	CTP			2	257.4				
			Reconstruct the intersections of Tanana Loop/Alumni Drive/South Chandalar Drive, and Salcha Street/South Chandalar Drive including the portions of South Chandalar Drive between the intersections and up to Ambler Lane. Project will also include reconstructing the pedestrian facilities and construction of new pedestrian facilities on Alumni Drive, Tanana Loop, Salcha Street and South Chandalar Drive.	CMAQ			2					
				SM			2					
				M46			2	25.6				
				AC			4				2,428.0	
				ACC								-2,428.0
				CTP								2,428.0
				AC-M46			4				241.0	
			<b>Project Total</b>					283.0	0.0	0.0	2,669.0	0.0
30098		37.55	<b>Wickersham Street Upgrades - Stage II</b>	-			0					10,260.0
			Upgrade Wickersham Street from 4 <sup>th</sup> to 6 <sup>th</sup> Avenue, Perry Street from 6 <sup>th</sup> to 8 <sup>th</sup> Avenue, and 4 <sup>th</sup> , 5 <sup>th</sup> , 6 <sup>th</sup> , 7 <sup>th</sup> , 8 <sup>th</sup> , and 9 <sup>th</sup> Avenue from Cowles to Barnette Street. Improve drainage, replace existing sidewalks, install new sidewalks where needed, and repave the roads. Utility upgrades may also be coordinated with this project.	---								
			<b>Project Total</b>					0.0	0.0	0.0	0.0	10,260.0
9939-2	NFHWW00139	61.3	<b>Yankovich/Miller Hill Road Reconstruction and Multi-Use Path</b>	CTP			2	62.5				
			Reconstruct Miller Hill Road and Yankovich Road from Sheep Creek to Ballaine Road. Construct a side path from LARS to Ballaine Road and tie into the existing side path on Farmers Loop.	SM			2	6.3				
				CTP			3	4.5				
				SM			3	0.5				
				CTP			7	291.1				
				SM			7	28.9				
				SM			4					
				ACC			4					-4,159.1
				AC-SM			4				412.9	
				CTP			4					4,159.1
				AC			4				4,159.1	
			<b>Project Total</b>					393.8	0.0	0.0	4,572.0	0.0

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NID	IRIS	Score	Project Description	Fund Code	Perf. Meas.	AQ	Phase	FFY17	FFY18	FFY19	FFY20	Beyond
Non-Motorized Project Table												
30095		26.66	<b>Airport Way Functional Features Analysis</b>	CTP			8	272.9				
			Provide a general toolkit for DOT&PF engineers that provides functional and aesthetic options for necessary roadway features for Airport Way. Analyze need for access control features in the corridor and evaluate the feasibility of complete street and green street elements that give consideration to right-of-way and operational constraints.	M46			8	27.1				250.0
				ILLU			0					
			<b>Project Total</b>					300.0	0.0	0.0	0.0	250.0
3874	Z637680000	37.8	<b>Birch Hill Bicycle and Pedestrian Facility: FNSB</b>	-			2					
			Construct a bike/pedestrian facility along Birch Hill Road to allow safe access to the Birch Hill Recreational Trail System.	CTP			7					
				SM			7					
				Bank			4	2,283.3				
				SM			4	226.7				
			<b>Project Total</b>					2,510.0	0.0	0.0	0.0	
26078	Z64062000	49.4	<b>Chena River Walk Stage III</b>	CTP			2	155.1	142.8			
			Expand the Chena River Walk to the north side of the Chena River with approximately 2,200 linear feet of pathway from Peger Road to the existing Chena River pedestrian bridge crossing. Construct sidewalk along Peger Road from the Chena River bridge No. 1191 to Phillips Field Road intersection to connect the Chena River Walk to existing pedestrian facilities or consider a path connection under the bridge.	3PF			2	15.4	14.2			
				CTP			3			2.3		
				3PF			3			0.2		
				CTP			7			2.3		
				3PF			7			0.2		
				AC			4				1,410.0	
				ACC			4					-1,410.0
				CTP			4					1,410.0
				AC-3PF			4				140.0	
			<b>Project Total</b>					170.5	157.0	5.0	1,550.0	0.0
26568	Z616610000		<b>FMATS Pedestrian Improvements - Stage I</b>	CMAQ			2					
			Construct new facilities to improve connectivity within the FMATS boundary on Wilbur Street, Davis Road Peger Road and Lathrop Street with possible mid-block crossing.	SM			2					
				CTP			4	76.9				
				CMAQ			4					
				SM			4	7.6				
			<b>Project Total</b>					84.5	0.0	0.0	0.0	
20816	Z632930000	42.9	<b>Gold Hill Road Bicycle and Pedestrian Facility: FNSB</b>	CTP			2					
			Widen the shoulders on Gold Hill Road to accommodate bicycles and pedestrians. Improvements will also include resurfacing the roadway, approach work, signing and striping.	SM			2					
				CTP			4	312.1				
				SM			4	31.0				
			<b>Project Total</b>					343.1	0.0	0.0	0.0	

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NID	IRIS	Score	Project Description	Fund Code	Perf. Meas.	AQ	Phase	FFY17	FFY18	FFY19	FFY20	Beyond
29969	NFHWWY00137	35.03	Wembley Avenue Improvements: Aurora Drive to Danby Street	CMAQ			2	64.6				
			Reconstruct Wembley Avenue from Aurora Drive to Danby Street and construct a pedestrian facility. <i>CTP funds: 50% local match / 50% state match - CMAQ funds: 100% state match</i>	SM			2	6.4				
				CMAQ			3	2.3				
				SM			3	0.2				
				CMAQ			7	2.3				
				SM			7	0.2				
				CMAQ			4		659.5			
				SM			4		65.5			
			<b>Project Total</b>					<b>76.0</b>	<b>725.0</b>	<b>0.0</b>	<b>0.0</b>	

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NID	IRIS	Score	Project Description	Fund Code	Perf. Meas.	AQ	Phase	FFY17	FFY18	FFY19	FFY20	Beyond
<b>Transit Table</b>												
30251		38.24	<b>Paratransit Vehicles</b>	ILLU			0					
			Purchase nine paratransit vans to replace vans that are currently 5 to 13 years old. The useful life of a paratransit van is 5 years.									
			<b>Project Total</b>					0.0	0.0	0.0	0.0	
30250		36.46	<b>Transit Buses</b>	CTP			4	981.9				
			Purchase six transit buses to replace buses purchased in 2007 that will reach their useful life in 2017. These buses are 29 foot Gillig buses that have a useful life of 10 years.	CMAQ			4	246.2				
				SM			4	24.4				
				3PF				97.5				
			<b>Project Total</b>					1,350.0	0.0	0.0	0.0	

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NID	IRIS	Score	Project Description	Fund Code	Perf. Meas.	AQ	Phase	FFY17	FFY18	FFY19	FFY20	Beyond
<b>FMATS Programs Table</b>												
29673	NFHWY00006	na	<b>FMATS Improvement Program</b>	CTP			2	279.8				
19096			Pavement surface maintenance, traffic control signal upgrades, street light load center rehab, storm drain maintenance, reclaim/double chip, seal coat, crack sealing, roadway striping, dust control, signage replacement and intersection upgrades. (SQA pays design match and local governments pay construction match, per agreement.)	SM			2	27.8				
				TAP			4			654.3		
				AC			4		2,274.3	2,274.3		
				AC-3PF			4		225.7	225.7		
				ACC			4					-4,548.6
				CTP			4	1,841.4	1,742.8		971.2	4,548.6
			(COF, CONP, UAF, SM and FNSB and others)	3PF			4	182.8	173.0		96.4	
			<b>Project Total</b>					<b>2,331.8</b>	<b>4,415.8</b>	<b>3,154.3</b>	<b>1,067.6</b>	<b>0.0</b>
30229		na	<b>FMATS Intersection Improvement Program</b>	CTP			2	109.2	60.0			
			Intersection enhancements related to capacity, safety, and/or multimodal accessibility within the FMATS boundary.	SM			2	10.8	6.0			
				AC			3			0.0		
				AC			7			0.0		
				ACC			4					-727.8
				CTP			4					727.8
				AC-3PF			4			72.2		
				AC			4			727.8		
			<b>Project Total</b>					<b>120.0</b>	<b>66.0</b>	<b>800.0</b>	<b>0.0</b>	<b>0.0</b>
30231		na	<b>FMATS Safety and Efficiency Program</b>	ILLU			0					1,500.0
			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.									
			<b>Project Total</b>					<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1,500.0</b>
30096	NFHWY00138	na	<b>FMATS Sidewalk Improvement Program</b>	CTP			2	227.4				
			This is an annual project. Fund projects that will improve connectivity, safety, mobility and access for pedestrians throughout the MPA.	SM			2	22.6				
				AC			2		118.3			
				AC-SM			2		11.7			
				ACC			2					-130.0
				CTP			2					130.0
				CMAQ			2	213.2				
				SM			2	21.2				
				SM			3	6.8		0.4		
				CTP			3	68.2		4.0		
				CTP			7		189.2	4.0		
				SM			7		18.8	0.4		
				AC			4				1,819.4	
				AC-SM			4				180.6	
				ACC			4					-1,819.4
				CTP			4					1,819.4
			<b>Project Total</b>					<b>559.4</b>	<b>338.0</b>	<b>8.8</b>	<b>2,000.0</b>	<b>0.0</b>

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NID	IRIS	Score	Project Description	Fund Code	Perf. Meas.	AQ	Phase	FFY17	FFY18	FFY19	FFY20	Beyond
General Fund (GF) Project Table												
31032		na	<b>FMATS Transition Plan</b>	SB46			All	60.0				
			Develop and implement a transition plan to ensure the sustainability of FMATS as an MPO in good standing by analyzing its hosting structure and recommending a structure to see FMATS continue to thrive in the future. In addition, provide for transitional services in the event of employee turnover which may include wages for personnel.									
			<b>Project Total</b>					60.0	0.0	0.0	0.0	0.0



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NID	IRIS	Score	Project Description	Fund Code	Perf. Meas.	AQ	Phase	FFY17	FFY18	FFY19	FFY20	Beyond
<b>Funding (Revenue) Summary</b>												
			FMATS CTP ALLOCATION (Federal)	CTP				7,344.4	7,344.4	7,344.4	7,344.4	
			(Federal)	CMAQ				727.8	727.8	727.8	727.8	
			Planning funds	PL				295.7	282.5	252.5	252.5	
				BANK				2,683.6				
								<i>Federal Subtotal</i>	11,051.5	8,354.7	8,324.7	8,324.7
			<i>This shows the overall match required for the federal funds above.</i>									
			FMATS CTP ALLOCATION (state & 3PF match)	Match				729.0	729.0	729.0	729.0	
			Match needed for all CMAQ funds	CMAQ-M				72.2	72.2	72.2	72.2	
			Match needed for all Planning funds	PL-M				29.4	28.0	25.1	25.1	
			Match needed for all Banking funds	BANK-M				266.4				
								<i>Match Subtotal</i>	1,097.0	829.2	826.3	826.3
								<i>Funding (Revenue) Total</i>	12,148.5	9,183.9	9,151.0	9,151.0
<b>Projected Obligations Summary</b>												
			<b>Fund Code Description</b>	<b>Fund Code</b>				<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	
<b>Federal Summary</b>												
			FMATS CTP Allocation (federal)	CTP				7,340.8	7,338.4	7,341.7	7,304.2	22,591.5
			Congestion Mitigation/Air Quality	CMAQ				659.6	727.8	727.8	727.8	
			Planning Funds	PL				297.9	282.5	252.5	252.5	
			(federal)	BANK				2,683.6	0.0	0.0	0.0	
								<i>Federal Total</i>	10,981.9	8,348.7	8,322.0	8,284.5
<b>Federal Match Summary</b>												
			State Match	SM				597.6	373.0	649.8	404.8	
			Match contributions from local governments	3PF				391.9	417.5	141.0	369.3	
			SB160 LOCAL MATCH	M160				12.7	3.0	0.0	0.0	
			SB46 LOCAL MATCH	M46				87.9	35.2	35.2	35.2	
								<i>Match Total</i>	1,090.1	828.7	826.0	809.3
								<i>Federal and Match Total</i>	12,072.0	9,177.4	9,148.0	9,093.8
<b>Other Summary</b>												
			Transportation Alternative Program	TAP				0.0	0.0	654.3	0.0	
								<i>TOTAL</i>	0.0	0.0	654.3	0.0
<b>AC/ACC Summary</b>												
			Advanced Construction	AC				0.0	2,392.6	3,861.7	16,457.3	
			Advance Construction Conversion/Payback	ACC				0.0	0.0	0.0	-131.8	-22,591.5
								<i>TOTAL</i>	0.0	2,392.6	3,861.7	16,457.3
<b>AC Match Summary</b>												
			Match needed for Advance Construction	AC-3PF				0.0	225.7	383.3	320.6	
			Match needed for Advance Construction	AC-SM				0.0	11.7	0.0	1,072.1	
			Match needed for Advance Construction	AC-M46				0.0	0.0	0.0	241.0	
								<i>TOTAL</i>	0.0	237.4	383.3	1,633.7
								<i>AC SUBTOTAL</i>	0.0	2,630.0	4,245.0	18,091.0
<b>Illustrative Summary</b>												
			Illustrative - Fund Place Holder	ILLU				0.0	0.0	0.0	0.0	
								<i>TOTAL</i>	0.0	0.0	0.0	0.0
<b>General Fund Summary</b>												
			FFY12 GF Appropriation (\$5,000.0)	SB46				60.0	0.0	0.0	0.0	
			FFY13 GF Appropriation (\$7,500.0)	SB160				0.0	0.0	97.0	97.0	
			City of North Pole Contribution	CONP				7.5	7.5	7.5	7.5	
								<i>TOTAL</i>	67.5	7.5	104.5	104.5
								<i>GRAND TOTAL</i>	11,049.4	10,986.2	13,325.8	26,480.0

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FTA Projects within FMATS Boundary								
Fund Type	Program	Need ID	Project Description	Fund Code	FFY17	FFY18	FFY19	FFY20
5307	UZA	20997	Urbanized Area Formula Grant - FNSB	FTA	750.0	750.0	750.0	750.0
			Transit operating assistance.	Match	750.0	750.0	750.0	750.0
			<b>Project Total</b>		<b>1500.0</b>	<b>1500.0</b>	<b>1500.0</b>	<b>1500.0</b>
5307	UZA		Urbanized Area Formula Rail Tier - ARRC					
			Associated transit improvements.	FTA	18.1	18.1	111	111
				Match	1.9	1.9	28	28
			<b>Project Total</b>		<b>20.0</b>	<b>20.0</b>	<b>139.0</b>	<b>139.0</b>
5307	UZA		Urbanized Area Formula - ARRC	FTA	211.0	200.0	200.0	200.0
			Track rehabilitation	Match	53.0	50.0	50.0	50.0
			<b>Project Total</b>		<b>264.0</b>	<b>250.0</b>	<b>250.0</b>	<b>250.0</b>
5311	UZA		Rural Transit - FNSB	ILLU	200.0	200.0	200.0	200.0
			Operational funding for the grey line	Match	50.0	50.0	50.0	50.0
			<b>Project Total</b>		<b>250.0</b>	<b>250.0</b>		
5337	UZA		State of Good Repair - ARRC	FTA	138.8	121	150	150
			Preventive Maintenance	Match	13.7	24.0	38	38.0
			<b>Project Total</b>		<b>152.5</b>	<b>145.0</b>	<b>188.0</b>	<b>188.0</b>
5337	UZA		Track Rehabilitation - ARRC	FTA	100.0	100.0	100.0	100.0
			Track rehabilitation	Match	25.0	25.0	25.0	25.0
			<b>Project Total</b>		<b>125.0</b>	<b>125.0</b>	<b>125.0</b>	<b>125.0</b>
5307	UZA		Transit Security - ARRC	FTA	18.1	18.1	125.0	125.0
			Support for transportation infrastructure security activities to strengthen the nation's critical infrastructure against risks associated with potential terrorist attacks	Match	1.9	1.9	32.0	32.0
			<b>Project Total</b>		<b>20.0</b>	<b>20.0</b>	<b>157.0</b>	<b>157.0</b>
5310	UZA		Enhanced Mobility for Seniors and Individuals with Disabilities	FTA	60.0	60.0	60.0	60.0
			Funding for VanTran service.	FNSB	60.0	60.0	60.0	60.0
					120.0	120.0	120.0	120.0
			<b>Project Total</b>		<b>240.0</b>	<b>240.0</b>	<b>240.0</b>	<b>240.0</b>
5339	UZA		Transit Maintenance Facility Expansion	ILLU	10,000.0			
			Renovation and expansion of the transit maintenance facility.	FTA	12,800.0			
				FNSB	3,200.0			
			<b>Project Total</b>		<b>26,000.0</b>	<b>-</b>	<b>-</b>	<b>-</b>
5339	UZA		Bus and Bus Facility Allocations - FNSB	FTA	80.5	80.5	80.5	80.5
			FFY09 Section 5309 E2009-BUSP-003	FNSB	20.1	20.1	20.1	20.1
			<b>Project Total</b>		<b>100.6</b>	<b>100.6</b>	<b>100.6</b>	<b>100.6</b>
Illustrative FTA Projects within the FMATS Boundary								
Fund Type	Program	Need ID	Project Description	Fund Code	FFY17	FFY18	FFY19	FFY20
5339(b)	UZA		Buses and Bus Facility Competitive Grant	ILLU	2,000.0			
				FNSB				
			<b>Project Total</b>		<b>2000.0</b>			



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NHS Projects Within FMATS Boundary										
Need ID	IRIS	Highway	Location	Project Description / Funding Source	Phase	Fund Code	FFY17	FFY18	FFY19	After2019
3843	Z640780000	Airport Way	Fairbanks	Airport Way / Cushman Street Intersection Reconstruction	2	NHPP	626.2			
				Reconstruct the intersection at Airport Way and Cushman Street.	2	SM	62.2			
					3	NHPP		1,137.1		
					3	SM		112.9		
					7	NHPP	682.3			
					7	SM	67.7			
				<b>Project Total</b>			<b>1,438.4</b>	<b>1,250.0</b>	<b>0.0</b>	<b>7,348.0</b>
29881				Airport Way Drainage	2	NHPP		1,046.2		
				Improve roadway drainage by replacing drainage structures, reconfiguring roadway geometry and frontage road separation, grading and adjusting utilities. This project will also address ADA compliance and associated drainage needs.	2	SM		103.8		
				<b>Project Total</b>			<b>0.0</b>	<b>1,150.0</b>	<b>0.0</b>	<b>8,000.0</b>
15685	Z618720000	Airport Way	Fairbanks	Airport Way (West) Improvements	4	ILLU	7,550.5			
				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.	4	SM	749.5			
				<b>Project Total</b>			<b>8,300.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
24518				Elliot Highway MP 0-12 Rehabilitation (Fox to Haystack)	7	NHPP	454.9			
				Rehabilitation, restoration and resurfacing. Also includes shoulder widening in selected areas.	7	SM	45.1			
					4	AC			27,896.9	
					4	SM			2,769.1	
				<b>Project Total</b>			<b>500.0</b>	<b>0.0</b>	<b>30,666.0</b>	<b>27,896.9</b>
25598	Z615970000	Richardson	Fairbanks	Richardson Highway MP 367 - 362 Bicycle/Pedestrian Path	4	STP/SM		2,647.9		
				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.	4	AC	2,647.9			
					4	ACC		-2,647.9		
					4	SM	187.1			
					7	STP		93.4		
					7	ACC		-93.4		
				<b>Project Total</b>			<b>2,835.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
2130	Z661480000	Richardson	Fairbanks	Richardson Highway MP 363 - 357 Access/Safety Improvements	4	AC		21,482.0		
				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.	4	ACC			-10,741.0	
					4	NHPP			10,741.0	
					4	SM		1,518.0		
				<b>Project Total</b>			<b>0.0</b>	<b>23000.0</b>	<b>0.0</b>	<b>10741.0</b>
28069				Richardson Highway MP 359 Railroad Grade Separated Facility						
				Construct grade-separated crossing at MP 359 of the Richardson Highway to reduce railroad/vehicle conflicts; improve connectivity with the Old Richardson Highway; and provide Fort Wainwright south gate access.						
				<b>Project Total</b>						<b>36000.0</b>
22441	Z625410000	Steese	Fairbanks	Steese Highway and 3rd Street Widening	4	AC		11,703.3		
				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.	4	ACC			-11,703.3	
					4	NHPP			11,703.3	
					4	SM		1,161.7		
				<b>Project Total</b>			<b>0.0</b>	<b>12,865.0</b>	<b>0.0</b>	<b>0.0</b>

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NHS Projects within the FMATS Boundary										
Need ID	IRIS	Highway	Location	Project Description	Phase	Fund Code	FFY17	FFY18	FFY19	After 2019
11899	Z614220000	Steese/ Johansen	Fairbanks	Steese Highway/Johansen Expressway Area Traffic Improvements	2	GO Bond				
				Construct intersection improvements, access and pedestrian improvements to relieve congestion and improve traffic safety in the vicinity of the rapidly developing commercial area in Northeast Fairbanks in the vicinity of the Steese Expressway and the Johansen Expressway. This project contributes to the State's mission by reducing injuries, fatalities, and property damage and by improving the mobility of people and goods (Proposed State Funds in GO Bond)	3	GO Bond				
					7	GO Bond				
					4	GO Bond				
<b>Project Total</b>							0.0	0.0	0.0	0.0
30150				Steese Highway MP 4.5 (CHSR) Off-Ramp Bypass Lane	4	NHPP		591.3		
				Construct a bypass lane and retaining wall at the Steese Highway north bound ramp to Chena Hot Springs Road	4	SM		58.7		
<b>Project Total</b>							0.0	650.0	0.0	0.0
29829		Steese/ Johansen	Fairbanks	Steese Expressway / Johansen Expressway Interchange	2	NHPP		1,886.7		
				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	2	SM		187.3		
					3	NHPP			2,729.1	
					3	SM			270.9	
					7	NHPP			909.7	
					7	SM			90.3	
<b>Project Total</b>							0.0	2,074.0	4,000.0	30,000.0
3821	Z632130000		Fairbanks	University Avenue Widening	7	NHPP				
				associated with this parent design project: NID 29655 & 29656)	7	SM				
<b>Project Total</b>							0.0	0.0	0.0	0.0
29655	Z632130000		Fairbanks	University Avenue Rehabilitation: Thomas Street to Chena River (Segment I)	4	AC		14,010.8		
				Widen and reconstruct University Avenue to current standards from Thomas Street to the Chena River, including replacement of University Ave Bridge #0263. (This is associated with the parent design project, NID 3821.)	4	ACC			-14,010.80	
					4	NHPP			14,010.80	
					4	BOND		18798.5		
					4	SM		1,390.7		
<b>Project Total</b>							0.0	34200.0	0.0	0.0
29656	Z632130000		Fairbanks	University Avenue Rehabilitation: Chena River to Parks Highway (Segment II)	4	ILLU				
				Widen and reconstruct University Avenue to current standards from the Chena River to the Parks Highway. (This is associated with the parent design project, NID 3821)	4	SM				
<b>Project Total</b>							0.0	0.0	0.0	15000.0

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Other Major Projects Within FMATS Boundary									
Need ID	IRIS	Area	Project Description	Fund Code	Phase	FFY17	FFY18	FFY19	After2019
26076		Fairbanks	Aurora Drive- Noyes Slough Bridge (#0209) Rehabilitation or Replacement	STP	2	227.4			
			Rehabilitate or replace bridge #209 on Aurora Drive in Fairbanks	SM	2	22.6			
				STP	3		227.4		
				SM	3		22.6		
				STP	7		682.3		
				SM	7		67.7		
			<b>Project Total</b>			<b>250.0</b>	<b>1,000.0</b>	<b>0.0</b>	<b>7,500,000.0</b>
19217	Z772770000	Fairbanks	College Road Median Extension	HSIP	4	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.						
			<b>Project Total</b>			<b>520.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
18923	Z607740000		Farmers Loop Resurfacing		4				
			Resurface Farmers Loop Road including the separated path. Resurface University Avenue from the intersection with College Road to Thomas Street. Project will also include signs, striping, lighting, culverts, guardrail, signal modifications and permanent traffic recorder modifications.	STP/SM	4	16,400.0			
			<b>Project Total</b>			<b>16,400.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
26080			Gold Mine Trail Road Upgrade	3PF	2	21.9			
			Upgrade and pave approximately 4,750 feet of Gold Mine Trail and replace guardrail. Realign two 90 degree turns as it approached the Steese Highway with possible realignment of the intersection with the Steese.	STP	2	220.1			
				3PF	4		272.7		
				AC	4		2,747.3		
			<b>Project Total</b>			<b>242.0</b>	<b>3,020.0</b>	<b>0.0</b>	<b>2,747.3</b>
19217-2	Z634790000	Fairbanks	HSIP: Fairbanks Danby-Wembley Roundabout	HSIP	3	150.0			
			Construct a single lane roundabout at the intersection of Danby Street and Wembley Avenue.	HSIP	4		1,424.0		
			<b>Project Total</b>			<b>150.0</b>	<b>1,424.0</b>	<b>0.0</b>	<b>0.0</b>
19217-4	Z634670000		HSIP: Steese Hwy/Chena Hot Springs Rd Ramp Termini Roundabouts		4	2,379.0			
			Construct roundabouts at the interchange ramp termini for the Steese Highway at Chena Hot Springs Road.						
			<b>Project Total</b>			<b>2,379.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
22420		Fairbanks	Joint Tanana Range Access	ILLU	4	40,000.0			
			to construct a crossing of the Tanana River to provide year round access to the military training areas	ILLU	4	10,000.0	46,000.0		
				ILLU	4	10,000.0	46,000.0		
			<b>Project Total</b>			<b>60,000.0</b>	<b>92,000.0</b>	<b>0.0</b>	<b>0.0</b>

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2=Design 3=ROW 4=Construction 7=Utilities 8=Planning 9=Feasibility/Reconnaissance

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Other Major Projects Within FMATS Boundary									
Need ID	IRIS	Area	Project Description	Fund Code	Phase	FFY17	FFY18	FFY19	After2019
25556		North Pole	<b>North Pole Road/Rail Reduction Project</b>	ARRC	4				
			Project to reduce the number of at-grade (same level) road/rail crossings on an 8-mile section of the Eielson Branch track (from Richardson Hwy Milepost 9 to the Chena River Floodway) that currently runs through North Pole.						
			<b>Project Total</b>			0.0	0.0	0.0	0.0
26082	Z624870000	Fairbanks	<b>Old Steese Highway Reconstruction - GO Bond</b>	GO Bond	4		16,000.0		
			Reconstruct the Old Steese Highway from Wendell Avenue Bridge to, and including, the intersection at the Johansen Expressway.						
			<b>Project Total</b>			0.0	16,000.0	0.0	0.0
25596			<b>Rosie Creek Road Improvements</b>	3PF	2	42.9			
			Improve Rosie Creek Road from Chena Ridge to Becker Ridge, to include alignment, shoulder work, repair and overlay of pavement, and improving the intersection at Chena Ridge.	STP	2	432.1			
				3PF	3		45.2		
				STP	3		454.8		
				3PF	7		9.0		
				STP	7		91.0		
				3PF	4			546.9	
				AC	4			5,509.1	
			<b>Project Total</b>			475.0	600.0	6,056.0	5,509.1
6359	Z632910000		<b>Wendell Avenue Bridge</b>	GO Bond	2				
			Rehabilitate or replace the Wendell Street Bridge, widen sidewalks and provide pedestrian facilities along the north side under the bridge.	GO Bond	3				
				GO Bond	7	150.0			
				GO Bond	4	1,400.0			
			<b>Project Total</b>			1,550.0	0.0	0.0	0.0

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<b>CMAQ PROJECTS</b>									
Need ID	IRIS	Location	Project Description / Funding Source	Phase	Fund Code	FFY17	FFY18	FFY19	FFY20
26161		Fairbanks	<b>Fairbanks Air Quality Planning Project</b> The goal of this project is to update the local transportation model and EPA mobile source emissions model. Fairbanks is a newly designated PM <sub>2.5</sub> 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.	All	CMAQ	72.8	72.8	72.8	
				All	SM	7.2	7.2	7.2	
<b>Project Total</b>						<b>80.0</b>	<b>80.0</b>	<b>80.0</b>	<b>80.0</b>
29232		Fairbanks	<b>Committed Measures for the Fairbanks SIP</b> This project is to fund committed measures identified in the Fairbanks SIP that addresses the Fairbanks PM <sub>2.5</sub> non-attainment.	All	CMAQ	1,728.4	1,728.4	1,728.4	
				All	SM	171.6	171.6	171.6	
<b>Project Total</b>						<b>1,900.0</b>	<b>1,900.0</b>	<b>1,900.0</b>	<b>0.0</b>
18791		Fairbanks	<b>Statewide Congestion and Mitigation Air Quality</b> 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.	All	CMAQ	482.1	482.1	482.1	
				All	CMAQ-M	2,274.3	2,274.3	2,274.3	
				All	SM	248.9	248.9	248.9	
<b>Project Total</b>						<b>3,005.3</b>	<b>3,005.3</b>	<b>3,005.3</b>	<b>0.0</b>
<i>The above projects are in the draft 2016 - 2019 STIP. The following projects are sub-allocations from Need ID 29232 and Need ID 18791 and are exempt from conformity analysis. They are shown here for informational purposes only.</i>									
18791-16	Z607110000	Fairbanks	<b>FNSB SIP</b> Prepare a Fairbanks PM 2.5 Non-Attainment Area Statewide Implementation Plan (SIP). This project includes inventory development, data collection, analysis, modeling, identifying control measures and components that demonstrate attainment.	8	CMAQ	430.0	430.0	430.0	
<b>Project Total</b>						<b>430.0</b>	<b>430.0</b>	<b>430.0</b>	<b>0.0</b>
18791-17	Z635830000	Fairbanks	<b>PM2.5 VMT and Classification Study</b> To fund vehicle volume, classification, speed counts, and traffic counting equipment within the PM <sub>2.5</sub> non-attainment area. Conduct a baseline study of local road VMT, as well as data analysis and reporting.	8	CMAQ	100.0			
<b>Project Total</b>						<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
18791-18	Z617630000	Fairbanks	<b>Nor Reg Signal Interconnect</b> To fund vehicle volume, classification, speed counts, and traffic counting equipment within the PM <sub>2.5</sub> non-attainment area. Conduct a baseline study of local road VMT, as well as data analysis and reporting.	8	CMAQ	3,300.0			
<b>Project Total</b>						<b>3,300.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
18791-1	Z607090000	Fairbanks	<b>FNSB Air Quality Education</b> Development and implementation of a multi-media campaign, collection of survey/behavioral data to support outreach activities, analyzing and distributing monitoring information, rental and purchase and operations and maintenance costs of signs displaying current air quality concentrations and enhanced outreach to support improved air quality.	8	CMAQ	500.0			
<b>Project Total</b>						<b>500.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
18791-Z	Z63386	Fairbanks	<b>Fairbanks Area Signal Timing Upgrades</b> Conduct a signal timing review to provide recommendations for signal coordination and to integrate signal timing improvements. Priority will be given to NHPP routes and higher functional class corridors within the Fairbanks PM <sub>2.5</sub> non-attainment area to promote travel efficiency and reduce delays, thereby reducing PM <sub>2.5</sub> emissions.	8	CMAQ	3,530.0	3,530.0	3,530.0	
				All	CMAQ				
<b>Project Total</b>						<b>3,530.0</b>	<b>3,530.0</b>	<b>3,530.0</b>	<b>0.0</b>

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CMAQ PROJECTS									
Need ID	IRIS	Location	Project Description / Funding Source	Phase	Fund Code	FFY17	FFY18	FFY19	FFY20
24756-10	Z604440000	Fairbanks	<b>Heavy Duty Diesel Anti-Idling Maintenance and Emission</b>	8	CMAQ	250.0			
			Project funding to support existing anti-idling pilot at DOT&PF by assisting with Telemetric purchase and installation. To expand anti-idling to other heavy duty vehicle fleets within the FNSB non-attainment area. Implement other vehicle emission reduction techniques through inspection and retrofit upgrades.						
<b>Project Total</b>						<b>250.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
24756	Z901410000	Fairbanks	<b>Carlson Center Motor Vehicle Plug-In</b>	All	CMAQ	1,900.0	1,900.0		
			Installation of electrical plug-ins at the Carlson Center for preheating motor vehicle engines during cold temperatures in the Fairbanks area. This project also provides for 3 years of operations and maintenance for the plug-ins.						
<b>Project Total</b>						<b>1,900.0</b>	<b>1,900.0</b>	<b>0.0</b>	<b>0.0</b>
24756	Z90142000	Fairbanks	<b>Fairbanks and North Pole Libraries and Big Dipper Plug-Ins</b>	All	CMAQ	1,900.0	1,900.0		
			Installation of electrical plug-ins at the Fairbanks Library, North Pole Library and the Big Dipper for preheating motor vehicle engines during cold temperatures in the Fairbanks area. This project also provides for 3 years of operations and maintenance for the plug-ins.						
<b>Project Total</b>						<b>1,900.0</b>	<b>1,900.0</b>	<b>0.0</b>	<b>0.0</b>
18791-2	Z604580000	Fairbanks	<b>Hot Spot Guidance Program</b>	8	CMAQ	300.0			
			To provide updates of monitoring equipment on the Borough owned vehicle used for mobile sampling and analysis of PM2.5 measurements collected while driving routes in the non-attainment area. This will also include operation of this vehicle over a period of three years and the distribution of information to the public.						
<b>Project Total</b>						<b>300.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
26161	Z605660000	Fairbanks	<b>Fairbanks Air Quality Conformity</b>	8	CMAQ	80.0	80.0		
			Preparation of air quality conformity determinations for short and long term transportation plans and individual projects in the entire PM2.5 non-attainment area and carbon monoxide (CO) maintenance area within the Fairbanks North Star Borough, consisting of FMATS, the MPO for the Fairbanks urban area, and the associated "doughnut area" within the PM2.5 boundaries.						
<b>Project Total</b>						<b>80.0</b>	<b>80.0</b>	<b>0.0</b>	<b>0.0</b>

## **APPENDIX C**

### **Consultation Correspondence**

**FMATS**  
**Air Quality Conformity Interagency Consultation Meeting Summary**  
**June 30, 2016**

**1. Call to Order** at 1:30 pm.

**2. Introduction of Attendees**

FMATS – Donna Gardino, Alicia Giamichael  
 ADOT&PF – James Boyle, Shelia Good, Judy Chapman, Linda Mahlen, Randi Motsko, Mike Vigue  
 FNSB – Glenn Miller, Janice Westlind (Borough Assembly), Kellen Spillman, Manish Singh  
 ADEC – Cindy Heil, Denise Koch, Lee Borden, Alex Edwards  
 EPA – Karl Pepple (Region 10)  
 FHWA – Jeff Houk, (Resource Center, Colorado), Tim Haugh  
 FTA – Ned Conroy (Region 10)  
 FDNM – Amanda Bohman  
 Kittleson – Mike Aronson  
 Sierra Research – Tom Carlson and Mark Hixson  
 Exclusive Paving – Sarah Lefebvre  
 Public – Ryan Grimes (CBS News 13), Patrice Lee, Jeannie Olson, Rodney Rutherford

**3. Public Comment Period** – none

**4. New Business**

**A. Interagency Consultation on the Travel Model Update for the State Implementation Plan**

Tom Carlson provided the background on the Fairbanks Moderate Area PM<sub>2.5</sub> State Implementation Plan (SIP) submittal in December 2014 by ADEC to EPA. EPA is currently reviewing the Moderate Area SIP. That SIP determined that attainment was impracticable by the 2015 deadline. ADEC began immediate preparations in early 2015 to develop a Serious Area SIP, anticipating EPA re-designation Fairbanks from a Moderate to Serious nonattainment area for PM<sub>2.5</sub>. Included in these early efforts were plans to revise the emissions inventory triggering the need for new travel analysis potential forecast years out to 2024. In addition to the planning for the Serious SIP, ADEC has been preparing for the possibility that EPA would disapprove some portion of the Moderate SIP. FMATS has also been considering the development of a 2017-2020 Transportation Improvement Program (TIP).

Donna Gardino stated that one motivating factor for accelerating the TIP timing is to address performance-based planning rules from recently proposed FHWA rulemaking<sup>1</sup> that would be difficult to address by their stated deadline.

**Travel Model Update for Serious SIP**

Mr. Carlson addressed a checklist of items needed to revise the travel model analysis for the Serious SIP. These items included confirmation of the years to run the model, which are still being decided as the SIP is under development. Available data on planning assumptions would be revisited along with modeling protocols and procedures revised for the new TIP.

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<sup>1</sup> Federal Register, Vol. 81, No. 78, April 22, 2016



Mike Aronson indicated that the basic methodology would remain the same from the TIP, however, the population and economic growth forecasts would be revised due in part to the deployment of F-35 aircraft at Eielson Airforce Base. More detailed allocations would be made for where growth is occurring. On the transportation planning side, there would be confirmation that all DOT and FMATS projects are incorporated into the modeling. Donna Gardino stated that these socioeconomic projection revisions were in part needed for the Serious SIP development.

James Boyle asked whether the Alaska Department of Labor (DOL) would be the source of baseline revised socioeconomic data. Donna Gardino replied that a draft memo would be circulated today for review. Mike Aronson asked Mr. Boyle for clarity on whether he was referring to current year baseline or future baseline projections. Mr. Boyle replied that both the current year and future year baselines were of interest. Mr. Aronson stated that the 2013 representation at the parcel level was based on census and local data with the travel models being calibrated to this baseline. Historical census and DOL data trends combined with future DOL projections and private economic firm forecasts were typically used to make projections by averaging all three sources. Donna Gardino added that they would also account for known causes of growth using local data as in the case of the F-35 deployment and a new report from the Federal Energy Regulatory Commission (FERC) expected in July on the Alaska LNG project. Mr. Carlson responded that a more detailed final report on AK LNG was due later this year, and it may be used to revise any estimates from the July report from FERC.

Karl Pepple asked whether the travel demand model would have a new link listing with a greater number of links represented. Mr. Aronson replied that this had occurred with the last round of updates. Donna Gardino added that DOT conducted household travel surveys to significantly update the link counts, and some further revisions were being considered. Mr. Carlson stated there was consideration for expansion of the network to more explicitly represent increased activity at and around Eielson. Mr. Aronson clarified that travel to Eielson is currently represented, but only by a general growth factor and is not tied to changes in land use. Mr. Carlson suggested these refinements to representing travel activity to Eielson could help the SIP effort by improving the resolution of activity around Eielson and extending to North Pole.

Tom Carlson asked about the validity of using of 2014 vehicle registration data for quantitative conformity analysis. FHWA replied that the EPA guidance for updating planning data allows for data to be used for up to five years. Mr. Carlson stated that the modeling years as required for the Serious Area SIP were explicitly laid out in EPA guidance. FMATS plans per those requirements to run all required years through travel model and with vehicle emissions modeled using MOVES2014a. Donna Gardino asked which specific years were to be explicitly modeled. Mr. Carlson replied that those had not been defined yet, but that the attainment findings of the SIP would inform that process. He further clarified that MOVES2010b had been used in the last effort and MOVES2014a would be used in all current efforts. In terms of the larger SIP effort, Mr. Carlson stated that these projections were required in the development of SIP projections and keeping that on schedule.

#### **b. Interagency Consultation on the Impacts on the Transportation Planning Process as a Result of a Potential Partial Disapproval or Disapproval of the Moderate SIP**

Tom Carlson opened the discussion on planning impacts resulting from the disapproval scenarios. Karl Pepple of EPA stated that the Moderate SIP review was underway, and no formal decision had been reached. Mr. Pepple's e-mail on conformity impacts was focused solely on the

possibility of disapproval the section of the SIP with the motor vehicle emissions budgets (MVEB). If EPA issues a notice to disapprove that portion of the SIP with the MVEB a Federal Register notice will be issued. After 30 days, the disapproval would be finalized in the Federal Register and a conformity freeze would start along with sanction clocks. The State would then have 18 months to correct the SIP before the sanctions are implemented. Disapproval of any other section of the SIP (those without the MVEB) would not lead to a conformity freeze. Under a conformity freeze, only projects in the first four years of currently conforming MTP and TIP can proceed. No new transportation plans or TIP conformity determinations can be made. The TIP may also lapse before highway sanctions begin, triggering further planning implications.

Mr. Pepple clarified that the effective date of the disapproval would start the sanction clocks. The first sanction of 2:1 point source offsets occurs 18 months after the disapproval effective date. The second sanction of highway funds occurs 24 months after the disapproval effective date. If the TIP lapses during this time then certain types of projects can proceed during the lapse: safety, some transit, SIP-committed TCMs, phases approved before lapse, regionally significant non-Federal projects with all approvals, and non-regionally significant non-Federal projects. Section 93.126 of the conformity rule clearly states the projects that may proceed during a lapse. A new TIP could be developed prior to these sanction clocks to allow projects included in it to proceed.

Donna Gardino asked whether new phases could be initiated. Tim Haugh with FHWA stated that only phases approved before the freeze can proceed. Ms. Gardino inquired about the timeline for when the freeze would occur. Mr. Pepple stated that the MOU prompted this e-mail once it was clear that SIP disapproval was a possibility.

### **c. Interagency Consultation on the Development of the 2017-2020 TIP Transportation Improvement Program**

Mr. Carlson stated that FMATS was considering an updated TIP. He questioned what form that would take with EPA's disapproval potentially pending disapproval along with the FHWA performance rulemaking. Donna Gardino stated that it is unclear how long the conformity freeze would be, but that a performance-based TIP would be due by 2018. If a new TIP is drafted now it would allow more time for the development of the subsequent performance-based TIP. Then, if a conformity freeze occurs, that TIP could be updated before the freeze takes effect.

The MTP will be due by January 2019, and a freeze/lapse could complicate the process without a new TIP in place for 2017-2020. Donna Gardino then asked if the current MTP conformity effort rather than the Serious SIP updated projections could be used in the new TIP development. Mr. Carlson stated that if the new TIP projects are the same as in the current MTP then no new analysis would be needed. Donna Gardino stated that the 2017-2020 TIP would be consistent and that a new MTP would be revised in late 2018. Tim Haugh asked for clarification if the plan would cover three or four years. Donna Gardino stated the 2017-2020 TIP would reflect a four-year timeframe.

Judy Chapman with DOT asked if during a conformity freeze whether new additional control strategies would be developed as part of addressing deficiencies during the 24-month sanction clock. Karl Pepple replied that it depends on the elements of the SIP EPA disapproves or finds deficient. Cindy Heil with ADEC added that the 24 months also would include time for internal

(State) reviews of measure used to address SIP deficiencies and external (EPA) reviews. Ms. Chapman asked how Moderate SIP control inadequacies would be addressed. Cindy Heil stated that these would be addressed in both revisions to the Moderate and elements of the Serious SIPs. A follow-up question was asked about whether highway funds would be sanctioned even if none of the emissions causing the problem come from highway sources. Karl Pepple replied that if the SIP section containing the MVEB is disapproved even if the disapproval is not due to the MVEB it would still lead to disapproval of the SIP and MVEB meaning both need to be revised. Mr. Carlson asked if EPA would issue a reasoning behind the disapproval if they make such a finding. Mr. Pepple indicated that a disapproval notice would also include an explanation of EPA's rationale for the disapproval and specific deficiencies that would need to be addressed. Cindy Heil added that when EPA issues a notice in the Federal Register regarding the disapproval, that ADEC can provide comment and additional information. The process of reviewing that information could delay the finalization of the disapproval. Mr. Pepple agreed to this logic, but clarified that EPA is being litigated on the lack of issuing a finding on the Alaska Moderate SIP. The court could tell EPA to finalize a date.

## **5. Public Comment**

Patrice Lee of Fairbanks asked when the nonattainment area would be reclassified as Serious. Karl Pepple stated that he did not know when EPA would formally reclassify the nonattainment area. Patrice Lee then asked how is DOT having a serious discussion with ADEC about what mandatory and enforceable actions they will take to clean up the air and when we will know about those mandatory and enforceable actions

Jeannie Olson stated that the date of acceptance of the moderate SIP was long overdue; the "homework" was due on February 1, the air is not getting better and we are not being forced to do anything to make it better until we get a grade on our homework. She asked when EPA would re-designate the area to Serious. Karl Pepple stated that there was not date when reclassification would occur, but he could provide a range of dates once they are known to him.

Ryan Grimes from News 13 asked if the nonattainment would be extended to Eielson due to the addition of the F-35. Tom Carlson states that, during the Travel Model update, we need to look at the influx of population in conjunction with vehicular activity. FNSB needs to look at things like employment effects from the F35s. It will be looked into if we can *extend the network* in the Travel Model to include Eielson AFB and if that can be fit into the overall schedule. He stated that the nonattainment area was not being extended.

Patrice Lee asked if the families moving in to the region due to the F-35s were informed about the air quality in the region. She also asked to whom should citizen address concerns about mitigation information that was used in the moderate SIP that we believe is very problematic, because we have concerns that it may be brought forward in the mitigation efforts of the serious SIP. Karl Pepple explained that a public comment period will be open from ADEC before it is submitted to EPA, and then there is a public comment period with the EPA.

## Next Steps and Schedule

Donna Gardino stated that a consultation on the MTP would be upcoming.  
The meeting adjourned at 2:42 pm.

####

### Air Quality Conformity Interagency Consultation via E-mail:

**From:** Donna Gardino  
**Sent:** Wednesday, July 13, 2016 1:27 PM  
**To:** Alicia Giamichael  
**Subject:** Fwd: Interagency Consultation on the 2017 - 2020 TIP

**From:** "Lohrey, John (FHWA)" <[John.Lohrey@dot.gov](mailto:John.Lohrey@dot.gov)>  
**Date:** July 13, 2016 at 4:15:21 PM CDT  
**To:** "Donna Gardino ([donna.gardino@fmats.us](mailto:donna.gardino@fmats.us))" <[donna.gardino@fmats.us](mailto:donna.gardino@fmats.us)>  
**Subject:** FW: Interagency Consultation on the 2017 - 2020 TIP

---

**From:** Lohrey, John (FHWA)  
**Sent:** Wednesday, July 13, 2016 1:14 PM  
**To:**  
**Cc:** [judy.chapman@alaska.gov](mailto:judy.chapman@alaska.gov); Heil, Cynthia L (DEC) ([cindy.heil@alaska.gov](mailto:cindy.heil@alaska.gov)); Carpenter, Margaret (DOT) ([margaret.carpenter@alaska.gov](mailto:margaret.carpenter@alaska.gov))  
**Subject:** RE: Interagency Consultation on the 2017 - 2020 TIP

Donna,

Just to clarify my response – We can use the 2040 MPT conformity documentation for the new 2017 – 2020 TIP only if all the projects in the new TIP were already included in the MTP.

John

---

**From:** Lohrey, John (FHWA)  
**Sent:** Wednesday, July 13, 2016 7:04 AM  
**To:** 'Donna Gardino'; 'Chapman, Judy (DOT)'; Glenn Miller; '[cindy.heil@alaska.gov](mailto:cindy.heil@alaska.gov)'; 'Karl Pepple ([Pepple.Karl@epa.gov](mailto:Pepple.Karl@epa.gov))'; Houk, Jeff (FHWA); Conroy, Ned (FTA)  
**Cc:** Alicia Giamichael; Boyle, James D (DOT) ([james.boyle@alaska.gov](mailto:james.boyle@alaska.gov)); Good, Sheila D (DOT); Mike Vigue ([mike.vigue@alaska.gov](mailto:mike.vigue@alaska.gov)); 'Margaret Carpenter'; 'Kellen Spillman ([KSpillman@fnsb.us](mailto:KSpillman@fnsb.us))'; Denise Koch; 'Lee Borden'; Edwards, Alex C (DEC); '[maronson@kittelson.com](mailto:maronson@kittelson.com)'; Tom Carlson; Mark Hixson ([MHixson@sierraresearch.com](mailto:MHixson@sierraresearch.com)); Vockeroth, Scott Gordon (DOT)  
**Subject:** RE: Interagency Consultation on the 2017 - 2020 TIP

Donna,

FHWA concurs with your approach to develop a new TIP based on the 2040 MTP.

John Lohrey

---

**From:** Donna Gardino [<mailto:donna.gardino@fmats.us>]  
**Sent:** Monday, July 11, 2016 9:07 AM  
**To:** 'Chapman, Judy (DOT)'; Glenn Miller; '[cindy.heil@alaska.gov](mailto:cindy.heil@alaska.gov)'; 'Karl Pepple ([Pepple.Karl@epa.gov](mailto:Pepple.Karl@epa.gov))'; Houk, Jeff (FHWA); Lohrey, John (FHWA); Conroy, Ned (FTA)  
**Cc:** Alicia Giamichael; Boyle, James D (DOT) ([james.boyle@alaska.gov](mailto:james.boyle@alaska.gov)); Good, Sheila D (DOT); Mike Vigue ([mike.vigue@alaska.gov](mailto:mike.vigue@alaska.gov)); Margaret Carpenter'; 'Kellen Spillman ([KSpillman@fnsb.us](mailto:KSpillman@fnsb.us))'; Denise Koch; Lee Borden'; Edwards, Alex C (DEC); '[maronson@kittelson.com](mailto:maronson@kittelson.com)'; Tom Carlson; Mark Hixson ([MHixson@sierraresearch.com](mailto:MHixson@sierraresearch.com)); Vockeroth, Scott Gordon (DOT)  
**Subject:** Interagency Consultation on the 2017 - 2020 TIP

Hello,

I am attaching the meeting summary of the Interagency Consultation held on June 30, 2016. Please review and provide me with any changes by July 20.

In addition, I plan on developing a new TIP, from 2017 – 2020, as discussed in the teleconference. I intend to reference the 2040 MTP conformity documentation as this TIP will be developed consistent with the 2040 MTP. We will update the attached 2015 TIP conformity sections 3.4 and 3.5 for this new TIP development effort.

Please let me know if you concur with this approach to air quality conformity by July 20 or if you would like to have a teleconference to discuss. Thank you for your consideration.

Donna Gardino  
MPO Coordinator  
[donna.gardino@fmats.us](mailto:donna.gardino@fmats.us)  
907-459-6786





**From:** Donna Gardino  
**Sent:** Monday, November 21, 2016 2:50 PM  
**To:** 'Ned Conroy (DOT)'; 'john.lohrey@dot.gov'; 'Jeff Houk (jeff.houk@dot.gov)'; 'Karl Pepple (Pepple.Karl@epa.gov)'; 'cindy.heil@alaska.gov'; 'Lee Borden'; 'Chapman, Judy (DOT)'; 'Margaret Carpenter'; Glenn Miller; 'Jeremy Borrego'  
**Cc:** 'Vockeroth, Scott Gordon (DOT)'; Michele Felix; Lovell, Ron (DEC sponsored) (rlovell@fnsb.us); 'maronson@kittelson.com'; 'Tom Carlson'; Bob Dulla; 'Kellen Spillman (KSpillman@fnsb.us)'; Denise Koch; Alicia Stevens  
**Subject:** Interagency Consultation on the 2017 - 2020 Transportation Improvement Program  
**Attachments:** Draft 2017-2020 TIP.pdf

Hello,

FMATS is developing the new FFY17 – FFY20 Transportation Improvement Program (TIP). It is currently out for public comment and is attached. FMATS believes that a new conformity determination is not required for the new TIP. Through earlier consultation in late June and early July, it was determined that FMATS may use the 2040 Metropolitan Transportation Plan (MTP) conformity documentation for the new TIP if all the projects in the new TIP were already included in the MTP. This is the case for this TIP and FMATS confirms that all projects contained in the TIP were included in the 2040 MTP with the exception of planning studies and exempt projects under 93 CFR 126. The conformity determination will reference that from the 2040 MTP.

Below are the project changes between the current TIP which was developed using the 2040 MTP conformity documentation and the proposed new TIP:

- The College Road Rehabilitation and Intersection Improvement project was removed because it was constructed in FFY15 and FFY16 and is complete.
- The FMATS Streetlight Conversion Stage III project was removed because it was constructed in FFY15 and is complete.
- The Minnie Street Reconstruction project scope was amended to include a Planning and Environmental Linkages Study complete with a right of way survey prior to initiating the preliminary engineering phase.
- The Chena River Walk project was moved from the state-funded portion of the TIP to the fiscally-constrained federal-funded portion of the TIP. It is a bicycle and pedestrian facility project and is exempt from conformity under 93 CFR 126.
- The Loftus Road Pedestrian Improvements project was removed as a separate project as it is currently being designed under the FMATS Sidewalk Improvement Program.
- The Plack Road Bike/Pedestrian Facility was removed because it was constructed in FFY15 and is complete.
- The FMATS Sidewalk Improvement project: FMATS removed specific references to projects as this is an annual program like the FMATS Improvement Program.

#### General Fund Section of the TIP

- A state-funded FMATS Transition Plan was added to this section.
- The Chena Small Tracts Bicycle and Pedestrian Facility project was removed because it was constructed in FFY15 and is complete.
- The Cushman, Barnette and Gaffney Upgrades project was removed because the final portion to be funded with state funds is complete.
- The South Cushman 15<sup>th</sup> to Mitchell project was removed because it was constructed in FFY14 and is complete.

- The Yankovich Miller Hill Road Multi-use path was removed because the final portion to be funded with state funds is complete. The remainder of the project is being designed with federal funds and was inserted in the fiscally-constrained portion of the TIP under Amendment 3 of the FFY15 – 18 TIP.

The following are administrative changes that do not impact conformity:

- Use of the Illustrative (ILLU) funding mechanism will be removed and, in most cases, replaced with the Advance Construct (AC) financing tool per a November 18 discussion with the DOT&PF.
- Several new projects are being accelerated and started in FFY17 due to the delay in the McGrath Road project. These include: North Pole Streetlight Standardization, Lathrop Street Extension, FMATS Sign Replacement Stage III, another phase of the FMATS Sidewalk Improvement Program, College Road Bus Pullouts, Airport Way Beautification, the Minnie Street Planning and Environmental Linkages Study, Old Richardson Highway Intersection Improvements, Transit Buses and the Chena River Walk Stage III.

Please review the attached TIP and advise whether you concur with FMATS' determination that a new Conformity Analysis is not required for the 2017 – 2020 TIP. If no response is received by December 9, 2016, FMATS will assume you agree with this finding. If you would like a meeting to discuss this analysis or finding, please let me know and I will arrange it. Thank you for your time and consideration.

Sincerely,

Donna Gardino  
MPO Coordinator  
[donnagardino@fmats.us](mailto:donnagardino@fmats.us)  
907-459-6786



## **APPENDIX D**

### **Public Meeting Process Documentation**





**ALASKA  
DEPARTMENT OF TRANSPORTATION  
AND PUBLIC FACILITIES**



**TITLE VI REPORT**

Section: FMATS Region: Northern

Prepared by: Deborah Todd Facilitated by: Donna Gardino

Meeting Location: FMATS Conference Room, 800 Cushman Street, Fbks., AK

Date: November 22, 2016 Time: 4:30 p.m. – 6:30 p.m.

Project No. (Federal/State):

Project Name: FMATS 2017-2020 Draft TIP Public Meeting

Purpose: *(check all that applies)*

☒ **Public Meeting** ☐ EIS ☐ \*CAG (Citizen's Advisory Group)

☐ Project Scope ☐ EA ☐ Other: \_\_\_\_\_

Method of advertisement: Two day advertisement in Fairbanks Daily News-Miner, State of Alaska Online Public Notice, Fairbanks North Star Borough Online Public Notice, FMATS Website, Radio Public Service Announcements, Email Invitation, Twitter, Facebook, LinkedIn  
*Announcement/ads attached.*

Number of people present at the public meeting: 14 *(copy of sign-in sheet attached – some attendees did not sign in, 0 attended via telephone)*

Number of Minority present: \_\_\_\_\_ Number of Women present: 8

Was an interpreter required? YES ☒ NO ☐

If yes, for what language(s) \_\_\_\_\_

- Describe Title VI issues (potential disparate impact(s)), if any. N/A
- If applicable, were Title VI issues addressed in the meeting? How? N/A
- If applicable, were Title VI issues resolved? If not, please explain. N/A

Other Comments: N/A

\*This information is **voluntary**. Its purpose is to ensure fair and equal representation by the public in all projects and programs administered by the Fairbanks Metropolitan Area Transportation Systems.



# FAIRBANKS METROPOLITAN AREA TRANSPORTATION SYSTEMS



## SIGN IN SHEET

**PROJECT NAME: FMATS 2017-2020 Draft TIP Public Meeting DATE: November 22, 2016**

	NAME (PLEASE PRINT)	MAILING ADDRESS and *EMAIL	PHONE	*GENDER (M/F)	*RACE (W, AN, N, B, H, A, P, O)
1	Patrick Smith	2822 Chief Alexander FA AK 99709 psmith@ci.fairbanks.ak.us	459-6762	M	W
2	Francis J. Adams	415 Hazelbarger Ave 99712 smadski@gmail.com	779- 1861	M	W
3	Judy Chapman	2301 Peger Rd Fairbanks AK	99703	F	W
4	Margaret Carpenter	margaretcarpenter@alaska.gov	451- 2252	F	W
5	Angela Parker	aparker@fnb.us	459- 1265	F	W
6	Chandra McGee	chandra.mcgee@gmail.com	750- 8590	F	W
7	Alicia Stevens	alicia.stevens@fnb.us	459- 6805	F	W

RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)

Page 1 of 4

effective: December 2004

\*This information is **voluntary**. Its purpose is to ensure fair and equal representation by the public in all projects and programs administered by the Fairbanks Metropolitan Area Transportation Systems.

**PROJECT NAME: FMATS 2017-2020 Draft TIP Public Meeting DATE: November 22, 2016**

	NAME (PLEASE PRINT)	MAILING ADDRESS and *EMAIL	PHONE	*GENDER (M/F)	*RACE (W, AN, N, B, H, A, P, O)
8	Phoebe Bredlie/Kinney Engineering	505 Illinois St Fairbanks AK 99701 phoebe@redlie-kinneyeng.com	459- 1418	F	W
9	Jahara Fox / COP	800 Cushman St.	459- 6758	M	W
10	Andrew Ackerman COP	u	459-2938 987	M	W
11	Donna Gardino	800 Cushman	459- 6760	F	W
12	Paul Ewers	800 Cushman	459- 6750	M	W
13	JAM CHURCH	907 PINK OAK HX	459- 5551	YAS	YAS
14	Deb Hickok	PO BOX 70809	459- 3770	F	W
15					
16					
17					

RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)

Page 2 of 4

effective: December 2004



Fall 2016

# NEWSLETTER

Working together to achieve safe and efficient multi-modal transportation solutions

## OPEN for Public Comment!

1

### 2017-2020 Transportation Improvement Program (TIP)

The 2017 - 2020 Transportation Improvement Program (TIP) is now available for public comment!

To view the program and leave a comment, visit <http://fmats.us/2016/11/10/2017-2020-tip-comment/>

The comment period ends on December 10, 2016.

2

### Public Participation Plan (PPP)

The Plan defines a process for providing the public measurable opportunities to be involved in the transportation planning process.

To view the plan and submit comments, visit <http://fmats.us/2016/11/10/comment-now-on-the-public-participation-plan/>

The comment period ends on December 26, 2016.

## Upcoming Events

### 2107-2020 TIP Public Open House:

The 2017-2020 TIP is now open for public comment. A public meeting will be held with Staff available to answer questions on the document and receive comments.

WHEN: November 22, 2016  
from 4:30 to 6:30pm

WHERE: Fairbanks City Hall Council Chambers.



### Technical Committee:

The next FMATS Technical Committee Meeting is scheduled for Wednesday, December 7, 2016 from 12-2pm in the Fairbanks City Hall Council Chambers, 800 Cushman Street.

### Policy Committee Meeting:

The next FMATS Policy Committee Meeting is scheduled for Wednesday, December 21, 2016 from 12-2pm in the Fairbanks City Hall Council Chambers, 800 Cushman Street.

## Stay Connected



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800 Cushman Street, Fairbanks, AK - 907.459.6786



## **2017-2020 DRAFT TRANSPORTATION IMPROVEMENT PROGRAM**

**Public Comment Period  
November 11 - December 10, 2016**

**Public Open House  
Tuesday, November 22, 2016 • 4:30-6:30 pm  
Fairbanks City Council Chambers  
800 Cushman Street, Fairbanks, AK**

FMATS has developed its 2017 - 2020 Draft Transportation Improvement Program (TIP). The TIP is the four-year transportation funding program for FMATS. The Draft TIP represents a consensus among local, state, and regional officials as to the transportation improvements to implement. It has been found to meet the air quality conformity requirements. To view the document online, please go to: <http://fmats.us/2016/11/09/2017-2020-tip-comment/>

**THE PUBLIC IS WELCOME AND ENCOURAGED TO ATTEND**

## **FMATS PUBLIC PARTICIPATION PLAN**


**Public Comment Period  
November 11, 2016 – December 26, 2016**

Along with the 2017-2020 Draft Transportation Improvement Program, the FMATS Draft Public Participation Plan (PPP) will also be available for a 45-day public comment period. To view this document online, please go to: <http://fmats.us/2016/11/08/comment-on-ppp>

The FMATS public hearing requirements agree to use the TIP development process to satisfy the public hearing requirements of Section 6307(c). The public notice of public involvement activities and time established for public review and comment on the TIP will satisfy the program-of-projects requirements of the Urbanized Area Formula Program. See 23 C.F.R. Part 460 and 49, C.F.R. Part 613 (specifically Subpart B, "Statewide Transportation Planning" and Subpart C, "Metropolitan Transportation Planning and Programming"). The public involvement process is described at 23 C.F.R. Section 460.316(b). FMATS complies with the AKDOT&PF Title VI Nondiscrimination Policy, and operates Federal Programs without regard to race, religion, color, gender, age, marital status, ability, or national origin. Full FMATS Title VI Nondiscrimination Policy or file a complaint: <http://www.fmats.us/> civilrights. Individuals with disabilities who may need auxiliary aids, services and/or special modifications to participate in this public meeting should contact Donna Gardino at (907) 459-6736 or email: [web@fmats.us](mailto:web@fmats.us). For a TEXT phone dial (907) 459-6713.

**Working together to achieve safe and efficient  
multi-modal transportation solutions.**





NOV 22

## 2017-2020 TIP Open House

Public · Talk · Hosted by FMATS Fairbanks Metropolitan Area Transport...

Going
Invite
Edit
...

Tuesday, November 22 at 4:30 PM - 6:30 PM  
Next Week · -6-1° Sunny

City Hall, City of Fairbanks  
800 Cushman St, Fairbanks, Alaska 99701

[Show Map](#)


About

Discussion

### Details

The 2017-2020 Transportation Improvement Program (TIP) is now available for public comment. More info: <http://fmats.us/2016/11/10/2017-2020-tip-comment/>

### About FMATS Fairbanks Metropolitan Area Transportation System




#### FMATS Fairbanks Metropolitan Area Transportation System

Government Organization · Fairbanks, Alaska

FMATS is the Metropolitan Planning Organization (MPO) for the urbanized areas of Fairbanks North Star Borough, including the cities of North Pole and Fairbanks.

### About the Venue




#### City Hall, City of Fairbanks

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### FMATS Fairbanks Metropolitan Area Transportation System

Published by Alicia Giamichael [?] · November 10 at 4:03pm ·

The \*new\* TIP is now open for Public Comment!  
Review the document and submit your comments!



Comment NOW on the 2017-2020 TIP

[FMATS.US](#)

157 people reached

Boost Post

Like

Comment

Share



Donna Gardino, James D Worm Boyle and 2 others

2 shares



Write a comment...



## Comment NOW on the 2017-2020 TIP

NOVEMBER 10, 2016 BY ALICIA GIAMICHAEL (EDIT)

The 2017-2020 Transportation Improvement Program (TIP) is now available for Public Comment. The 30-day public comment period will be open **until December 10th, 2016**

### HOW CAN YOU GET INVOLVED?

There will be a Public Open House on November 22, 2016 from 4:30-6:30pm in Fairbanks City Hall Council Chambers.

Or

View the document and submit your comments below:

[Draft 2017-2020 TIP](#)

### 2017-2020 Transportation Improvement Program (TIP) Comment Form

Name \*

E-mail \*

Comment(s) \*

SUBMIT

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[Comment NOW on the Public Participation Plan](#)

[Summer 2016 Newsletter](#)

[FMATS TAP Award Announcement](#)

[\\*New\\* E-TIP!](#)

All meetings are open to the public.

To view PDF Documents, click here:  
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### Contact Us

FMATS  
C/O City of Fairbanks  
800 Cushman St  
Fairbanks, AK 99701  
Phone: 907.459.6786  
Fax: 907.459.6783  
[Email FMATS](#)



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## 2017-2020 TIP Open House

🕒 Tuesday, November 22nd, 2016 @ 4:30 pm – 6:30 pm

📍 Fairbanks City Hall Council Chambers

📄 Free

🔗 <http://fmats.us/2016/11/10/2017-2020-tip-comment/>

[f](#) [t](#) [e](#) [p](#) [v](#)

The 2017-2020 Transportation Improvement Program (TIP) is open for a 30-day Public Comment Period which will close on December 10th.

FMATS will be hosting an Open House on November 22nd from 4:30 to 6:30pm in Fairbanks Council Chambers. Staff will be available with a printed version of the document to answer questions and take comments.

### 📅 Upcoming dates

- Tue, Nov 22 @ 4:30 pm

📄 Download schedule

### 📅 Schedules

- Occurs Tuesday, November 22nd, 2016 @ 4:30 pm – 6:30 pm


### 📍 Venue


#### Fairbanks City Hall Council Chambers

800 Cushman Street  
Fairbanks, AK 99701






**FAIRBANKS NORTH STAR BOROUGH**  
 907 Terminal St. Fairbanks AK 99701 (907) 459-1000


 RESIDENT

Details
 ×

## FMATS

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### 2017-2020 DRAFT TRANSPORTATION IMPROVEMENT PROGRAM

Public Comment Period November 11- December 10, 2016

Public Open House

**Tuesday, November 22, 2016 • 4:30-6:30 pm Fairbanks City Council Chambers**

800 Cushman Street, Fairbanks, AK

FMATS has developed its 2017 - 2020 Draft Transportation Improvement Program (TIP). The TIP is the four-year transportation funding program for FMATS. The Draft TIP represents a consensus among local, state, and regional officials as to the transportation improvements to implement. It has been found to meet the air quality conformity requirements. To view the document online, please go to: [http://fmats.us/2016\\_11110912017-2020-tip-comment!](http://fmats.us/2016_11110912017-2020-tip-comment!)

THE PUBLIC IS WELCOME AND ENCOURAGED TO ATTEND

**CURRENT**

Statement from FN...  
of Sgt. Allen Brandt  
Below is the statement f...  
Mayor... (read more)

Comprehensive Eco...  
(CEDs)  
The Comprehensive Eco...  
the result of... (read more)


**FNSB FY 16/17 Approved Budget Available Online**  
To review the document, please click [here](#). Thanks!

**Georgetown University Energy Prize Competition**


11/22/2016	Public Meeting - Noel Wien
5:30 PM	Library Lobby Renovations
11/23/2016	Administrative Hearings
10:30 AM	

2016Along with the... (read more)

Boards and Commissions | 2 days ago


**FMATS**  HEW  
2017-2020 DRAFT TRANSPORTATION I

Fairbanks North Star Borough Fairbanks North Star Borough



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907 Terminal St. Fairbanks AK 99701 (907) 459-1000

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## FMATS

**Description:**  
The Fairbanks Metropolitan Area Transportation System will hold a Public Open House on Tuesday, November 22, 2016 from 4:30-6:30 p.m. in the Fairbanks City Hall Council Chambers, 800 Cushman Street, Fairbanks, Alaska. FMATS has developed its 2017-2020 Draft Transportation Improvement Program (TIP). The TIP is the four-year transportation funding program for FMATS. The Draft TIP represents a consensus among local, state, and regional officials as to the transportation improvements to implement. It has been found to meet the air quality conformity requirements. To view the document online, please go to:  
<http://fmats.us/2016/11/09/2017-2020-tip-comment/>.

The public is welcome to attend.

For more information, please contact:  
Ms. Donna Gardino, MPO Coordinator  
FMATS  
800 Cushman Street  
Fairbanks, AK 99701-4613  
Telephone: (907) 459-6786  
Fax: (907) 459-6783  
[Donna.Gardino@fmats.us](mailto:Donna.Gardino@fmats.us)

### CURRENT EVENTS

**Statement from FNSB Mayor Kass of Sgt. Allen Brandt**  
*Below is the statement from Fairbanks North Star Borough Mayor... (read more)*

**Comprehensive Economic Development Strategy (CEDS)**  
*The Comprehensive Economic Development Strategy (CEDS) is the result of... (read more)*

**FNSB FY 16/17 Approved Budget Available Online**  
*To review the document, please click [here](#). Thanks!*

**Georgetown University Energy Prize Competition**

12:15 PM

11/15/2016 **Air Pollution Control Commission**  
6:00 PM

11/15/2016 **College Service Area Public Meeting**  
7:00 PM

11/16/2016 **Service Area Commissioner Training - Work Orders and Invoices**  
12:30 PM

11/16/2016 **Library Commission**  
4:00 PM

*They are open to North... (read more)*


**Parks and Recreation | 8 days ago**

**Service Area Commissioner-November Training**  
*November 2016 Training for Service Area Commissioners*  
**Work Orders & Invoices**  
Nov 9 - Wednesday - 12:00 PM  
Nov 9 - Wednesday - 5:30 PM  
*Nov... (read more)*

**Public Works | 4 weeks ago**

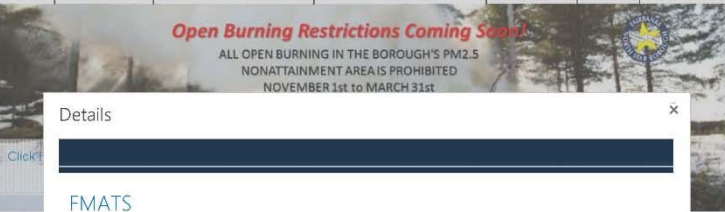
http://www.fnsb.us/[11/15/2016 9:55:48 AM]

Fairbanks North Star Borough Fairbanks North Star Borough



FAIRBANKS NORTH STAR BOROUGH  
907 Terminal St. Fairbanks AK 99701 (907) 459-1000

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### Details

## FMATS

**Description:**  
The 30-day public comment period for the FMATS 2017-2020 Draft Transportation Improvement Program (TIP) is November 11-December 10, 2016. The TIP is the four-year transportation funding program for FMATS. The Draft TIP represents a consensus among local, state, and regional officials as to the transportation improvements to implement. It has been found to meet the air quality conformity requirements. To view the document online, please go to: <http://fmats.us/2016/11/09/2017-2020-tip-comment/>

**For more information, please contact:**  
Ms. Donna Gerdino, MPO Coordinator  
FMATS  
800 Cushman Street  
Fairbanks, AK 99701-4615  
Telephone: (907) 459-6786  
Fax: (907) 459-6783  
Email: [web@fmats.us](mailto:web@fmats.us)  
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### CURRENT EVENTS

**Statement from FNSB Mayor of Sgt. Allen Brandt**  
Below is the statement from Mayor... [\(read more\)](#)

**Comprehensive Economic Development Strategy (CEDS)**  
The Comprehensive Economic Development Strategy is the result of... [\(read more\)](#)

**FNSB FY 16/17 Approved Budget Available Online**  
To review the document, please click [here](#). Thanks!

**Georgetown University Energy Prize Competition**  
The Georgetown University Energy Prize is a... [\(read more\)](#)

9:30 AM		Nov 9 - Wednesday 5:30 PM <a href="#">Nov... (read more)</a>
12/6/2016	Combined Legislative Update	
5:30 PM	Discussion	Public Works   4 weeks ago
12/8/2016	Regular Assembly Meeting	

**November Training**  
The November training session is... [\(read more\)](#)

http://www.fmats.us/[11/15/2016 10:01:06 AM]

Fairbanks Metropolitan Area Transportation System (FMATS) 2017-2020 Draft Transportation Improvement Program Public Open House on Tuesday, November 22, 2016 from 4:30 to 6:30 p.m. in th...


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## Fairbanks Metropolitan Area Transportation System (FMATS) 2017-2020 Draft Transportation Improvement Program Public Open House on Tuesday, November 22, 2016 from 4:30 to 6:30 p.m. in the Fairbanks City Hall Council Chambers, 800 Cushman Street, Fairb

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The Fairbanks Metropolitan Area Transportation System will hold a Public Open House on Tuesday, November 22, 2016 from 4:30-6:30 p.m. in the Fairbanks City Hall Council Chambers, 800 Cushman Street, Fairbanks, Alaska. FMATS has developed its 2017-2020 Draft Transportation Improvement Program (TIP). The TIP is the four-year transportation funding program for FMATS. The Draft TIP represents a consensus among local, state, and regional officials as to the transportation improvements to implement. It has been found to meet the air quality conformity requirements. To view the document online, please go to:  
<http://fmats.us/2016/11/09/2017-2020-tip-comment/>.

The public is welcome to attend.

For more information, please contact:  
 Ms. Donna Gardino, MPO Coordinator  
 FMATS  
 800 Cushman Street  
 Fairbanks, AK 99701-4615  
 Telephone: (907) 459-6786  
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#### Revision History

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## Fairbanks Metropolitan Area Transportation System (FMATS) 2017-2020 Draft Transportation Improvement Program 30-Day Public Comment Period is November 11-December 10, 2016

The FMATS Draft Transportation Improvement Program public comment period is November 11, 2016 to December 10, 2016. To view the document, please go online to:  
<http://fmats.us/2016/11/09/2017-2020-tip-comment/>.

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## Public Service Announcement

The Fairbanks Metropolitan Area Transportation System will hold a Public Open House on Tuesday, November 22, 2016 from 4:30-6:30 p.m. in the Fairbanks City Hall Council Chambers, 800 Cushman Street, Fairbanks, Alaska. FMATS has developed its 2017-2020 Draft Transportation Improvement Program (TIP). The TIP is the four-year transportation funding program for FMATS. The Draft TIP represents a consensus among local, state, and regional officials as to the transportation improvements to implement. It has been found to meet the air quality conformity requirements. To view the document online, please go to: <http://fmats.us/2016/11/09/2017-2020-tip-comment/>.

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## Public Service Announcement

The 30-day public comment period for the FMATS Draft Transportation Improvement Program (TIP) is November 11-December 10, 2016. The TIP is the four-year transportation funding program for FMATS. The Draft TIP represents a consensus among local, state, and regional officials as to the transportation improvements to implement. It has been found to meet the air quality conformity requirements. To view the document online, please go to: <http://fmats.us/2016/11/09/2017-2020-tip-comment/>

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The 2017-2020 Transportation Improvement Program is now open for comment. To view the document & submit comments: [fmats.us/2016/11/10/201...](https://fmats.us/2016/11/10/201...)



**2017 – 2020  
Transportation Improvement Program  
Public Review Draft**

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There will be an OPEN HOUSE on the 2017-2020 TIP. Don't miss out! Speak with staff, review the TIP, submit comments. [facebook.com/events/1356730...](https://facebook.com/events/1356730...)

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## **APPENDIX E**

### **Response to Comments**





Fairbanks Metropolitan Area Transportation System

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## Responsiveness Summary

Draft 2017 – 2020 Transportation Improvement Program (TIP) Public  
Comment Period

November 10 – December 10, 2016

The Fairbanks Metropolitan Area Transportation System completed a draft 2017 – 2020 Transportation Improvement Program (TIP) that was released on November 10, 2016 for public comment by the FMATS Policy Committee. The public comment period was open until December 10, 2016. An open house was held on November 22, 2016 in Fairbanks to inform and field questions from the public. The following is a summary of the comments from the open house as well as other comments that the FMATS Office has received during the over 30-day public comment period.

Public Comment	Response
Please offer my alternative as a valid alternative in the public process. It would affect fewer homeowners, be shorter and cheaper than the ADOT alternative that goes along the north boundary of the UAF North Campus/Arboretum.	Suggested to keep in contact with DOT&PF Design Manager, Carl Heim.
I am anxious that the Sheep Creek/Miller Hill/Yankovich path be completed along Yankovich to Ballaine/Farmer's Loop. Without this final leg, the first part of the project is useless and could be regarded as a waste of money. This is a heavily used route, but having to use the Yankovich roadway makes it very dangerous.	Thank you for your comment. The DOT&PF is working on developing alternatives for the project to be considered at a public meeting in February or March 2017.
Can we please get a city bus to take the Ballaine - Sheep Creek Loop? Even if it just came through once in the morning and once in the evening, it would make life so much easier for a lot of families and students in the area. Thank you for considering this matter.	Thank you for your comment. We will pass your comment along to the Fairbanks North Star Borough Transportation director
To insert Advance Construction Conversion (ACC) into the TIP	Inserted accordingly.
To remove the future Transportation Alternatives Program (TAP) from the TIP	Deleted accordingly.