Fairbanks Metro 2035

"A Plan to Keep YOU Moving"

August 2010

FINAL Executive Summary

FMATS

Introduction

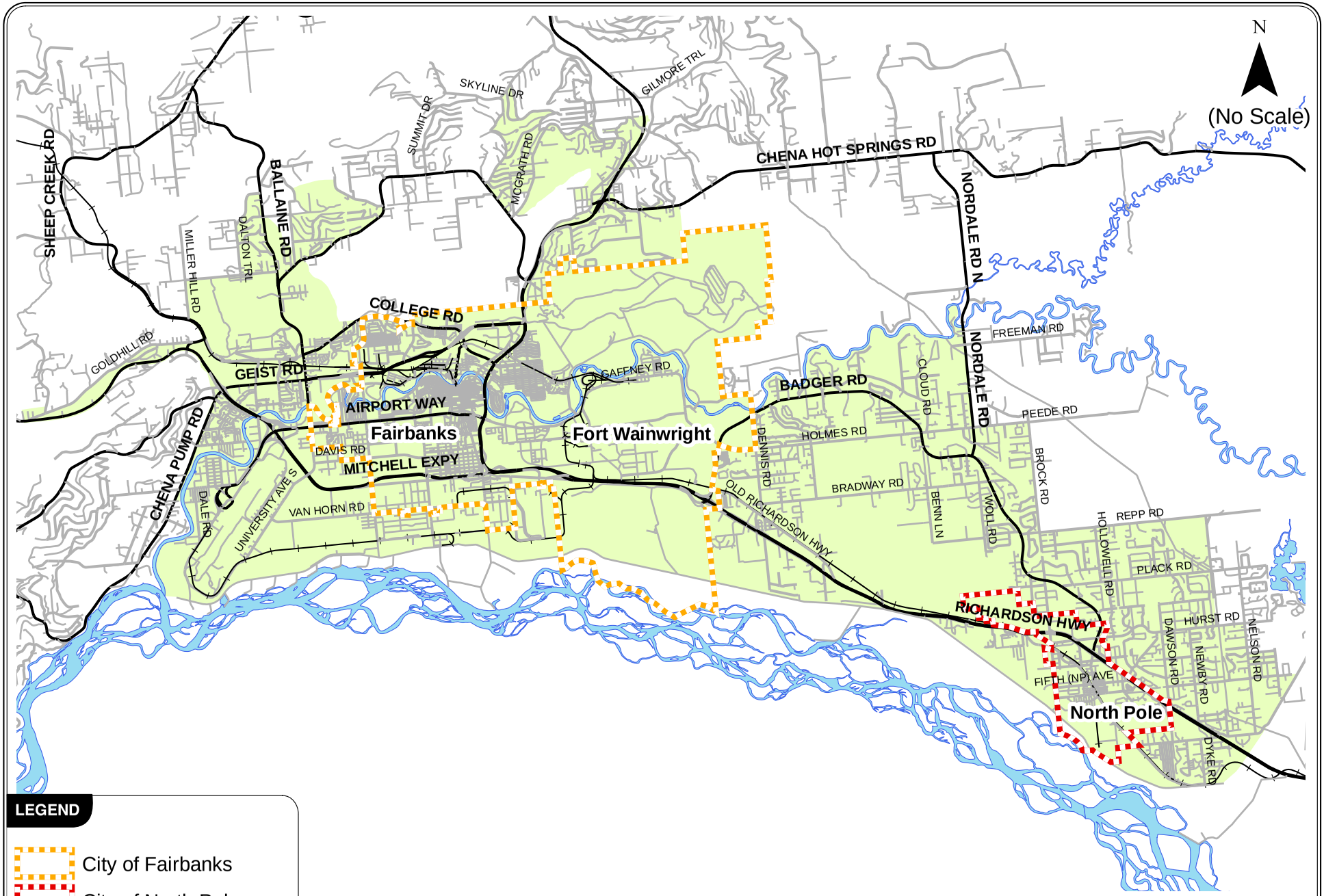
The Metropolitan Transportation Plan (MTP) for the Fairbanks Metropolitan Area Transportation System (FMATS) provides a framework for multimodal transportation investments in the Fairbanks region (see Figure EX-1) over the next 25 years. The adopted MTP represents an extensive effort of communication, coordination, and cooperation among agencies, stakeholders, and citizens. The MTP meets the current Federal requirements established by the Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users legislation (August 2005) for metropolitan planning organizations, including the following eight planning factors:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized users;
4. Increase accessibility and mobility of people and freight;
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation; and,
8. Emphasize the preservation of the existing transportation system.

This Executive Summary describes the MTP planning process, as well as the list of policies, programs, and projects to be implemented.

Community Involvement

The priorities of this MTP are arrived at with the involvement of a broad range of community members. Valuable input has been received from local and state agencies, business owners and operators, citizen groups, freight shippers and receivers, and other members of the Fairbanks area community.



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FMATS STUDY AREA
FAIRBANKS, ALASKA

FIGURE **EX-1**

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This outreach was primarily accomplished through:

- FMATS Policy and Technical Committee meetings;
- A workshop of the FMATS Technical Committee and resource agency stakeholders;
- A public open house;
- Interviews with freight shippers and receivers; and
- The project web page.

Goals

Goals for the MTP offer clear descriptions of what the regional planning partners intend to accomplish through implementation of the Plan. These goals reflect the directives of the Policy Committee and the expressed desires of the broader community for the quality of transportation facilities and services to meet the travel needs of the region.

The goals for this plan are:

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

Goal #2: Provide a safe, efficient, secure, and interconnected multi-modal transportation system for all users

Goal #3: Protect the environment, improve air quality, promote energy efficiency, and enhance regional quality of life

Goal #4: Optimize the utility and lifespan of the existing transportation system

MTP Planning Process

A series of steps has been taken to develop this Plan. The existing and planned transportation system has been assessed for its adequacy to safely meet current user demands. Year 2035 forecasts of regional population and employment have been developed and assigned to anticipated growth areas. Travel demands from this anticipated growth have been added to existing traffic volumes and assessed to determine where future deficiencies may arise. Alternative solution strategies have been developed and assessed and a preferred set of improvements has been selected, phased, and prioritized to match the anticipated availability of funds.

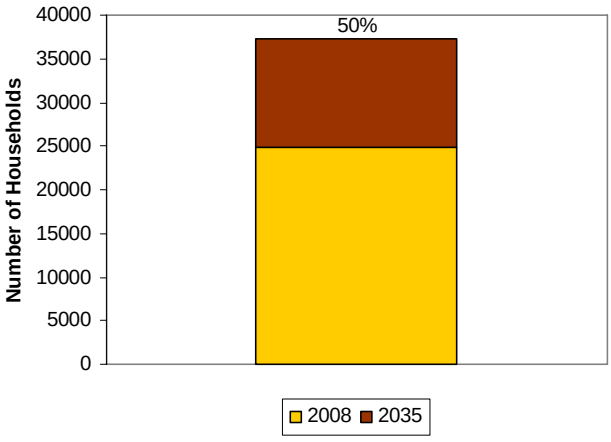
EXISTING SYSTEM & PLANNED IMPROVEMENTS

Much of the region's multi-modal transportation system provides acceptable operations and safety for each travel mode. Planned near-term improvements are expected to address most existing or expected system constraints.

YEAR 2035 POPULATION & EMPLOYMENT FORECAST

The year 2035 population forecast and allocation has been developed by the Fairbanks North Star Borough (including representatives from zoning, platting, comprehensive planning, transportation planning, land management, community research, economic development, and assessing), the Alaska Department of Transportation & Public Facilities (ADOT&PF), and FMATS. These projections provide for an annual growth rate of 1.5 percent, which results in a nearly 50 percent increase in regional households by the year 2035 (as shown in Figure EX-2).

Figure EX-2 *Total Households (2008-2035)*



The year 2035 employment forecast and allocation has been developed by the University of Alaska-Fairbanks and the Alaska Department of Labor.

YEAR 2035 TRAFFIC FORECAST

A new regional travel demand model has been developed, calibrated, and validated for FMATS by the University of Alaska-Fairbanks. The regional growth in population and employment to the year 2035 is incorporated into this model to produce forecasts of average daily traffic (ADT) volumes on the regional roadway system (see Figure EX-3).

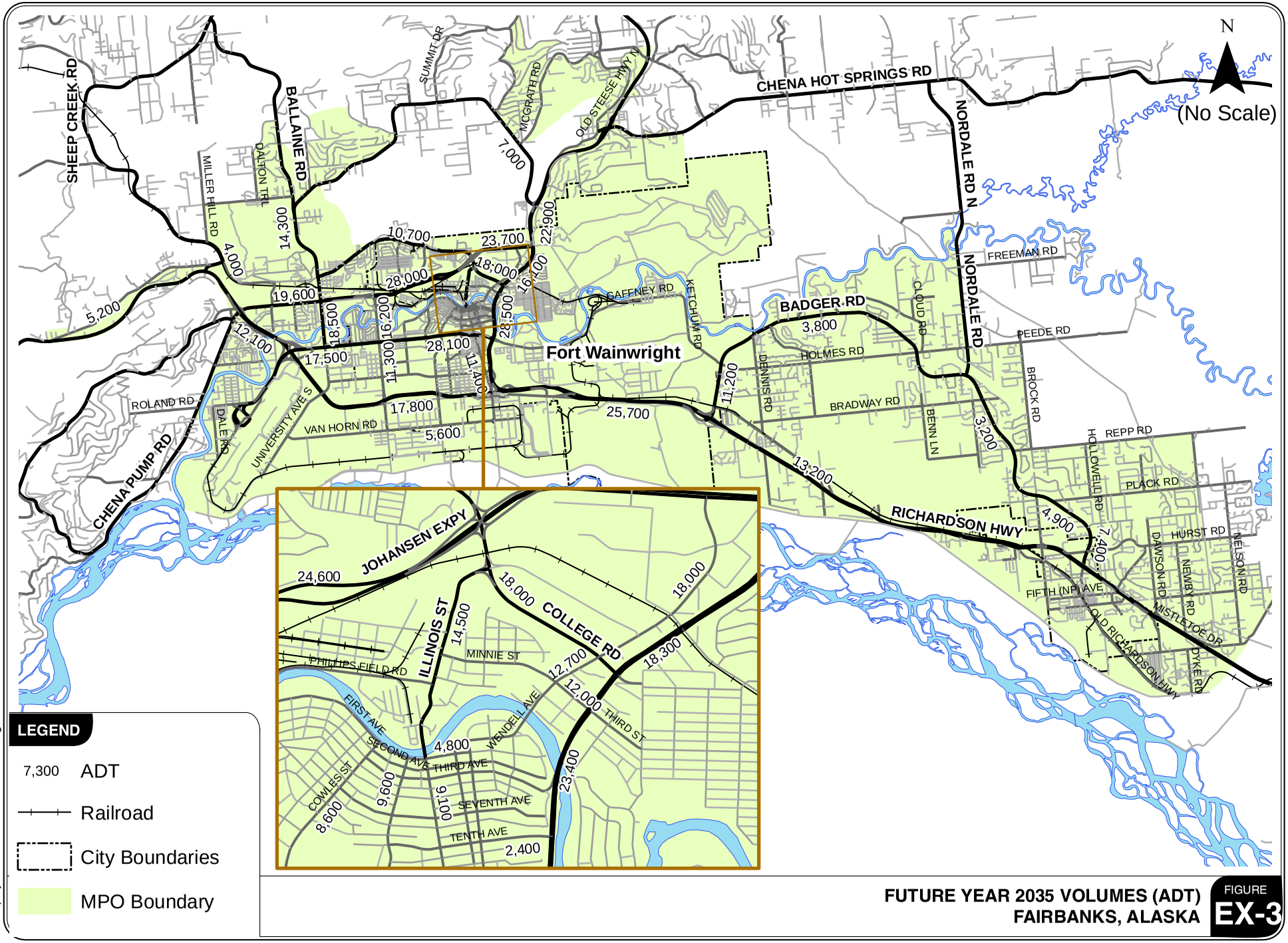
FUTURE NEEDS ASSESSMENT

Based on the existing conditions assessment, planned improvements, and forecast transportation conditions, future needs are identified for the transportation system by mode: roadway (auto), transit, bicycle, and pedestrian. Security needs are also identified. The following is a brief summary of these findings.

Roadway Facilities

Future roadway capacity needs are identified on specific roadways based on their forecast future level of service (LOS). Roadway segments are analyzed to identify future operational needs (defined as performance below LOS "C" for roadways). Projects that will enhance operations and safety are planned for many locations. Most roadways are projected to operate at LOS "C" or better with these improvements in place, with the exception of those shown in Table EX-1. This table shows segments with future LOS "D" or worse after the planned projects have been constructed.

A high-level assessment of system safety reveals several locations with crash ratios that are outside the norm for similar facilities. It is beyond the scope of this Plan to conduct a detailed examination of this



FUTURE YEAR 2035 VOLUMES (ADT)
FAIRBANKS, ALASKA

FIGURE **EX-3**

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Table EX-1 ***Segments with 2035 Level of Service D or Worse***

Roadway	Segment	Future LOS	Roadway	Segment	Future LOS
1st Avenue	W of Barnette – Cushman	D	Steese Expressway	3rd St	D
Barnette Street	1st-2nd	D		S of 10th St	F
Cushman Street	7th-8th	D		S of 3rd St	D
	11th-12th	D		N of 3rd St	D
	17th Ave-15th Ave	D	Airport Way	W of Steese/ Richardson	D
	N of 23rd	D		Cushman-Noble	D
Illinois Street	SW of College	E		E of Peger Rd	E
	N of Slater	F		E of Gillam-Cowles	D
	SW of College	D		E of Cushman	D
Noble Street	S of Wendell	E		E of Lathrop	D
	7th-8th	D		W of Peger	D
	11th-12th	D	Johansen Expressway	E of College Rd	D
	N of Gaffney	D	Farewell Avenue	Hamilton Ave-A St	D
Old Steese Highway	N of Trainor Gate	F	Hunter Street	S of Johansen	E
	S of Trainor Gate	D	Trainor Gate Road	Old Steese-New Steese	D
	S of College Rd	D		SE of New Steese	D
	Trainor Gate - Seekins Ford	E	University Avenue	N of Johansen	D

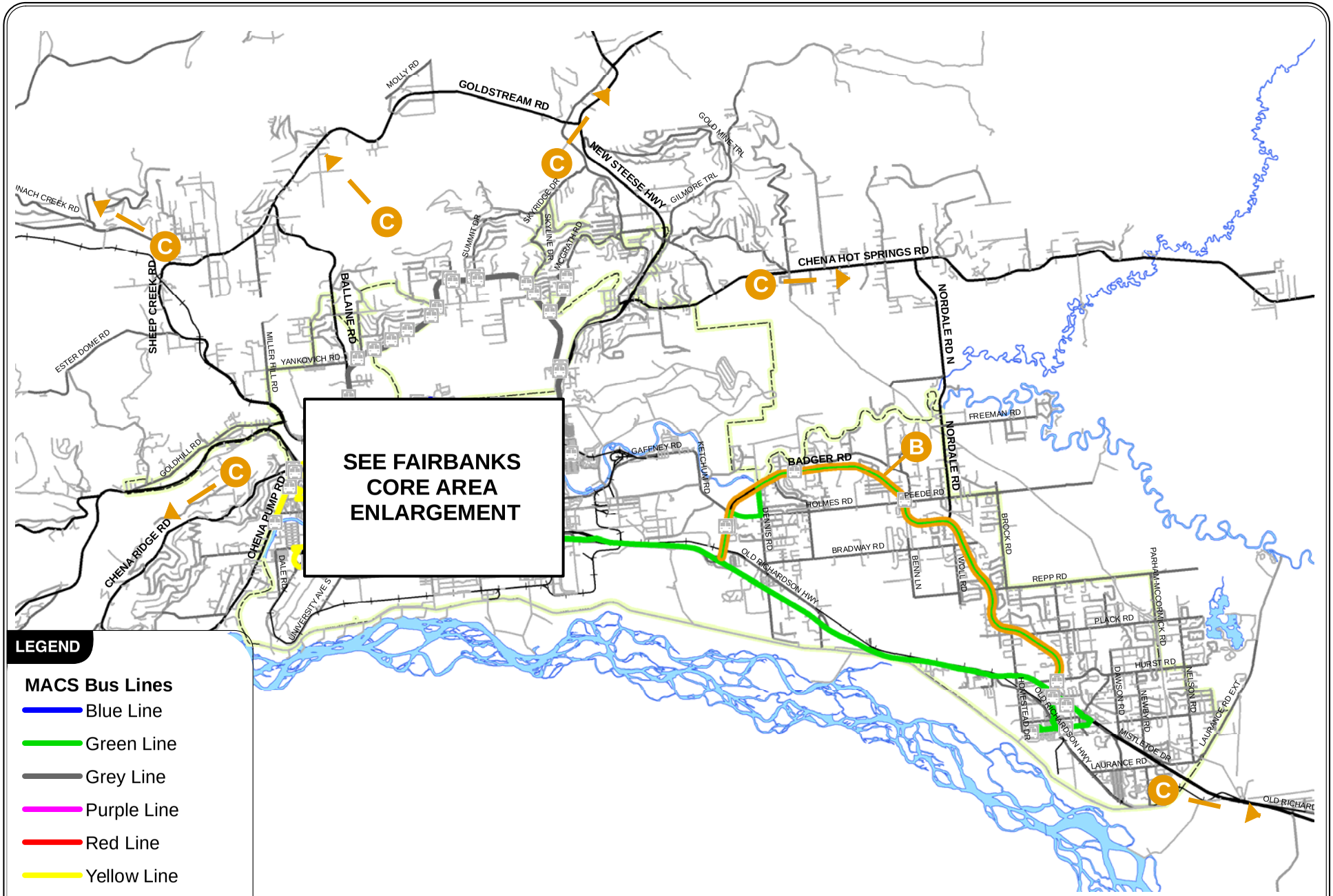
crash data. These roadways should be prioritized as part of a region-wide safety improvement program and examined in further detail to determine appropriate treatments for reducing crashes.

Transit System

Figures EX-4 and EX-5 identify the transit system needs, including a number of areas where improved transit accessibility should be provided, specifically:

- A – Direct connection between South Fairbanks and UAF
- B – Park-and-ride in Badger/North Pole areas
- C - Service to outlying areas (e.g. park-and-ride, vanpool, etc.)
- D - Enhance connections to/from Downtown Fairbanks
- E - Enhanced transit coverage on Van Horn Road

In addition, service should be provided more frequently, service hours should be extended, additional bicycle facilities should be provided, shelters should be improved, and greater accessibility to para-transit service should be provided.



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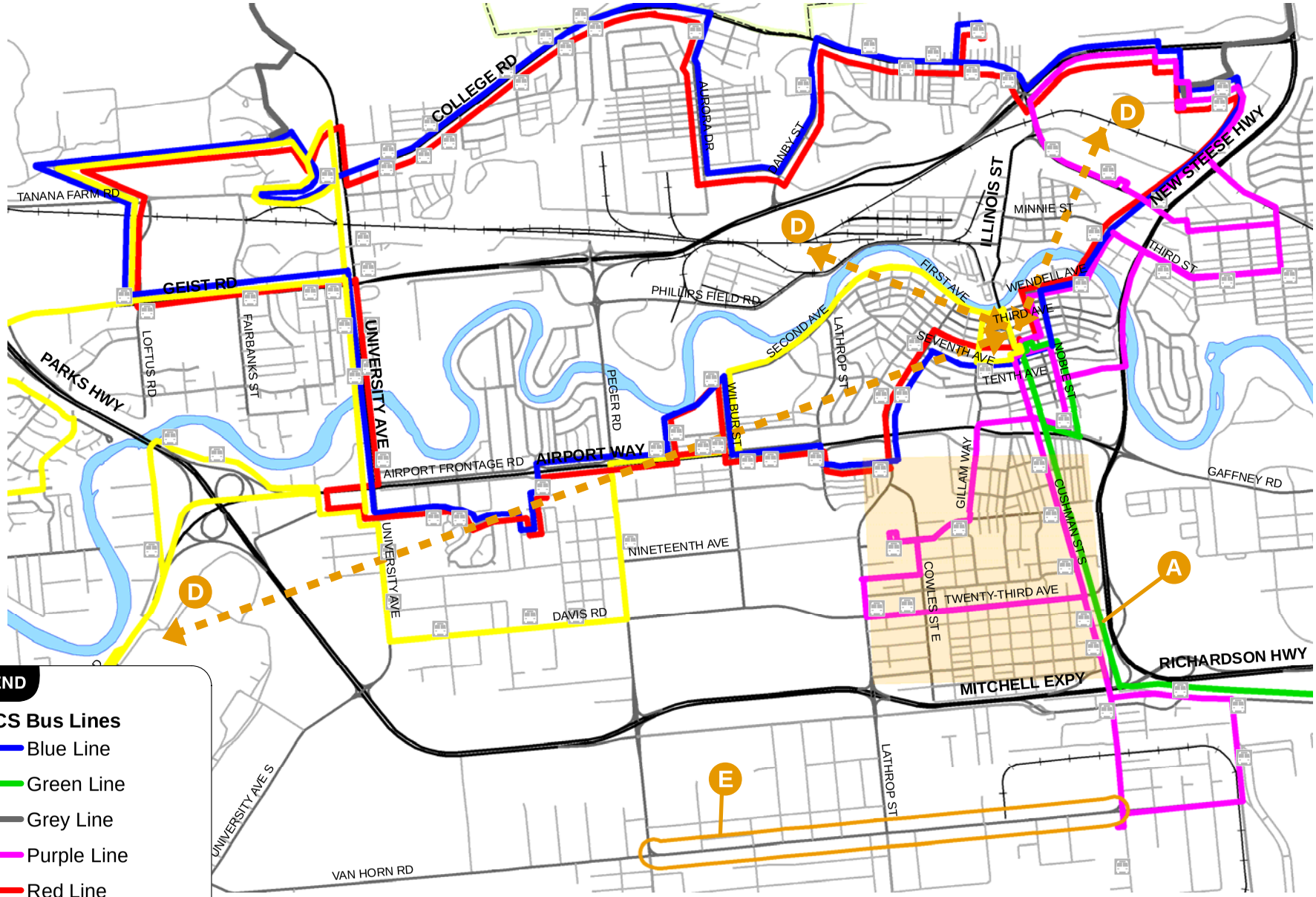
FUTURE TRANSIT NEEDS
FAIRBANKS, ALASKA

FIGURE
EX-4



LEGEND

MACS Bus Lines

- Blue Line
- Green Line
- Grey Line
- Purple Line
- Red Line
- Yellow Line
- Bus Stop
- X Transit Need

FUTURE TRANSIT NEEDS - FAIRBANKS CORE AREA
FAIRBANKS, ALASKA

FIGURE **EX-5**

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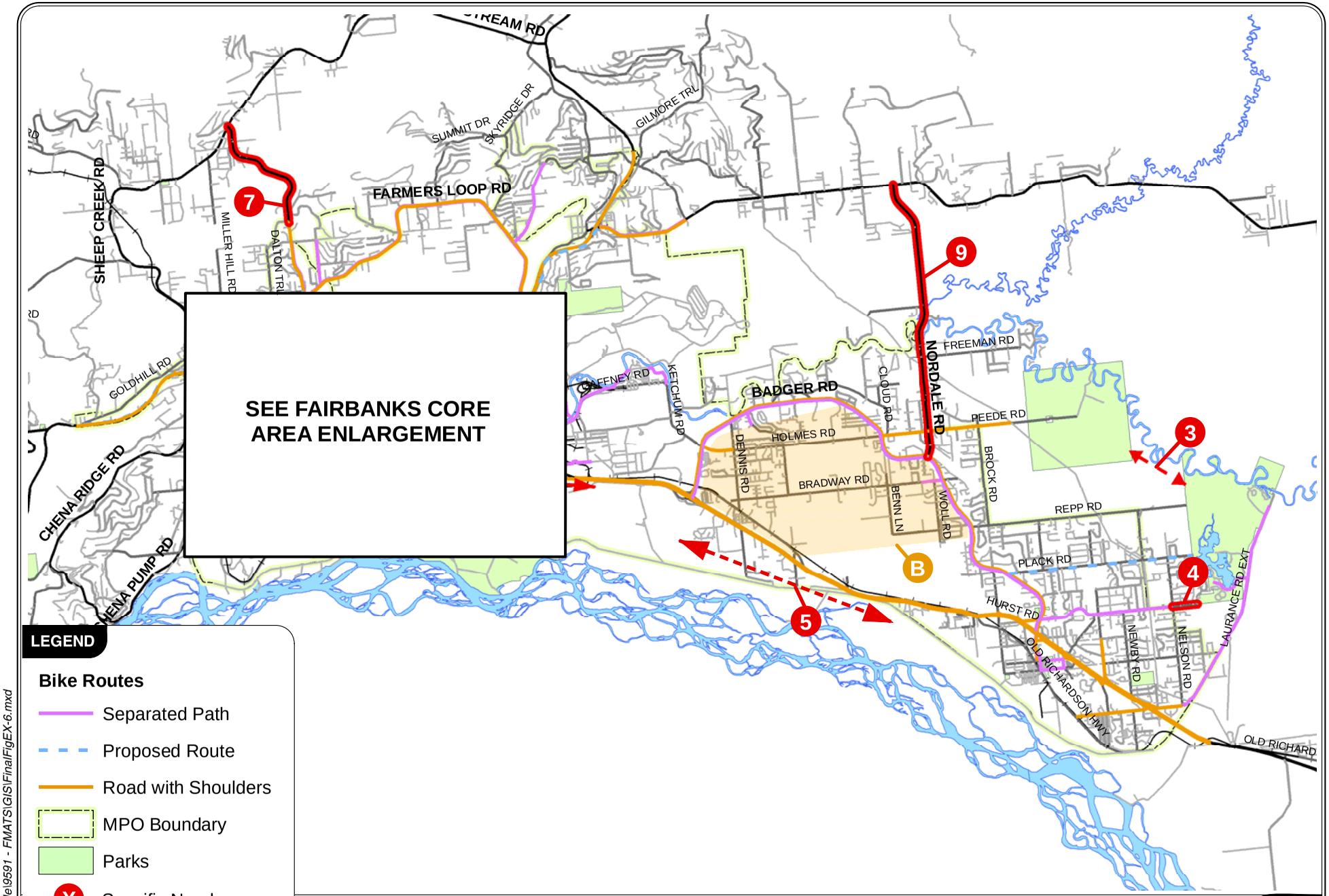
Bicycle and Pedestrian Systems

Needs pertaining to the bicycle and pedestrian systems are identified below in Table EX-2 and in Figures EX-6 and EX–7. A more complete network of pedestrian and bicycle facilities is needed to meet current demands and to stimulate greater use of these modes in the future. Four additional efforts are recommended to promote use of the pedestrian and bicycle system:

- Prepare a non-motorized transportation plan;
- Increase wintertime maintenance (e.g. shoulder and sidewalk clearing);
- Decrease conflicts with snow machines through better separation, signing, and enforcement; and,
- Complete ADA ramps at all required intersections.

Table EX-2 ***Bicycle and Pedestrian Needs***

New Connections	
1	Birch Hill Recreation Area
2	Train Depot to Downtown
3	Heritage Forest (Beyond MPO Boundary)
4	Chena Lakes Recreation Area (Beyond MPO Boundary)
5	Between Fairbanks and North Pole
6	Tanana Lakes Recreation Area
Lack of Facilities for Bicyclists	
7	Ballaine Road (Goldstream Road to Goldfinch Road – Beyond MPO Boundary)
8	College Road (University Avenue – Steese Expressway)
9	Nordale Road (Chena Hot Springs Road – Badger Road)
Lack of Facilities for Pedestrians	
10	Van Horn Road (Only needed if transit service is provided-Peger Road - Cushman Street)
11	27th Avenue (Lathrop Street - Cushman Street)
12	Cowles Street (23rd Avenue - 27th Avenue)
13	Davis Road (Peger Road - Lathrop Street)
14	19th Avenue (Peger Road - Wilbur Street)
15	Peger Road (one side: Airport Way - Davis Road)
Area Needs	
A	Limited bicycle and pedestrian connectivity in College Road - Johansen Expressway - Old Steese area (study in process)
B	Downtown sidewalk improvements (some projects planned)



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FUTURE BICYCLE AND PEDESTRIAN FACILITY NEEDS
FAIRBANKS, ALASKA

FIGURE **EX-6**

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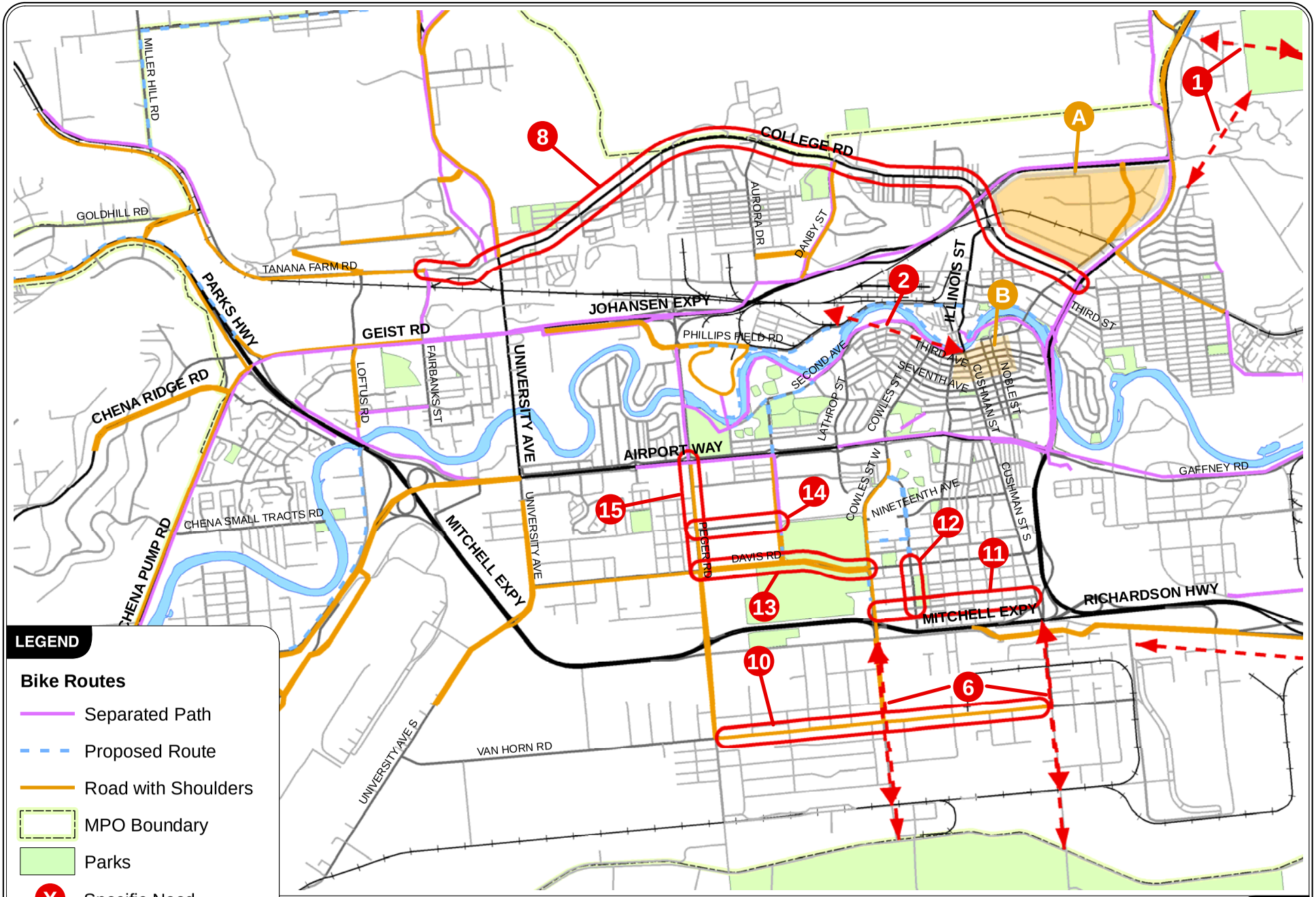

FUTURE BICYCLE AND PEDESTRIAN FACILITY NEEDS
FAIRBANKS CORE AREA
FAIRBANKS, ALASKA

FIGURE **EX-7**

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Security Needs

In addition to the modal deficiencies noted previously, needs related to incorporating security into the planning process, as well as specific roadway projects that would aid emergency operators, have also been identified. Future needs for incorporating security into the transportation planning process include:

- Incorporation of the Fairbanks North Star Borough Emergency Operations Plan and University of Alaska Emergency Operations Plan (when updated) into future updates of the MTP
- Involving identified security stakeholders throughout the transportation planning process, including analysis of transportation system security at the program and project levels associated with both the development of subsequent MTP and transportation improvement program (TIP) updates, as well as ongoing corridor and system-wide project evaluations

Security stakeholders also identified the following projects that would improve their ability to respond to emergencies:

- Extension of Dawson Road from Plack Road to Hurst Road;
- Construction of the Dennis Road Bridge over the Chena River to provide increased vehicle accessibility to the property behind Ft. Wainwright;
- Improved roadway maintenance on Peridot Road;
- Construction of a bridge across the Chena River at the Carlson Center; and,
- Construction of a bridge across the Chena River at Chena Small Tracts Road

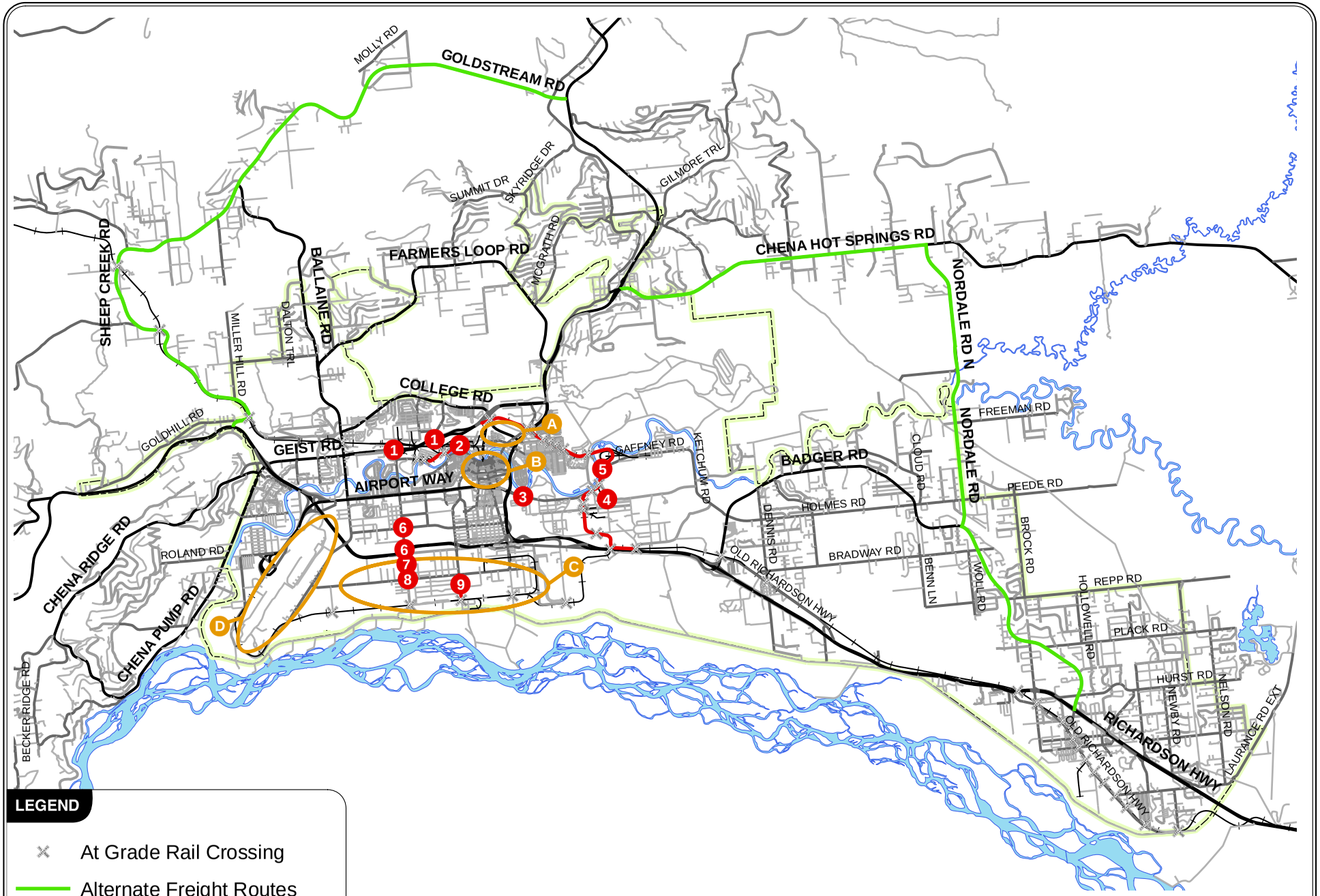
Freight

Freight movement constraints and issues have been identified primarily through interviews conducted with area freight stakeholders. These issues are summarized in Table EX-3 and illustrated in Figure EX-8. Two overarching issues stem from (1) the number of at-grade rail crossings that present speed, capacity, and safety constraints and (2) the potential for natural gas to be trucked into/through Fairbanks, prior to the completion of a pipeline.

ARRC Projects

The Alaska Railroad Corporation (ARRC) also has a number of projects planned that will impact the Fairbanks area that may or may not occur within the planning horizon. They are listed here:

- Northern Rail Extension
- Fairbanks Freight Intermodal Improvements
- Fairbanks Area Rail Line Relocation



LEGEND

- At Grade Rail Crossing
- Alternate Freight Routes
- MPO Boundary

IDENTIFIED FREIGHT ISSUES AND CONSTRAINTS
FAIRBANKS, ALASKA

FIGURE **EX-8**

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Table EX-3 ***Freight Issues***

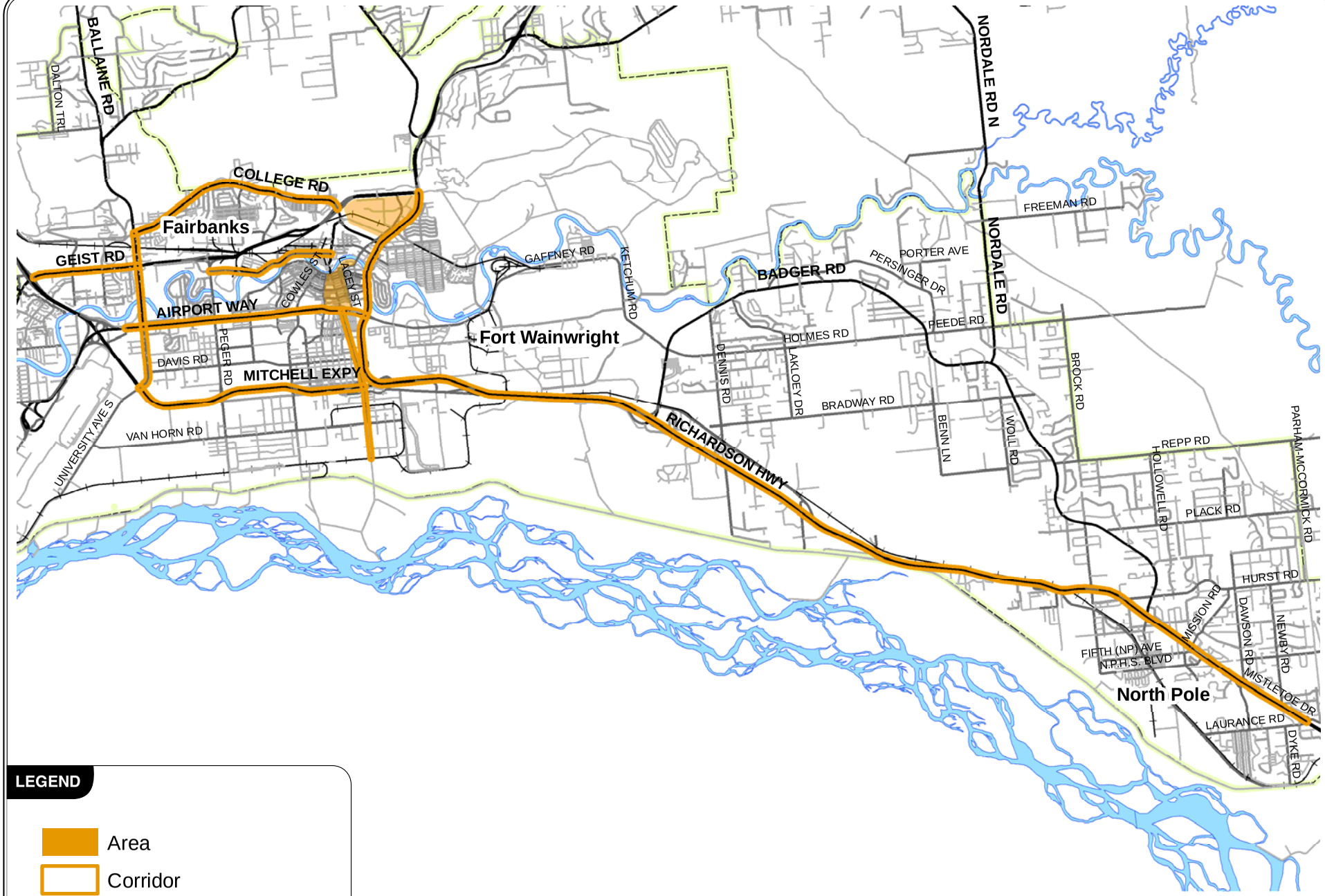
	Specific Issues
1	Ramps slick in the winter (Johansen Expressway – Peger Road and Danby Street)
2	Frequent truck activity and limited sight distance around curves, but no warning signs (Phillips Field Road)
3	Roundabout and gate difficult for trucks with tandem trailers (Gaffney Road - Fort Wainwright entrance)
4	Intersection identified as a bottleneck (Meridian Rd/Montgomery Rd – Fort Wainwright)
5	Eastside railroad track limited to 10 MPH (Depot – Badger Road area)
6	Signal timing for left-turning trucks (Peger Road – Davis Street and Mitchell Expressway intersections)
7	Frequent truck activity but no warning signs (Peger Road – south of Mitchell Expressway)
8	Confusing intersection – drivers think it is an all-way stop (Peger Rd/Van Horn Rd)
9	Lathrop Street not paved south of Van Horn Road
	Area Issues
A	Difficult to make left-turns out after deliveries/pick-up (Bentley Mall/Trust Areas)
B	Difficult to park downtown and hard to push pallets in winter
C	Many industrial and shipping companies moving to Van Horn Road
D	Airport expects operations to increase by 35% in 20 years

Regional Corridors

The 2035 MTP continues the planning strategy of regional corridors and strategic subareas. The nine corridors and two subareas that are included in the 2035 MTP are listed below and shown in Figure EX-9:

- Airport Way: Richardson Highway – Peger Road
- College Road: University Avenue – Johansen Expressway
- S. Cushman Street: Airport Way – Van Horn Road
- Downtown Fairbanks
- Geist Road: University Avenue – Parks Highway
- Mitchell Expressway: University Avenue – Richardson Highway
- Phillips Field Road: Peger Road – Illinois Street
- Richardson Highway: Airport Way – North Pole
- Steese Highway: Airport Way – Johansen Expressway
- Steese Highway/Johansen Expressway/College Road Area
- University Avenue: College Road – Mitchell Expressway

The discussion of these corridors may be found in Section 5 of the MTP.



LEGEND

- Area
- Corridor
- MPO Boundary

ALTERNATIVES ANALYSIS AREAS
FAIRBANKS, ALASKA

FIGURE **EX-9**

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Planned Projects & Programs

The following is a summary of the planned projects that help to ensure the efficient and safe multimodal movement of people and goods within and through the Fairbanks region. Policy and program actions are also summarized here.

PROJECTS

Planned projects are prioritized into three timeframes:

- Short Range (SR) – 2011-2015
- Medium Range (MR) – 2016-2025
- Long Range (LR) – 2026-2035
- Very Long Range (VLR) – Beyond 2035

Only the first three timeframes are constrained to available funding and, therefore, considered the cost-feasible set of projects. There is a recognized desire to construct projects in the VLR timeframe, if and when funding becomes available, but they are a lower priority than those in the other timeframes.

Figures EX-10 through EX-14 show the project locations. Tables EX-4 through EX-7 provide the funding timeframe and planning-level cost estimates for each project.

Table EX-4 ***Short Range Projects (2011-15)***

Project ID	Project	Spending Plan ($ Million)			
		2011-2015	2016-2025	2026-2035	Unfunded
NHS Projects					
SR – 1	Airport Way/Cushman Street Intersection Improvements	$4.5	$5.8		
SR – 2	Airport Way West Improvements	$1.8	$5.5		
SR – 3	Richardson Highway: MP 353-357, Safety/Access Improvements	$11.1			
SR – 4	Richardson Highway: Fairbanks, New Weigh Station	$15.6			
SR – 5	3rd Street Widening	$14.0			
SR – 6	NHS Pavement Management/Preventive Maintenance	$15.0			
SR – 7	North Pole, Alaska, Road/Rail Crossing Reduction Project	$4.0			
Total		**$66.0**	**$11.3**		
FMATS Projects					
SR – 8	Cartwright Road Improvements: Fairbanks	$6.1			
SR – 9	College/Margaret/Antoinette Intersection Improvements	$3.3			
SR – 10	College Road Pavement Rehabilitation	$9.6			
SR – 11	College Road Right Turn Lanes	$1.6			
SR – 12	S Cushman Reconstruction: Mitchell – Sanduri	$3.9			
SR – 13	Danby/Wembley Roundabout (HSIP)	$2.0			

Project ID	Project	Spending Plan ($ Million)			
		2011-2015	2016-2025	2026-2035	Unfunded
SR – 14	Illinois Street Reconstruction, Phase I: Barnette Street Bridge Construction	$0.0[1]			
SR – 15	Illinois Street Reconstruction, Phase II: Illinois Street Reconstruction	$27.0			
SR – 16	Helmericks Avenue Extension & Bentley Trust Road	$4.0			
SR – 17	Noble Street Upgrade: Fairbanks	$12.6			
SR – 18	North Pole Interchange Pedestrian Facilities	$1.9			
SR – 19	Plack Road Bike/Pedestrian Facility: FNSB	$6.5			
SR – 20	University Ave Widening, Phase I: Thomas Street to Chena River Recreation Site	$27.5			
SR – 21	Wickersham Street Upgrade: Fairbanks	$3.0			
SR – 22	Yankovich/Miller Hill Bike Path	$3.5			
SR – 23	FMATS: ADA Pedestrian Facility Improve-ments	$2.5			
SR – 24	FMATS: Pavement Management/Preventive Maintenance	$3.0			
SR – 25	FMATS Safety and Efficiency Improvements	$0.1			
SR – 26	FNSB Air Quality Programs (CMAQ)	$15.0			
SR – 27	FNSB Transit: Bus Stop Shelters (CMAQ)	$1.0			
SR – 28	FNSB Transit: Park and Rides (CMAQ)	$1.0			
SR – 29	North Pole Bike Path Rehab/Connections	$0.5			
SR – 30	COF/Curb Corner Upgrades	$1.0			
SR – 31	TIP/LRTP Conformity Analysis	$0.5			
Total		**$137.1**			

[1]This project was funded in Fiscal Year 2009

Table EX-5 ***Medium Range Projects (2016-2025)***

Project ID	Project	Spending Plan ($ Million)			
		2011-2015	2016-2025	2026-2035	Unfunded
NHS Projects					
MR – 1	Johansen Expressway Ramps/College Road/Illinois Street Improvements		$8.0		
MR – 2	Johansen/Steese Intersection Improvements		$30.0		
MR – 3	Richardson Hwy: North Pole Area Interchange, Ph I		$30.0		

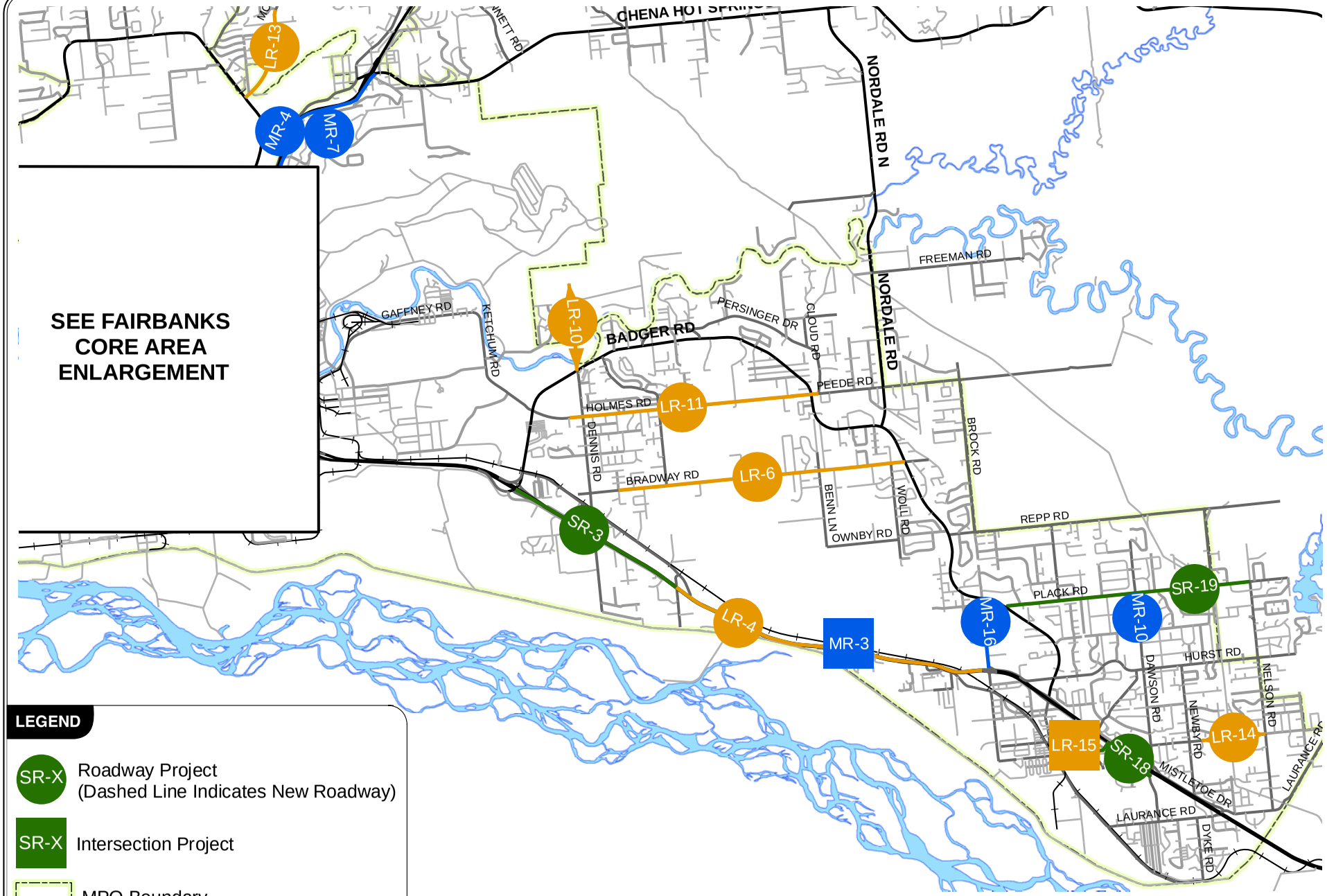
Project ID	Project	Spending Plan ($ Million)			
		2011-2015	2016-2025	2026-2035	Unfunded
MR – 4	Farmers Loop-Chena Hot Springs Road Trail Connection: FNSB		$3.7		
MR – 5	NHS Pavement Management/Preventive Maintenance		$30.0		
Total			**$101.7**		
FMATS Projects					
MR – 6	Barnette Street Traffic Revision: Fairbanks		$8.0		
MR – 7	Birch Hill Bicycle Path: FNSB		$3.2		
MR – 8	Cushman, Barnette, and Gaffney Upgrades		$6.0		
MR – 9	S Cushman Street: 15th-Mitchell		$10.0		
MR – 10	Dawson Road Extension (Hurst Road - Plack Road)		$4.0		
MR – 11	Gillam Way Upgrade: Airport Way-20th Avenue		$7.0		
MR – 12	Gold Hill Road Bicycle and Pedestrian Facility: FNSB		$6.0		
MR – 13	Gold Hill Road Rehabilitation		$7.0		
MR – 14	Illinois Street Reconstruction, Phase III: Cushman Street Bridge Replacement		$6.0		
MR – 15	North Tanana Dr Extension (UAF)		$11.0		
MR – 16	Peridot Street Reconstruction: FNSB		$4.4		
MR – 17	South Davis Park		$4.0		
MR – 18	Tanana Loop-Alumni Drive Roundabout (UAF)		$5.0		
MR – 19	University Ave Widening, Phase II: Chena River Recreation Site-Swenson Ave		$12.9		
MR – 20	University Ave Widening, Phase III: Swenson Ave-Parks Highway		$5.6		
MR – 21	Wendell Street Bridge: Fairbanks		$23.0		
MR – 22	Wendell Street Bridge Intersection Improve-ments: Fairbanks		$2.0		
MR – 23	FNSB Air Quality Programs (CMAQ)		$30.0		
MR – 24	FMATS Intersection Improvements		$3.0		
MR – 25	FMATS Safety and Efficiency Improvements		$0.5		
MR – 26	FMATS Sidewalk Improvements		$2.0		
MR – 27	FMATS Pavement Management/Preventive Maintenance		$20.0		
Total			**$180.6**		

Table EX-6 ***Long Range Projects (2026-2035)***

Project ID	Project	Spending Plan ($ Million)			
		2011-2015	2016-2025	2026-2035	Unfunded
NHS Projects					
LR - 1	Airport Way Corridor Improvements, Phase II			$20.0	
LR - 2	Johansen Expressway/Danby Interchange			$30.0	
LR - 3	Mitchell Expressway Interchange, Phase I			$30.0	
LR - 4	Richardson Hwy: Access/Safety Improvements (Rozak - Peridot)			$6.1	
LR - 5	NHS Pavement Management/Preventive Maintenance			$30.0	
Total				**$116.1**	
FMATS Projects					
LR – 6	Bradway Rd Reconstruction			$10.0	
LR – 7	Chena River Bike Path North (Illinois - Peger)			$6.1	
LR – 8	Chena Small Tracts Road Corridor			$8.0	
LR – 9	Cowles St Reconstruction (Airport Way - 1st Ave)			$12.5	
LR – 10	Dennis Road Extension: North Pole			$11.0	
LR – 11	Holmes Road Reconstruction			$10.0	
LR – 12	Lacey Street Reconstruction			$23.0	
LR – 13	Lower McGrath Rd Upgrade (Farmers Lp - Crystal Dr)			$10.0	
LR – 14	Lyle Ave Extension (Newby – Nelson)			$2.7	
LR – 15	Snowman Ln / Davis St Upgrade (North Pole)			$2.5	
LR – 16	University Ave Widening, Phase IV - Railroad Overcrossing			$25.0	
LR – 17	Yankovich / Miller Hill Rd Upgrade			$15.0	
LR – 18	Steamship Nenana Renovation: Fairbanks			$0.8	
LR – 19	Fairbanks Street Improvements			$17.0	
LR – 20	FMATS Intersection Improvements			$5.0	
LR – 21	FMATS Safety and Efficiency Improvements			$0.5	
LR – 22	FMATS Pavement Management / Preventive Maintenance			$20.0	
Total				**$179.1**	

Table EX-7 ***Very Long Range Projects (Beyond 2035)***

Project ID	Project	Spending Plan ($ Million)			
		2011-2015	2016-2025	2026-2035	Unfunded
NHS Projects					
VLR - 1	Airport Way Corridor Improvements, Phase III				$21.0
VLR - 2	Geist Road: Boulevard Concept				$20.5
VLR - 3	Johansen Expressway Interchanges				$30.0
VLR - 4	Mitchell Expressway Interchange, Phases II and III				$60.0
VLR - 5	Richardson Highway: 3-Mile/Old Richardson Interchange				$30.0
VLR - 6	Richardson Highway: 3-Mile Railroad Crossing Overpass				$8.2
VLR - 7	Richardson Highway: North Pole Area Interchange, Phase II				$30.0
VLR - 8	Richardson Highway: North Pole Interchange, Phase III				$30.0
VLR - 9	Richardson Highway Area Roadway Improvements (Local Roads)				**
VLR - 10	Richardson Highway: MP 345 Moose Creek RR Overpass				$15.5
VLR - 11	Steese Expressway: Added Through Lane: Airport Way - Farmers Loop Road				$25.0
VLR - 12	Steese Expressway Interchanges				**
VLR - 13	Fairbanks Rail Realignment				$280.0
Total					**-**
FMATS Projects					
VLR – 14	Ballaine Road Bicycle Corridor: Yankovich Road - Goldstream Road				**
VLR – 15	College Road/Danby Street – Farmers Loop Road Corridor				**
VLR – 16	Dennis Road/ Lazelle Road Corridor: Steese Expressway/Johansen Expressway-Badger Road				**
VLR – 17	Fairbanks - North Pole Bicycle Corridor				**
VLR – 18	Goldizen Road Local Connections				**
VLR – 19	Hurst Road Bicycle Corridor				**
VLR – 20	Phillips Field Road Widening: Illinois Street - Peger Road				$20.0
VLR - 21	University/Goldizen Signal (Phillips Field Road - Birch Lane)				$2.5
Total					**-**



PLANNED PROJECTS
NORTH POLE AND GREATER FAIRBANKS REGION
FAIRBANKS, ALASKA

FIGURE **EX-10**

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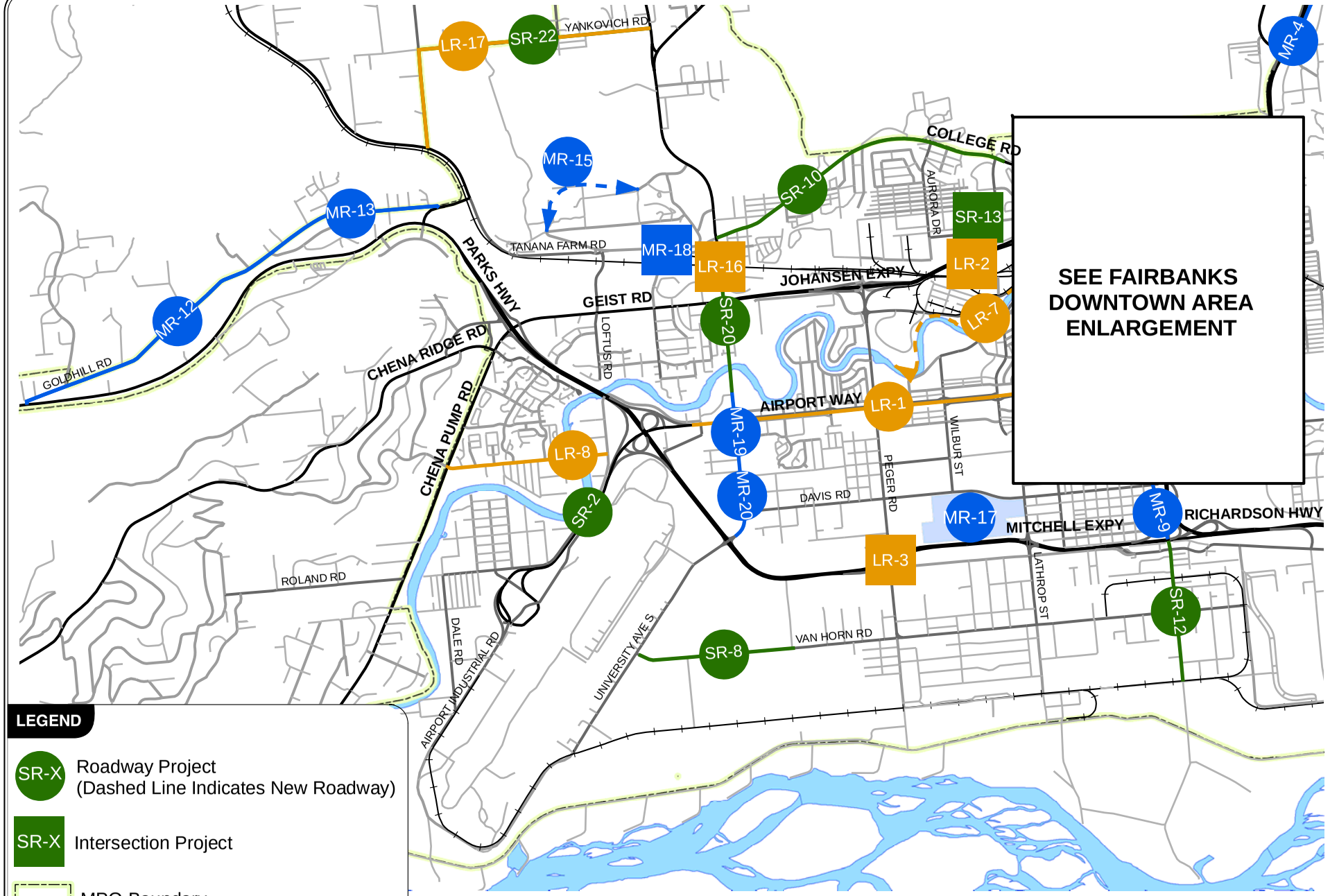

LEGEND

- SR-X — Roadway Project (Dashed Line Indicates New Roadway)
- SR-X — Intersection Project
- MPO Boundary

Note: Projects with General and/or Unknown Locations Not Shown on Map

PLANNED PROJECTS
FAIRBANKS CORE AREA
FAIRBANKS, ALASKA

FIGURE **EX-11**

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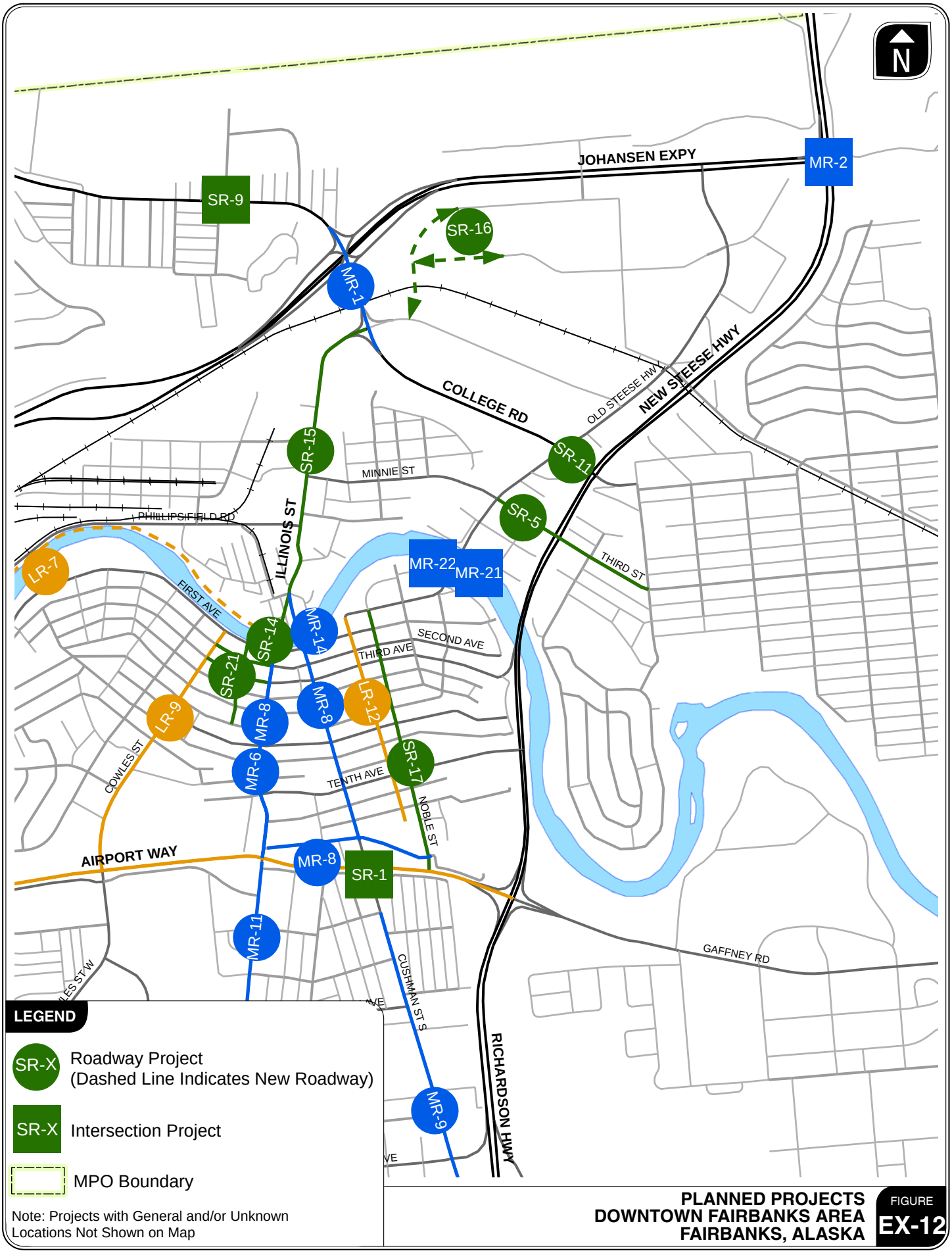

PLANNED PROJECTS
DOWNTOWN FAIRBANKS AREA
FAIRBANKS, ALASKA

FIGURE
EX-12

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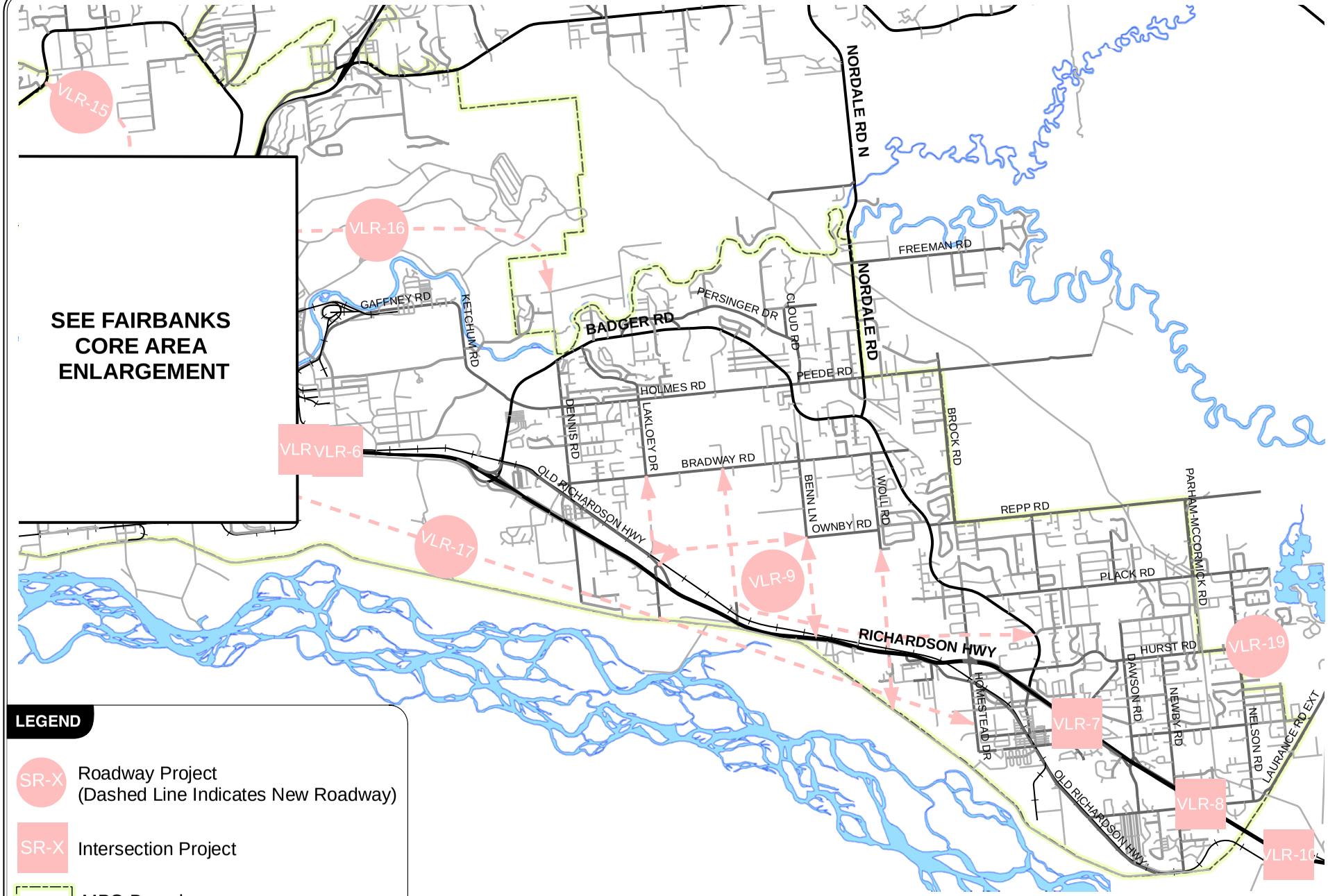

VERY LONG-RANGE PROJECTS
NORTH POLE AND GREATER FAIRBANKS REGION
FAIRBANKS, ALASKA

FIGURE **EX-13**

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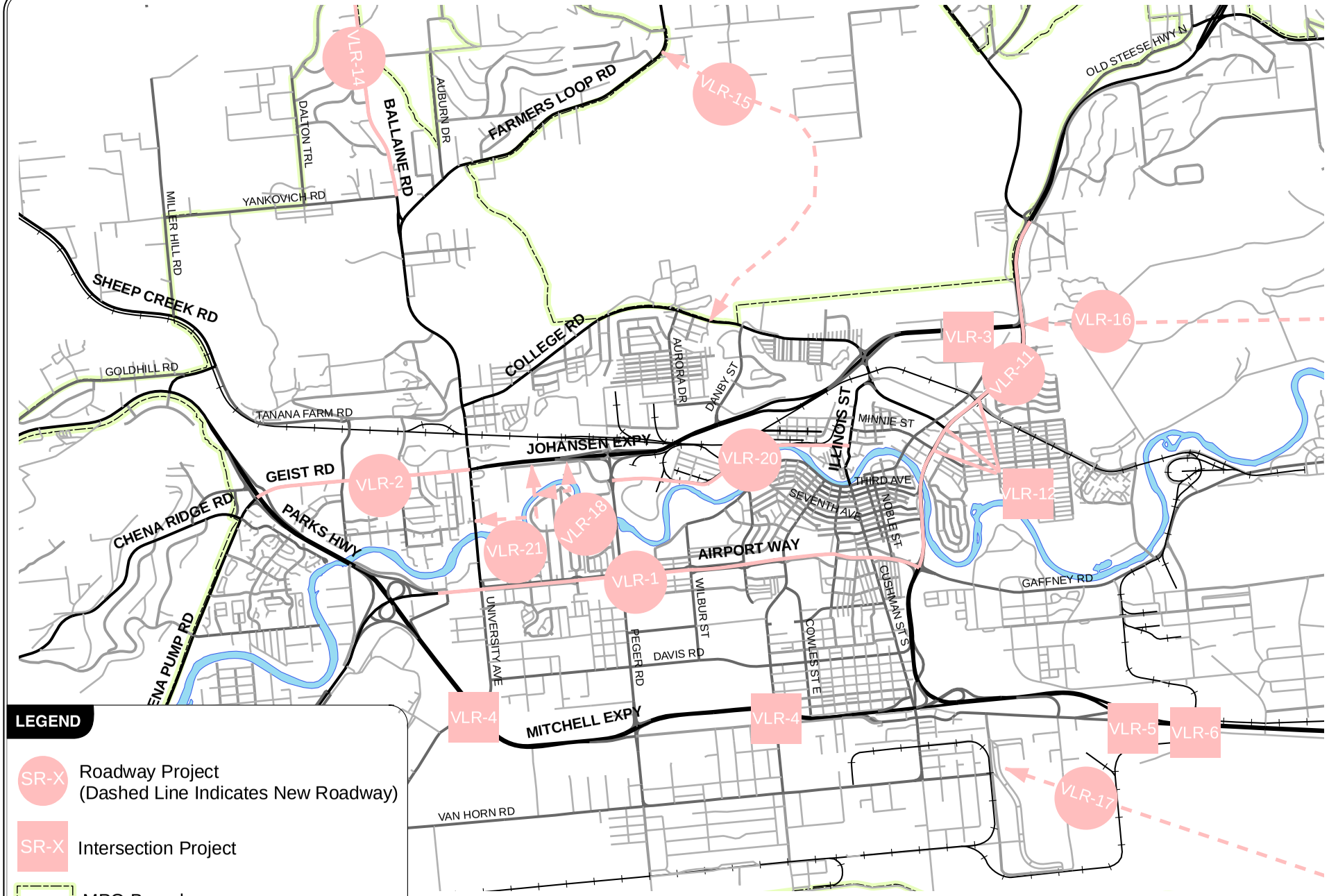
KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING / PLANNING



LEGEND

- SR-X — Roadway Project (Dashed Line Indicates New Roadway)
- SR-X — Intersection Project
- MPO Boundary

Note: Projects with General and/or Unknown Locations Not Shown on Map

VERY LONG-RANGE PROJECTS
FAIRBANKS CORE AREA
FAIRBANKS, ALASKA

FIGURE **EX-14**

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REVENUE ESTIMATES

Table EX-8 summarizes the revenue estimates by timeframe that are anticipated to be available for NHS projects in the FMATS area, as well as FMATS projects. Anticipated levels of Pavement Management, General Obligation (GO), and Congestion Management and Air Quality (CMAQ) funds are shown for each timeframe. The State/Other Funding estimates include anticipated levels of recurring funds from the State and Federal government, as well as state general funds and earmarks. The total costs from Tables EX-4 through EX-6 are compared to the revenue estimates

Table EX-8 ***Spending and Revenue Summary***

Spending and Revenue Plan ($ Millions)			
	2011-2015	2016-2025	2026-2035
NHS			
Pavement Management	$15.0	$30.0	$30.0
General Obligation (GO)	$0.0	$11.0	$0.0
State/Other Funding	$42.0[1]	$90.0[2]	$80.0
Total Revenue Estimate	**$57.0**	**$131.0**	**$110.0**
Total Spending Plan	**$66.0**	**$113.0**	**$116.10**
FMATS			
Pavement Management	$5.0	$10.0	$10.0
General Obligation (GO)	$34.0	$0.0	$0.0
CMAQ Funds	$18.3	$30.0	$0.0
State/Other Funding[3]	$86.8[4]	$139.8	$164.8
Total Revenue Estimate	**$137.1**	**$179.8**	**$174.8**
Total Spending Plan	**$137.1**	**$180.6**	**$179.1**

[1]This estimate includes $2 million from re-appropriation of a Section 115 earmark for the Road/Rail Crossing Reduction Project.

[2]This estimate includes an expected $10 million capital appropriation to help fund projects that will eliminate railroad crossings (i.e. project MR-3).

[3]Estimates includes $1 million annually starting in 2016 for an anticipated revenue stream from a State Transportation Program and $7 million every three years for other state funding; though it should be noted that state appropriations are sporadic.

[4]This estimate also includes grandfathered funds for Illinois, $4.5 million in state funds for College Road projects, an additional $5 million in state general funds, $1 million in state funds, and $2 million in HSIP funds for the Danby/Wembley roundabout.

As shown in Table EX-8, the short-range revenue and cost estimates do not align for NHS projects. According to ADOT&PF staff, the effects of the American Recovery and Reinvestment Act (ARRA) of 2009 "stimulus" funding package passed by the US Congress are still being determined. Therefore near-term funding levels for NHS

projects are not completely certain and the estimate shown in Table EX-8 is a conservative estimate that includes minimal benefit from these funds. It is likely that additional funds will become available in the short-range due to ARRA funding. If not, then portions of projects may move to the mid-range timeframe. It is also anticipated that funding will be available to overcome the slight deficit shown in the long-range, including potentially starting some projects earlier on the medium-range timeframe where a surplus is shown.

FMATS funding and cost estimate levels generally align during the short- and medium-range timeframes. Project cost estimates exceed anticipated revenues by a slight margin, approximately 6%, in the long-range. It is anticipated that additional funding will become available to cover the difference, most likely from State general fund appropriations.

ARRC Project Estimates

The ARRC, FMATS, and ADOT&PF are collaborating to plan and provide funding for the North Pole, Alaska, Road/Rail Crossing Reduction Project. The amount shown in Table EX-4 for this project is the current amount expected to be contributed to this project by ADOT&PF. The ARRC has estimated the total project cost to be approximately $50 million.

POLICY AND PROGRAM ACTIONS

FMATS will also complete actions at the policy and program levels. These actions are related to security, non-motorized transportation, and freight planning, environmental issues, and public involvement. The following is a description of these actions.

Security

In order to further achieve the goals of SAFETEA-LU and this Plan, and to plan for a more secure transportation system in the Fairbanks region, FMATS will:

- Incorporate the Fairbanks North Star Borough Emergency Operations Plan and University of Alaska Emergency Operations Plan updates that are currently underway into future updates of the MTP;
- Involve identified security stakeholders throughout the transportation planning process, as appropriate and as resources allow; and,
- Consider its project evaluation criteria in light of the goals contained in Section 2.

Non-motorized Transportation

Actions to be taken by FMATS in the near future to enhance non-motorized transportation in the region include:

- Coordinating an effort to improve wintertime maintenance of bicycle and pedestrian facilities (currently ongoing);
- Beginning a Safe Routes to School program; and,
- Developing a non-motorized transportation plan.

Freight

Ongoing activities to incorporate freight into the planning process that may be conducted by FMATS are:

- Engage freight stakeholders in the planning process through representation on the Technical Committee, circulating draft plans for comments, establishment of a Freight Advisory Committee (as needed), and interviews;
- Stay current on topics relevant to the freight community; and,

- Collect freight-related data, as resources allow.

Environmental

Protecting the environment is an important component of FMATS' planning efforts. Generally environmental impacts are considered at the project level. Impacts and appropriate mitigation strategies are determined in coordination with the appropriate local, state, Federal, and tribal agencies.

Climate change is a concern for the Fairbanks area. The cold arctic climate provides for certain wildlife and plant species that are not present in warmer areas. FMATS staff monitor the latest science regarding climate change and greenhouse gases (GHG) in order to plan efforts to quantify and reduce GHG emissions in the Fairbanks area.

Public Involvement

Community support is critical to the success of any transportation planning program. FMATS is guided in its public involvement efforts by its Public Participation Plan (PPP). The PPP has been recently updated and is included in the Technical Appendix of this Plan.

CONFORMITY ANALYSIS

A comparison of the emission estimates for this Plan with the emission budgets established in the EPA-approved Maintenance Plan is presented in shows that emissions for the Plan are lower than the applicable Maintenance Plan budgets for all of the analysis years. Based on these findings, Fairbanks demonstrates the conformity of its transportation program in accordance with Sections 93.109 – 93.118 of the Final Conformity Rule and parallel State of Alaska requirements in the Air Quality Control Plan and the Alaska Administrative Code Title 18, Chapter 50. This conformity determination uses the latest planning assumptions for current and future population, employment, travel, and congestion. The final conformity determination is made according to the consultation procedures set out in the State regulations and federal guidelines.

CONSISTENCY WITH SAFETEA-LU

Federal SAFETEA-LU legislation passed by the US Congress added requirements to metropolitan transportation plans, such as this one. These requirements are discussed in greater detail in Section 2 of this Plan. Table EX-9 provides a summary of what elements have been incorporated into this Plan to ensure that those requirements are fulfilled.

Table EX-9 ***Consistency with Requirements Added by SAFETEA-LU Review***

Key Change	Actions Taken
Addition of stand-alone planning factor "increase the safety of the transportation system for motorized and non-motorized users."	• Goals support increased safety • Safety used as an evaluation criteria in evaluating projects • Crash data examined as part of analysis
Addition of stand-alone planning factor "increase the security of the transportation system for motorized and non-motorized users."	• Goals support increased security • Security used as an evaluation criteria in evaluating projects • Plan contains a security element describing existing roles, policies, and critical facilities, as well as identifying ways to better incorporate security into the planning process
Expanded the environmental factor by adding the phrase "promote consistency of transportation plan and transportation improvements with State and local planned growth and economic development patterns."	• Goals developed to be consistent with other plans • Goals support coordination with other agencies • Land-use and economic development agency staff are on the Technical Committee and have been involved in plan development
Metropolitan and statewide transportation plans shall include "discussion" of environmental mitigation activities. This "discussion" shall be developed with Federal, State, and Tribal wildlife, land management, and regulatory agencies.	• Goals include protecting the environment and improving air quality • Environmental impacts considered in evaluation criteria • Air quality and Tribal representatives are included in the Technical and Policy Committees
MPOs shall consult with State, Tribal, and local agencies responsible for land use management, natural resource, environmental protection, conservation, and historic preservation in the development of transportation plans.	• Technical and Policy Committees includes representatives from Tribal and local agencies covering these areas • Additional agencies apart from those on the standing committees have been brought into meetings and reviewed deliverables as appropriate
Operations and management strategies in metropolitan transportation plans.	• Goals include increasing the efficiency of, and preserving, the transportation system • Evaluation criteria used in this Plan and the TIP process address safety, operations, and management • Many projects in this Plan are focused on preserving the existing system
Reasonable commenting opportunities must be provided to "…freight shippers, providers of freight transportation services…"	• Freight stakeholders were interviewed for the Freight Plan section • The draft Freight Plan will be circulated to area freight stakeholders