
FAST Planning

POLICY BOARD MEETING

Wednesday, July 17, 2019

12:00 P.M. – 2:00 P.M.

City of Fairbanks, 800 Cushman Street, City Council Chambers

1. Call to Order
2. Introduction of Members and Attendees
3. Approval of the July 17, 2019 Agenda
4. Approval of the June 19, 2019 Meeting Minutes Pg 1-10
5. Committee/Working Group Reports (Including the Chair's Report)
 - a. Staff Report & Technical Committee Action Items Pg 11-13
6. Public Comment Period (Non-Action Items)
 1. Old Business
 - a. Air Quality – Draft State Implementation Plan – Comment Letter (Action Item) Pg 14-15
 - b. Better Utilizing Investments to Leverage Development (BUILD) Grant – Update
 2. New Business
 - a. Salcha-Badger Subarea Plan – Letter of Support (Action Item) Pg 16-61
 - b. McGrath Road Upgrade – Project Increase (Action Item) Pg 61-72
 - c. FAST Intersection Improvements – Project Increase (Action Item) Pg 61-72
 - d. FAST Improvement Program – Project Increase for Johansen & Danby Path Resurfacing (Action Item) Pg 61-72
7. Other Issues
8. Informational Items
 - a. Obligations and Offsets Pg 73-76
9. Policy Board Comments
10. Adjournment

Next Scheduled Policy Board Meeting – Wednesday, August 21, 2019, Noon, Fairbanks City Hall

FAST Planning

POLICY BOARD

Meeting Minutes – June 19, 2019

Council Chambers, City Hall, 800 Cushman Street, Fairbanks, AK

1. Call to Order

Mr. Anderson called the meeting to order at 12:00 p.m.

2. Introduction of Members and Attendees

Attendee	Representative Organization
*Bryce Ward	Mayor, Fairbanks North Star Borough
*Michael Welch	Mayor, City of North Pole
*Jim Matherly, Vice Chair	Mayor, City of Fairbanks
*Ryan Anderson, Chair	Director, DOT&PF Northern Region
*Shaun Tacke	FNSB Assembly
*Jerry Cleworth	COF City Council
*Alice Edwards (via telephone)	Director, DEC Division of Air Quality
**Jackson Fox	FAST Planning
**Randi Bailey	DOT&PF Planning
**Don Galligan	FNSB Planning
**Olivia Lunsford	FAST Planning
**Deborah Todd	FAST Planning
+Judy Chapman	DOT&PF Planning
+Kellen Spillman	FNSB Community Planning
+Steven Hoke	DEC Division of Air Quality
Alex Haman	Citizen
Janice Haman	Citizen
SueAnn Miller Santhavisok	Citizen
Alex Gagne-Hawes	Citizen
Theresa Thomas	Citizen

**FAST Planning Policy Board Members, ** FAST Planning Staff Members, + FAST Planning Technical Committee Members*

3. Approval of the June 19, 2019 Agenda

Motion: To approve the June 19, 2019 Agenda. (Welch/Tacke)

Discussion: No further discussion.

Vote on Motion: None opposed. Approved.

4. Approval of the May 15, 2019 Meeting Minutes

Motion: To approve the May 15, 2019 meeting minutes. (Matherly/Ward).

Discussion: No further discussion

Vote on Motion: None opposed. Approved.

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

a. Staff Report and Technical Committee Action Items

Mr. Fox provided highlights of all FAST Planning activities including meetings, briefings, conferences, teleconferences, seminars, open houses, workshops,

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training, presentations, forums, and field trips he or FMATS staff had attended or participated in since the last meeting. Mr. Fox explained that he had applied for a System Award Management (SAM) Account to enable FAST Planning to apply for grants now that we are a non-profit organization.

6. Public Comment Period (Non-Action Items)

SueAnn Miller Santhavisok and Janice Haman, neighbors and residents of Marika Road in the Aurora Subdivision who were directly in the middle of the Wembley Road Construction came forward and Ms. Santhavisok read a letter signed by residents into the record. (shown below)

To whom it may concern:

We, the residents/home owners residing adjacent to the current road construction on Wembly Road in Fairbanks Alaska, request a 'Sound Barrier' to be installed immediately in place of the natural barriers (trees) removed in order to install a bike path.

Wembly Road, as calculated by DOT, as of May/June 2019, has ***over 12,000 VEHICLES DAILY.*** The noise from the commercial and non-commercial vehicles has been unbearable. The dust and other particles airborne and sticking to our structures, gardens, screens, vehicles, and inside our residences has us gravely concerned. Most of the residents most impacted are seniors and many with medical conditions such as COPD, emphysema, asthma. Others are experiencing unusual discharge in their eyes, severe headaches, coughing, nausea and other unusual alarming symptoms. Many cannot open their windows and yet the particles are still entering our homes. The other concerns are the risk of serious fires resulting from any pedestrian tossing a cigarette as our buildings are completely exposed and only a few feet from this construction.

You cannot blow off the substance nor wipe it off, but you have to literally scrub it off only to repeat the process over again within the hour.

We're concerned about the impact of having no barrier between us and the nuisance of noise, the negative environmental impacts on our health, and the potential of fires and the negative impact on our property values.

We have asked DOT for a high fence with slabs or any efficient sound barrier and have been told no. Either it's not within the budget or meets the 'criteria' yet we all struggle for the simple gasp of clean air and sound sleep.

As before mentioned, most of the residents are senior citizens who have invested into their retirement homes.

There are three reasons for sound screen or a barrier.

- 1) Reduced the amount of fugitive dust and particles impacting our property and health of seniors which have pre-existing respiratory issues.
- 2) Reduce the noise and vibration coming from the new road revision and high traffic flow.
- 3) The increased road elevation and the proximity to our property line creates unsafe conditions from passersby on the bike trail and also vehicles accidentally driving off the road could crash down into the property without guard prevention.

Ms. Santhavisok commented that they had removed all the good trees and left them with the “cancer of all trees”, the cottonwood. Ms. Santhavisok stated that her mother was 90 years old and was coughing non-stop and could not come to the meeting. Ms. Santhavisok stated that she cleaned her house daily and the amount of dust that she had gotten from it was amazing and they had a large back deck but now with all the tree removal, they were smack dab in an industrial area. Ms. Santhavisok stated that all they were asking for was a sound barrier to eliminate the noise and when they complained they started to water to reduce the dust which helped but they still had large amounts of dust coming into their homes. Ms. Santhavisok stated that they had gone from house to house and gotten signatures from the people that were home.

Ms. Haman commented that they had lived there for over 40 years and had purchased it as their retirement home but now she wasn't sure she wanted to live there.

Ms. Santhavisok stated that she was told that they did not meet the criteria for a sound barrier because they did not make it a four-lane highway and were just inserting a bike path. Ms. Santhavisok stated that to her installing a bike path on an industrial road sounded kind of silly. Ms. Santhavisok stated that there were already bike and pedestrian paths on Marika Road with two entrances and she would not advise kids in school to leave that area to walk on a bike path near Wembley Road. Ms. Santhavisok stated that if they planted trees, her mother was 90 years old and she did not know anything about trees, but her guess was that it would take years and years for them to grow into a natural sound barrier and they needed to put something there because it was going to affect their property values not to mention the noise and dust.

Ms. Santhavisok stated that they certainly did not expect any of this and did not want to stop progress but wanted to be able to come home and enjoy their homes and be able to sleep uninterrupted. Ms. Santhavisok stated that she did not mind cleaning her house, because she had to since her mother was ill, but this was on a whole other scale. She stated that she did not have the resources to buy another property and leave theirs but if she did, she certainly would.

Ms. Santhavisok stated she did not know what the impact was on her property but was sure that it was negative and at one point, she had been told by a realtor not to sell it because it could be rented out or sold but did not think that would be the case now.

Ms. Haman stated that she just wanted them to remember that the new road was so much higher than their properties so consequently they got all exhaust and everything from that road and it came right down on their property. Ms. Haman stated that they needed a strong blocker. Ms. Haman stated that they did not just need a little fence they needed something more than that because what they had was not that big. Ms. Haman stated that if they went driving through there, they should take a look. Ms. Haman stated that she would appreciate anything they could do.

Ms. Santhavisok read another letter from neighbor Vicky Mullin into the record.

I'm not one to be given to headaches but have suffered several these past weeks. I also suffer from COPD and have had to utilize my rescue inhaler at morning and at night when usually I may need to use an inhaler maybe once or twice a month.

Mr. Cleworth asked for clarification and stated that he had recently driven down Wembley and it used to be that they would not see any of the residences on Marika at all and whether it was totally exposed now.

Ms. Santhavisok stated that Mr. Cleworth was correct and it was not that way now.

Mr. Anderson thanked them for their coming and for their comments.

Mr. Anderson stated that he would take back the dust concerns because they had contract provisions to mitigate the dust and were in discussions about the fence options, so he would be in touch with them again.

7. Old Business

a. Revised MOA Amendment for the Selection and Funding of CMAQ Projects Within the Fairbanks PM^{2.5} Non-Attainment Area (Action Item)

Mr. Fox explained that new revisions to the MOA Amendment were included in the meeting packet. Mr. Fox stated that the MOA was subsequently transmitted to DOT and the Borough for their comments and he had revised the document to include those comments.

Public Comment: No public comment.

Motion: To approve the revised MOA Amendment for the Selection and Funding of CMAQ Projects within the Fairbanks PM^{2.5} Non-Attainment Area as presented. (Ward/Welch).

Discussion: No further discussion.

Vote on Motion: None opposed. Approved.

8. New Business

a. Better Utilizing Investments to Leverage Development (BUILD) Grant (Action Item)

Mr. Fox explained that included in the meeting packet was a one-page summary he developed for the 2019 BUILD Grant and the criteria for applying. Mr. Fox stated since they were designated as a rural area, there was no match required. Mr. Fox stated that based on the criteria if felt that Cowles Street would be the best project for this grant opportunity. Mr. Fox explained that FAST Planning could also apply for this grant. Mr. Fox explained that the caveat was that they had to prepare a Benefit/Cost Analysis and he had received a quote for \$7300 to complete that so they would have to use either State Legislative funds or potentially ask the City of Fairbanks to cover that cost analysis. Mr. Fox stated that it would be best to have an economist prepare this cost analysis and, in the future, he would like to have staff trained to do that.

Public Comment: Theresa Thomas, a resident of Raven Landing, stated that they would like to know what the project was and if they could be kept informed in the future.

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Mr. Fox stated that if she left her name and telephone number he would be in contact with Raven Landing to give them a preview about what the project looked like to date.

Alex Gagne-Hawes commented that it sounded exactly like the thing that they should be doing, and they should be going out and leveraging Federal money to improve an antiquated street that was wild and narrow. Mr. Hawes commented that he definitely thought the City needed to redevelop some sort of north-south bicycle pedestrian access since it was a dangerous route and clearly an automobile corridor. Mr. Hawes stated that he wanted to make sure that the progress was focused on working with the library and the people. Mr. Gagne-Hawes thought that the project should be focused on making it a pedestrian corridor. Mr. Hawes stated that they had to have a rigor to applying for those types of grants and whether it was worth the City's money to him, but to save costs they should be training someone to do that type of thing in-house.

Motion: To authorize FAST Planning to prepare a BUILD Grant application for the Cowles Street Reconstruction Project and have the Benefit Cost Analysis expense be paid for by FAST Planning. (Cleworth/Tacke).

Discussion:

Vote on Motion: None opposed. Approved.

Amendment to the Motion: To split the motion. (Tacke/Welch).

Discussion: Mr. Cleworth stated that he would speak against the motion to split it and if they were to be lucky enough to get the project they would be using money in the TIP that could be used for other projects. Mr. Cleworth stated that why they segregated funds for a competitive bid process was a mystery to him. Mr. Cleworth stated that the City already had a considerable match on that project.

Mr. Tacke stated that would be the reason to split the motion, so they could debate where the funds were coming from after they debated what project the funds were going towards.

Mayor Ward asked Mr. Fox where the money would come from.

Mr. Fox explained that the contributions could be used from old State Legislative funds that were appropriated to them or contributions from membership contributions but thought it was wiser to use the old State funds.

Vote on Amendment to the Motion: Two opposed. (Cleworth/Matherly). Approved.

Motion, 1st Part: To authorize FAST Planning to prepare a BUILD Grant application for the Cowles Street Reconstruction Project.

Discussion: Mr. Tacke thought it was a great project and would vote in favor of it.

Mayor Ward also thought Cowles Street was a good project but asked if they were limited to a single project when they applied.

Mr. Fox stated that he thought they could apply for two, but applications were being submitted from across the State, so he thought that it would be better to focus on one project.

Mayor Ward stated that he thought the Chena River Walk was another option.

Mr. Fox stated that there were lots of scoring criteria that the Chena Riverwalk would score well on, but the one point that would fail to score well would be the accident data because there was no data for a facility that does yet exist. Mr. Fox stated that he thought that Cowles Street would do well on all the scoring criteria.

Vote on 1st Part of Motion: None opposed. Approved.

Amendment to Motion 2nd Part: To split the expense of the Benefit Cost Analysis with the City of Fairbanks. (Tacke/Welch).

Vote on Amendment to Motion 2nd Part: Five Opposed. (Cleworth, Matherly, Anderson, Edwards, Ward).

Motion, 2nd Part: To have the Benefit Cost Analysis expense be paid for by FAST Planning.

Discussion: No further discussion.

Vote on Motion 2nd Part: None opposed. Approved.

Approved Motion: To authorize FAST Planning to prepare a BUILD Grant application for the Cowles Street Reconstruction Project and have the Benefit Cost Analysis expense be paid for by FAST Planning.

b. National Highway Freight Program – Letter to Alaska DOT&PF (Action Item)

Mr. Fox explained that the meeting packet included a letter he had drafted to DOT regarding the National Highway Freight Program funding apportioned to the State of Alaska for statewide freight needs. Mr. Fox stated that the issue at hand was that the State received Freight Program funding and obligated all three years of freight funding (\$51 million total) for a single project on the Sterling Highway despite statewide freight project needs.

Public Comment: No public comment.

Motion: To approve and send the letter to DOT&PF regarding the National Highway Freight Program Funding. (Tacke/Ward).

Discussion: Mr. Cleworth asked if the three mayors could sign in addition to Mr. Fox to show that it was coming from the Interior of Alaska.

Mayor Ward stated that the letter was written as coming from Mr. Fox and the Policy Board.

Mayor Ward asked if they could change it to state that it was from the Board and in the language they could say that the Board had discussed it and did not want to give the wrong impression that it was the three mayors that were answering it.

Mr. Cleworth stated that they could say it was a formal action from the Board and have each of the Board members sign it.

Vote on the Motion: None opposed. Approved.

Amendment to the Motion: To edit the last paragraph of the letter to emphasize the Policy Board is requesting a written response. (Ward/Tacke).

Discussion: Mayor Ward stated that he thought they should emphasize that the Policy Board was requesting a written response.

Vote on Amendment to the Motion: None opposed. Approved.

Amended Motion: To approve and send the letter to DOT&PF regarding the National Highway Freight Program Funding and edit the last paragraph of the letter to emphasize the Policy Board is requesting a written response.

Vote on Amended Motion: None opposed. Approved.

c. Road Service Area Expansion Plan (Action Item)

Mr. Fox explained that the meeting packet included a Scope of Work for the Road Service Area Expansion Plan that was included in the TIP. Mr. Fox stated that the Plan was primarily focused on addressing roads with no maintenance authority, also known as “orphan roads.” Mr. Fox stated that currently there were approximately 188 miles of “orphan roads” within the Metropolitan Planning Area which mean 188 miles of road with no maintenance which was not just an issue for the property owners and good access to their homes, but some roads were inaccessible for emergency response vehicles such as ambulances and fire trucks. Mr. Fox explained that they would like to develop a plan to reduce the number of miles of orphan roads by expanding the current road service areas. Mr. Fox explained that they could potentially accomplish that by encouraging the residents to go through the current annexation process that would be initiated by residents, or potentially government initiated, they could couple that with a grant opportunity from FAST Planning so they could apply for funds under the FAST Improvement Program to upgrade their roads if they successfully annexed themselves; and they could also look at creating a new, area-wide Road Service Area where all orphan roads would be placed through an application process and the Borough would administer the new Road Service Area.

Public Comment: Alex Gagne-Hawes commented that his thought was that universal health care was a great thing, but universal road maintenance sounded like a terrible idea since it encouraged people to build bad roads. Mr. Gagne-Hawes thought that any sort of action like that should be tailored in such a way that they could go after anyone who built new roads recognizing the environmental damage roads did and maintenance on those roads. Mr. Gagne-Hawes stated that he did not think they should be subsidizing just anyone who wanted to cut down the trees and drive over them.

Mr. Spillman of the Borough commented that he wanted to provide more context and explained that over the last year they had gone through an extensive rewrite of their Subdivision Ordinance with a significant public process and most comments received were regarding the need for a road construction manual. Mr. Spillman thought that it would be of great benefit to

both the Borough and FAST Planning with regards to the road system within their boundaries and would be happy to answer any questions regarding the rewrite they just went through.

Motion: To approve the Scope of Work for the Road Service Expansion Plan as presented. (Tacke/Ward).

Discussion: Mr. Cleworth asked if the Borough had the authority to force people into service areas.

Mr. Tacke stated that they did not.

Mr. Cleworth stated that he thought he could save them a lot of money because he thought he knew what the answer would be and did not think they needed a study to find out. Mr. Cleworth stated that he did not see a need to take on more roads than they already had since they could not maintain the ones they had.

Mayor Ward stated that it not only addressed the roads that were not in a service area but also the roads that were platted and not constructed within the City that affected accessibility as well. Mayor Ward stated that it fell clearly in the function of an MPO to be looking at the road network and how it connected and served the residents, but also gave them some guidelines for construction of those roads. Mayor Ward stated that the Borough Road standards were not very prescriptive and gave people lots of latitude when building those roads. Mayor Ward stated that his would be able to allow them to look at those standards and carry that along to the Assembly to get that approved into code so the roads were built to a standard that provided connectivity and accessibility.

Amendment to the Motion: To remove Task 2 (Public Survey). (Tacke/Ward).

Vote on Amendment to the Motion: None opposed. Approved.

Amended Motion: To approve the Scope of Work for the Road Service Area Expansion Plan as presented and remove Task 2 [Public Survey].

Vote on Amended Motion: None opposed. Approved.

d. Cowles Street Reconstruction – Project Increase (Action Item)

Mr. Fox explained that DOT requested a funding increase in the amount of \$358,000 for the design phase of the Cowles Street Reconstruction project due to efforts for the traffic study, new signal design, and the replacement of aging utilities within the project corridor that are at risk of damage/collapse from construction activities.

Public Comment: Alex Gagne-Hawes state that it sounded like they were planning a north-south connection for pedestrians that could really be like a boulevard instead of being a nightmare of chainlink fences. Mr. Gagne-Hawes stated that he wondered how the City of Fairbanks felt about building and maintaining a facility all these years to have a private company get paid to replace it.

Motion: To approve the funding increase for the Cowles Street Reconstruction in the amount of \$358,000 using FAST Planning offset funds. (Tacke/Welch).

Discussion: Mr. Cleworth stated that when they did these projects they tried to coordinate with the utilities to the best of their ability because they did not want to do damage in the construction process and come back a year later and dig it all back up, so they wanted to get it all done at the same time.

Mayor Ward asked Mr. Anderson what type of negotiations occurred with the utilities for this replacement structure and what the process was.

Mr. Anderson stated that it was typically considered either a betterment or a conflict. Mr. Anderson stated that the only place that they did not do utility relocations was on the Dalton Highway. Mr. Anderson stated that there could be a negotiation, but he did not see that happening.

Mr. Cleworth stated that the irony was that you paid for it either way because they could negotiate but the utility could also initiate a rate hike.

Vote on Motion: None opposed. Approved.

e. College Road Bus Pullouts – Project Increase (Action Item)

Mr. Fox explained that the increase was due to the consultant fee proposal for the final design of project coming higher than expected.

Public Comment: No public comment.

Motion: To approve the increase for the College Road Bus Pullouts Project using up to \$50,000 of FAST Planning offset funds. (Tacke/Ward).

Discussion: No further discussion.

Vote on Motion: None opposed. Approved.

9. Other Issues

No other issues.

10. Informational Items

a. Obligations and Offsets

Mr. Fox explained the latest obligation and offsets included in the meeting packet.

11. Policy Board Comments

- Mr. Cleworth asked Mayor Ward if the Road/Rail Realignment Plan was still something that the Borough was still interested in. Mr. Cleworth asked if there was any vegetation left on the Danby/Wembley project. Mr. Cleworth stated that barriers worked but were a lot of money and remembered that the one of Peger Road was costly and controversial, but it did work and was an ongoing expense.
- Mayor Matherly stated that it was Solstice Week and there would be lots going on around town and there should be good participation even though there was a little bit of rain in the forecast. Mayor Matherly stated that he had talked to residents in the Wembley area and spoke with staff and engineers about what could be done on that road and was willing to talk to Carlisle. Mayor Matherly added that he empathized with those folks regarding the dust and fumes and it was not easy being that close to an

industrial/main road. Mayor Matherly stated that he could talk to Carlisle and get back with them.

- Mayor Ward stated that he wanted to thank Jackson Fox because they now had a full team on the FAST Planning Express and were well on their way to a new organization. Mayor Ward stated that he would be giving a presentation on Capital Improvement Projects and how they get selected and funded on Thursday, June 28.
- Mr. Tacke commented that he would like to see the Economic Cost Benefit Analysis when it was completed.
- Mayor Welch stated that there were corporations that made sound walls that were nice like the ones off C Street on Raspberry Road in Anchorage and that might be one of the things they looked at. Mayor Welch stated that he also appreciated the people that made public comments at the meeting.
- Ms. Edwards thanked the people that made comments. Ms. Edwards added that DEC would be hosting an Open House on June 25th from 6-8 p.m. at the Westmark Hotel and then on June 26 they had two public hearings scheduled at the Borough Assembly Chambers.
- Mr. Anderson stated that he really appreciated the public comments today and they would be working on that together and do the best they could on that one. Mr. Anderson stated that the problem was that noise barriers could not be funded with Federal funds. Mr. Anderson added that with regards to the tree clearing, they would keep working to try to get better, but they obviously missed it on this one. Mr. Anderson stated that he appreciated everyone's tolerance with all the road construction and welcomed the FAST Planning staff.

12. Adjournment

Motion to Adjourn: (Tacke/Welch) The meeting adjourned at 2:06 p.m. The next Policy Board Meeting is scheduled for Wednesday, July 17, 2019, 12-2 p.m. in the Council Chambers at Fairbanks City Hall.

Approved: _____

**Ryan Anderson, Chair
FAST Planning Policy Board**

Date: _____

FAST Planning

STAFF REPORT

July 2019

Regular Meetings

- ✚ Staffed the Technical Committee and Bicycle & Pedestrian Advisory Committee meetings, prepared meeting packets, and reviewed meeting minutes
- ✚ Attended pre-Policy Board meetings with the City of Fairbanks, City of North Pole, and FNSB
- ✚ Posted advertisements in the newspaper, social media, and on the State and FNSB online public notice systems for the Technical Committee, Bicycle & Pedestrian Advisory Committee, and Policy Board meetings
- ✚ Prepared Title VI reports for all monthly meetings
- ✚ Attended the following other regularly scheduled meetings:
 - ✚ Weekly Chamber Transportation Committee
 - ✚ Semimonthly Fairbanks Downtown Plan Working Group
 - ✚ FAST Planning Staff Meetings
 - ✚ DOT&PF Planning Staff Meetings

Project/Planning Meetings

- ✚ Traveled to Palmer and met with four Mayors and staff from Matu Borough, City of Wasilla, City of Palmer, and City of Houston regarding the startup of the MPO Office
- ✚ Attended last working group meeting for Salcha-Badger Road Area Plan
- ✚ Attended and presented at FHWA Listening Session
- ✚ Attended meeting with FNSB School District, FNSB Public Works, and DOT&PF regarding intersection improvements to Auburn Drive at Pearl Creek Elementary
- ✚ Attended meeting with FNSB Planning for kick-off to safety data collection for Downtown Plan
- ✚ Met with Tanana Valley Watershed Association regarding ACWA funding opportunity to install green infrastructure on road projects in coordination with Green Streets Plan
- ✚ Met with DOT&PF and MACS Transit (FNSB Transportation Department) regarding quarterly and annual reporting in coordination with UPWP
- ✚ Attended meeting with Alaska Federal Lands Access Program (AFLAP) Decision Committee and Technical Advisory Group regarding FAST Planning funding partnership on South Lathrop Street extension to Tanana Lakes Recreation Area

Correspondence and Communication

- ✚ Transmitted letter to DOT&PF regarding National Highway Freight Program Funding
- ✚ Drafted comment letter on Draft Serious SIP for Fairbanks PM2.5 Non-attainment Area

Organization

- ✚ Submitted first monthly invoice to DOT&PF for reimbursement
- ✚ Completed System for Award Management (SAM) Account Renewal
- ✚ Completed Grants.gov Entity Registration

Public Outreach

- ✚ Conducted “Wheelabout” with Bicycle & Pedestrian Advisory Committee members in wheelchairs from Access Alaska down Cushman Street, 5th Avenue, and Lacey Street (1-mile)
- ✚ Provided “MPO 101” presentation at UAF’s Instructional Designers Summit

Submittals/Reports

- ✚ Received approval of FFY19-23 TIP from FHWA and FTA
- ✚ Circulated MOA Amendment for Selection & Funding of CMAQ Projects within Fairbanks PM2.5 Non-attainment Area for signatures
- ✚ Scored proposals and selected consultant for Road/Rail Crossing Reduction/Realignment Plan
 - Fee negotiations are ongoing
- ✚ Revised and submitted Road Service Area Expansion Plan Scope to DOT&PF to initiate Project Start and develop a Request for Proposal (RFP)

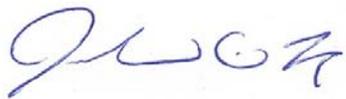
Funding

- ✚ Completed and submitted grant application for Cowles Street Reconstruction for the Better Utilizing Investments to Leverage Development (BUILD) Grant opportunity, including:
 - Benefit Cost Analysis completed by Northern Economics
 - Secured 15 Letters of Support for Project Application

Training

- ✚ Received training by Andrew Ackerman of City of Fairbanks on installation of mobile bike/ped counters and data collection (Olivia and Jackson)
- ✚ Attended 2019 ESRI User Conference (Olivia)

Submitted by:



Jackson C. Fox

July 12, 2019

Date

FAST Planning

Technical Committee Action Items 7.10.19

Motion: To recommend to the Policy Board to approve the Comment Letter for the Draft State Implementation Plan for the Fairbanks PM2.5 Serious Non-attainment Area. (Chapman/Miller).

Amendment: To add a comment supporting obtaining attainment due to the risk of losing millions of dollars in Federal Highway funding. (Spillman/Perreault). None opposed. Approved.

Amended Motion: To recommend to the Policy Board to approve the Comment Letter for the Draft State Implementation Plan for the Fairbanks PM2.5 Serious Non-attainment Area and to add a comment supporting obtaining attainment due to the risk of losing millions of dollars in Federal Highway funding. None opposed. Approved.

Motion: To recommend to the Policy Board to approve the Letter of Support for the Salcha-Badger Road Area Plan. (Perreault/Spillman). None opposed. Approved.

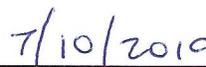
Motion: To recommend to the Policy Board to approve the Utilities phase increase for the McGrath Road Upgrade project in the amount of \$120,000 using offset funds. (Chapman/Sanches). None opposed. Approved.

Motion: To recommend to the Policy Board to approve the Design increase for the FAST Intersection Improvement Program in the amount of \$375,000 using offset funds. (Pristash/Perreault). None opposed. Approved.

Motion: To recommend to the Policy Board to approve the Construction phase increase for the FAST Surface Improvement Program for resurfacing the Johansen and Danby bike paths in the amount of \$955,000 using offset funds. (Ackerman/Schacher). None opposed. Approved.



Jackson C. Fox
Chair, Technical Committee



Date

FAST Planning

July 17, 2019

Cindy Heil, Division of Air Quality
Alaska Department of Environmental Conservation
555 Cordova Street
Anchorage, Alaska 99501

Subject: **Fairbanks PM2.5 Serious Non-attainment Area
Draft State Implementation Plan**

Dear Ms. Heil:

Thank you for the opportunity to review and comment on the Draft State Implementation Plan (SIP) for the Fairbanks PM2.5 Serious Non-attainment Area. Fairbanks Area Surface Transportation (FAST) Planning is the State-designated Metropolitan Planning Organization for the Fairbanks and North Pole area and would like to offer the following comments to the Alaska Department of Environmental Conservation (ADEC) on the Draft Serious SIP:

1. *Proposed Transportation Control Measures* – As proposed in the Draft Serious SIP, FAST Planning supports continuation of the committed Transportation Control Measures from the previous Moderate SIP, including the expanded availability of plug-ins, mass transit system, diesel emission reduction programs, and federal motor vehicle control program. FAST Planning also supports the addition in the Draft Serious SIP of a voluntary measure to convert the transit fleet to compressed natural gas. These measures were implemented under the Moderate SIP and efforts are ongoing. FAST Planning is committed to continuing to partner with ADEC, Alaska Department of Transportation & Public Facilities, and Fairbanks North Star Borough on these measures.
2. *Proposed Motor Vehicle Emission Budgets* – FAST Planning is concerned with the significant reduction in Motor Vehicle Emission Budgets proposed in the Draft Serious SIP. Under the Moderate SIP, the budget was set at 0.33 tons per day of PM2.5 emissions from vehicles for 2017 and later, and FAST Planning has been successful in achieving air quality conformity within this budgeted limit. However, the Draft Serious SIP proposes budget reductions to 0.114 tons in 2020, 0.084 tons in 2023, 0.063 tons in 2026, 0.052 tons in 2029, and 0.038 tons in 2032. These budgets were calculated in part using on-road vehicle activity inputs from FAST Planning's 2045 Metropolitan Transportation Plan travel demand model outputs, which factored in known population growth for our area. We are concerned, however, that any unforeseen growth in our area over the next 20 years will make these budgets unachievable. Also, as detailed in the Draft Serious SIP, on-road mobile sources only account for six-percent of the PM2.5 emissions in our area. Therefore, FAST Planning believes the proposed budgets are too aggressive and ultimately will not lead to an overall significant contribution towards meeting attainment with National Ambient Air Quality Standards. FAST Planning requests ADEC recalculate the proposed Motor Vehicle Emission Budgets to consider these additional factors.

3. *SIP Submittal & Implementation* – FAST Planning encourages timely and complete submittal of the Serious SIP to the EPA and diligent progress towards meeting attainment of air quality standards. In addition to addressing the serious public health concerns related to PM2.5 pollution, our community is at risk of federal highway funding sanctions due to the late submittal of the SIP and attainment within the deadlines set by the EPA. Our community stands to lose over \$30 million annually in federal highway funding unless prompt action is taken. FAST Planning is very concerned about the possibility of sanctions and consequential impact of not being able to meet our community's needs for transportation infrastructure improvements. Please let us know if FAST Planning can be of any assistance to ADEC to help avoid these sanctions.

Thank you again for the opportunity to review and comment on the Draft Serious SIP. If you have any questions or need additional information regarding FAST Planning's comments, please reach out our Director, Jackson Fox, at jackson.fox@fastplanning.us or (907) 590-1618.

Sincerely,

Ryan Anderson, P.E.
Policy Board Chair

FAST Planning

July 17, 2019

Fairbanks North Star Borough
907 Terminal Street
Fairbanks, Alaska 99701

Subject: **Salcha-Badger Road Area Plan
Letter of Support**

To whom it may concern:

Fairbanks Area Surface Transportation (FAST) Planning is the State-designated Metropolitan Planning Organization for the Fairbanks and North Pole area and supports the Salcha-Badger Road Area Plan for adoption by the Fairbanks North Star Borough (FNSB) Planning Commission and Assembly as an element of the FNSB Regional Comprehensive Plan.

FAST Planning has been actively participating in development of the Salcha-Badger Road Area Plan, as approximately half of the study area is within our Metropolitan Planning Area boundary. We have had input throughout the process, including our Executive Director serving on the working group and project staff giving three presentations to the FAST Planning Technical Committee. We ensured the goals of our newly adopted Metropolitan Transportation Plan (MTP) dovetailed with the goals, strategies, and actions identified in the Salcha-Badger Road Area Plan. Through this process we recognized there were many miles of unmaintained roads in our Metropolitan Planning Area. As a result, FAST Planning has initiated a project to address many transportation issues that were identified through the Salcha-Badger Road Area Plan development process.

One of the goals in our MTP is to **“coordinate planning efforts to provide an integrated transportation and land use system that embodies smart growth principles and stimulates the economy.”** The Salcha Badger Road Area Plan addresses all facets of land use as well as transportation and housing, thus coordinating planning efforts amongst and between transportation and land use. This plan directly supports this very important and formative goal within the MTP.

The goals in the MTP set the stage for further planning strategies and actions in the Salcha-Badger Road Area Plan. The actions identified within the plan help FAST Planning identify project needs in the area for funding and construction. An example would be Woll Road, which was added to the FAST Planning Transportation Improvement Program (TIP) this year. The identified growth and pace of development that exists and is forecasted has identified an urgency to make infrastructure investment in this portion of the Metropolitan Planning Area.

The Salcha-Badger Road Area Plan, in combination with the Regional Comprehensive Plan, complements the MTP and helps with implementation of the long-range vision for the communities of Badger Road, North Pole, Eielson Farm Road, Moose Creek, Salcha, and broader community of the Fairbanks area. FAST

Planning therefore supports the adoption of the Salcha-Badger Road Area Plan as an element of the FNSB Regional Comprehensive Plan and urges the Planning Commission and Assembly to pass the Ordinance that will make it the comprehensive plan for the area.

If you have any questions or need additional information regarding FAST Planning's support of the Salcha-Badger Road Area Plan, please reach out our Director, Jackson Fox, at jackson.fox@fastplanning.us or (907) 590-1618.

Sincerely,

Ryan Anderson, P.E.
Policy Board Chair



Salcha-Badger Road Area Plan

Revised July 9, 2019

This project is funded through a grant awarded by the Department of Defense Office of Economic Adjustment.

Acknowledgements

Thank you to all Salcha-Badger Road area residents, businesses, organizations and other local, regional, state, and federal partners who have contributed to the Salcha-Badger Road Area Plan development process.

Key individuals include:

Working Group Members

Aaron Lojewski, FNSB Assembly Representative
 Tim Biggane, Salcha Fire and Rescue and Area Resident/Salcha
 Todd Boyce, Area Resident
 Eileen Brado, Road Service Area Commissioner and Area Resident
 David Brandt, Former FNSB Planning Commission Member and Area Resident/North Pole
 Steve Crouch, North Star Volunteer Fire Department and Area Resident
 Julie Doll, Area Resident/Moose Creek
 Jackson Fox, Fairbanks Area Surface Transportation (FAST) Planning
 Paula Fry, Area Resident/Salcha
 Nancy Graff, Area Resident
 Heather Heineken, FNSB School District Representative
 Duane Hoskins, Eielson Air Force Base Planner
 Ben Hunt, Eielson Air Force Base Planner
 Merle Jantz, Road Service Area Commissioner and Area Resident
 Patrick Lovely, Local Business Owner and Area Resident
 Liz Lyke, FNSB Assembly Representative
 Kevin McCarthy, Area Resident/North Pole
 Ernie Misewicz, Salcha Fire and Rescue and Area Resident
 Brian Schlumbohm, Area Resident
 Larry Terch, Realtor and Area Resident
 Karen Tilton, Area Resident/Salcha
 FNSB Mayor Bryce Ward
 North Pole Mayor Michael Welch

North Pole City Council

FNSB Assembly

FNSB Planning Commission

FNSB Community Planning Department Staff

This plan was produced by Agnew::Beck Consulting with support from Kittelson and Associates and Northern Economics.



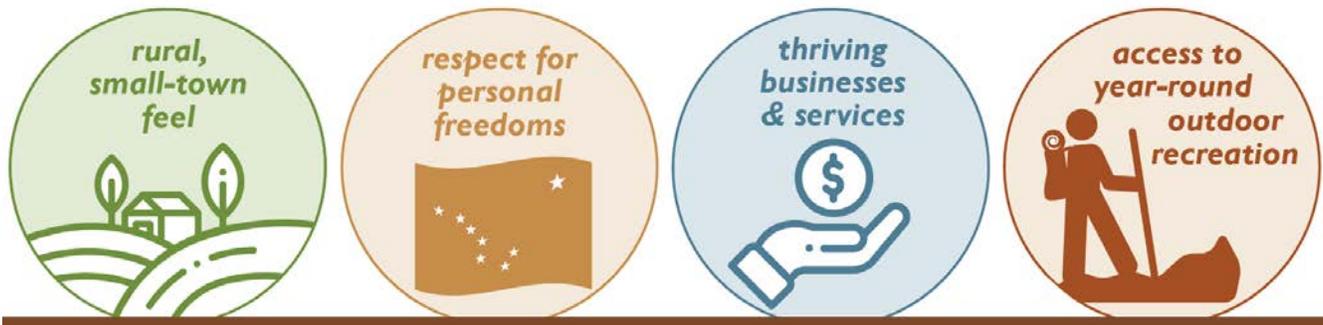
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I. Introduction

Our Vision

The Salcha-Badger Road area is comprised of communities in the Fairbanks North Star Borough renowned for their:



About the Plan

Purpose

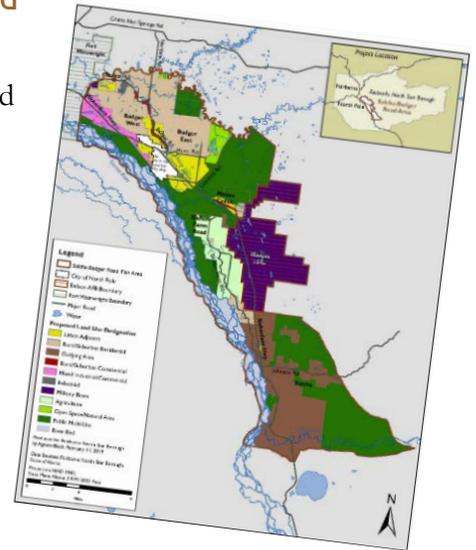
The Salcha-Badger Road Area Plan will serve as a community resource and guide for both short and long-term housing, transportation, utilities, recreation and commercial needs. The plan offers recommendations that protect what residents value most about the Salcha-Badger Road area while benefiting and enhancing the quality of life for current and future residents. The plan was developed in response to rapid growth in the project area and the anticipated arrival of two squadrons of F-35A fighter jets at Eielson Air Force Base, expected to bring approximately 3,300 new residents to the Fairbanks North Star Borough (FNSB); the plan is written to guide development during and following this growth. This area plan should be revised every 20 years and/or when the population changes by 20 percent or more. Core components of the plan include:

- A vision and goals for the Salcha-Badger Road area that identify what type of growth is supported by residents.
- A list of recommended policies and activities that will help implement the vision and goals for the Salcha-Badger Road area.
- A summary of key issues guiding the plan goals, strategies and actions for each of the three focus areas: land use, transportation and housing.
- A future land use map that shows what types of land uses will be prioritized in which areas of the Salcha-Badger Road area.
- A list of preliminary priority strategies for plan implementation (i.e., key actions that will lead to the successful implementation of plan goals and vision).

The appendix includes additional background information and context that tells the story of the Salcha-Badger Road area and how it is changing, along with expanded results from the community outreach effort and more details on plan policies.

How does this Area Plan relate to the 2005 FNSB Regional Comprehensive Plan and the Comprehensive Plan Land Use Map (adopted 1984, amended 1990)?

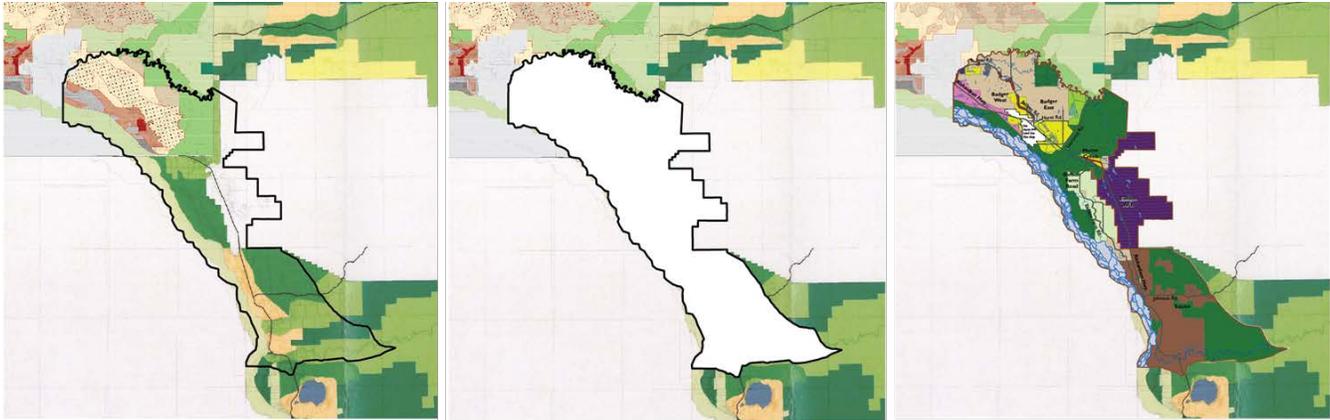
The 2005 FNSB Comprehensive Plan and accompanying 1984 future land use map provide broad direction and guidance for the entire borough. Recognizing the unique landscapes, community characteristics and needs of residents in different areas of the borough, FNSB is implementing an area versus boroughwide approach to comprehensive plan updates. The broad provisions of the Regional Comprehensive Plan still apply, but the Salcha-Badger Road Area Plan offers more specificity for this focus area.



Like the 2005 Plan, the centerpiece of the Salcha-Badger Road Area Plan is a future land use map (*see land use chapter for details*).

A future land use map DOES:	A future land use map DOES NOT:
<ul style="list-style-type: none"> • Anticipate development needs. • Identify development issues, opportunities constraints. • Identify suitable/unsuitable types of development. • Propose recommendations for how an area should develop. • Establish policies and standards to guide development. • Recommend improvements to zoning codes. 	<ul style="list-style-type: none"> • Act as a regulatory or zoning document. • Make changes to existing zoning codes. • Apply retroactively.

Once the Salcha-Badger Road Area Plan is approved, the area plan future land use map, and related land use categories and policies, will replace the Regional Comprehensive Plan Land Use Map (adopted 1984, amended 1990) for the project area (*see illustration that follows*) and supplement the 2005 Regional Comprehensive Plan. As indicated on the area plan future land use map, the City of North Pole Land Use Plan was updated and adopted in 2010. This Salcha-Badger Road Area Plan does not amend or modify the 2010 North Pole Lane Use Plan. The North Pole Land Use Map will remain in effect for the City of North Pole area.



1984 FNSB Comprehensive Plan:
Future Land Use Map
with Salcha-Badger area outlined

Salcha-Badger area replaced by...

Salcha-Badger Road Area Plan:
Future Land Use Map
excludes the City of North Pole

How does this Area Plan relate to Zoning?

Zoning is a regulatory framework or policy that describes how land can be used in the present; it provides some overarching restrictions to ensure land uses within a designated area do not conflict. Land use maps identify broad future intentions for an area. Zoning codes are a way to implement and enforce land use within a specified area. The future land use map in this area plan aligns with existing and/or desired future land use in the Salcha-Badger Road area. The plan and the associated future land use map will not immediately result in zoning changes. Rather, the proposed land use categories and recommended zoning improvements in this plan provide more categories and tools to guide growth and development in a way that aligns with the vision for the area, promotes planning best practices, and considers local context. If there are proposed rezones in the project area the future land use map will guide the zoning actions. Boundary lines in the future land use map are approximate and may out of necessity be changed. It is not the intent to divide lots or specific uses by these boundary lines.

Methodology

This plan was developed with robust input from residents, stakeholders and regional leaders and included the following activities:

See Appendix 2 for more details

- ❖ Working Group meetings
- ❖ Presentations and conversations with the FNSB Assembly, FNSB Planning Commission, Chena Riverfront Commission, North Pole City Council, Greater Fairbanks Chamber of Commerce, FNSB Housing Task Force, Fairbanks Metropolitan Area Transportation System Policy Board, FNSB Trails Advisory Commission, Historic Preservation Commission
- ❖ Open houses and community meetings in North Pole and Salcha
- ❖ Interactive mapping tool
- ❖ Interviews
- ❖ Community Perspective in the Fairbanks Daily News-Miner
- ❖ Data collection to learn about the area and how it is changing
- ❖ Booth at the Tanana Valley State Fair
- ❖ Community survey
- ❖ Review of community and regional plans
- ❖ Interactive web map for sharing the draft plan

How to Use This Plan

This plan serves as a basis and rationale for other community policies and actions, including: site-specific and neighborhood plans; specialized plans addressing transportation, economic development, housing and other topics; ordinances and other policies carrying out the goals of the area plan; projects carried out by FNSB staff; and a tool for communicating priorities and funding requests to state and federal government or other funders, such as the Capital Improvement Projects (CIP) list, neighborhood-initiated rezones or special legislative appropriations.

The goals of this plan give the FNSB and the community a broad vision and direction to work toward in the coming years. Preliminary priority strategies are identified, either as the most important issues for the FNSB, residents and partners to address, or areas where there can be immediate positive impact. A key element of this plan is the future land use map, which offers broad guidance on preferred future land use and growth and will inform future changes to zoning, subdivisions and other land uses, housing, transportation and recreation-related policy decisions.

There are three components to the Salcha-Badger Road Area Plan:



Executive Summary

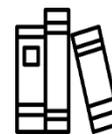
Offers a graphic, condensed summary of the plan, including goals and strategies for each of the three focus areas; also includes the future land use map.



Area Plan

(this document)

Includes additional information on the process, area, and key issues that were used to inform the goals and strategies.



Appendix

Includes extensive background information, context and discussion used to inform the future land use map and related plan goals and strategies, and details on plan policies and implementation.

Over 35 maps were produced through this process to help guide development of the future land use map and plan policies. These maps are in the appendices. All photos were all taken in the project area by the planning team within the past five years.

Most importantly, this plan should serve as a key tool for community leaders and residents in their short-term and long-term planning and decision-making. The Salcha-Badger Road Area Plan, in conjunction with more detailed plans and current information, should be the backdrop and foundational reference for all FNSB Planning Commission and Assembly meetings and rulings regarding the project area, and for FNSB departments in their daily operations. See below for a specific breakdown of how different stakeholders might use the plan.

How to use the Salcha-Badger Road Area Plan if you are a...



Project Area

The project area is within the Fairbanks North Star Borough and generally follows the Richardson Highway as it winds southeast of the City of Fairbanks. This plan identifies seven subareas within the project area, as seen in the map on the following page:

- Badger West
- Badger East
- City of North Pole (labeled as “North Pole” on most maps)
- Moose Creek
- Eielson Farm Road
- Eielson Air Force Base (AFB)
- Salcha

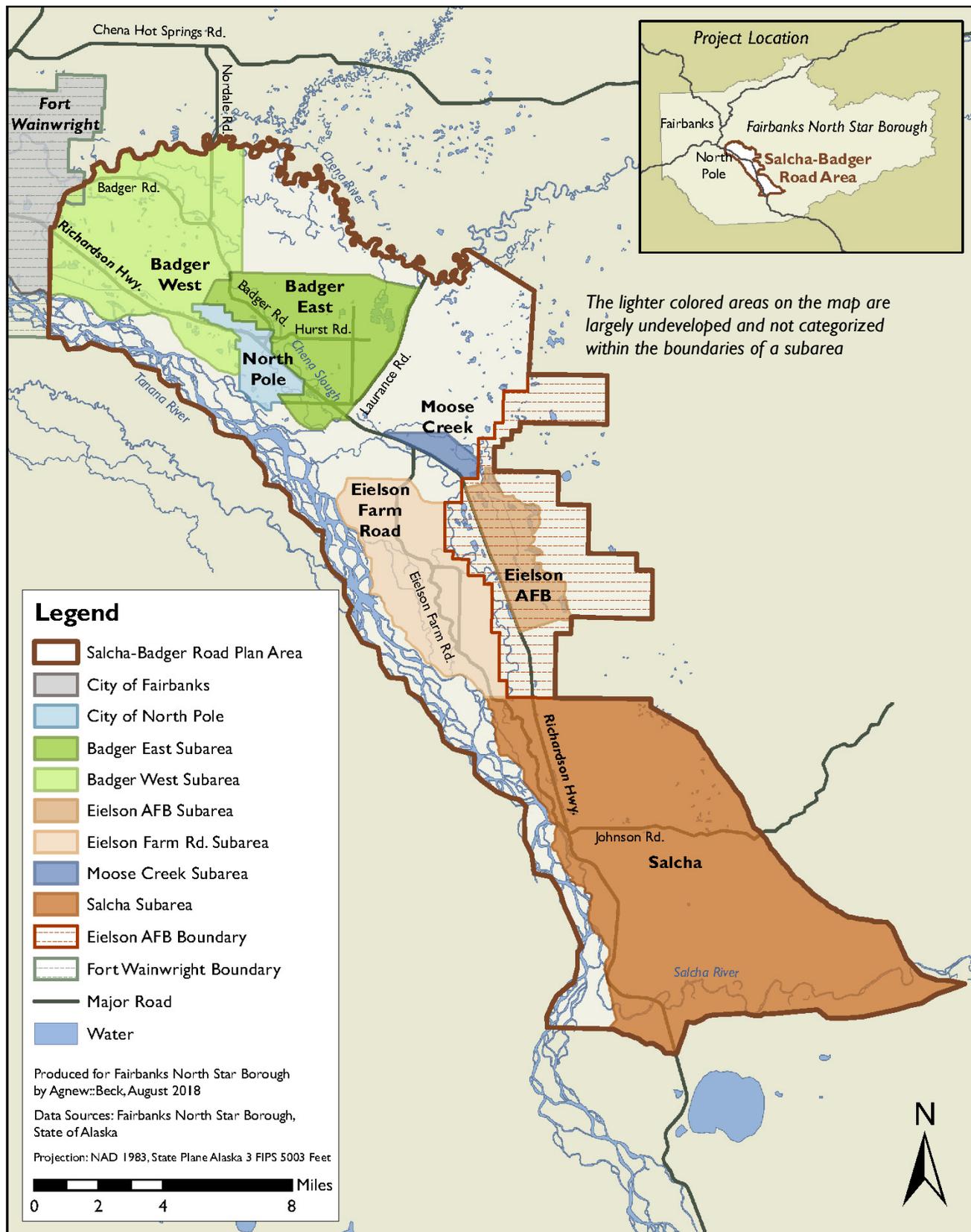
This plan was created in response to the recent population growth in the project area and the anticipated personnel increase at Eielson AFB. Project boundaries reflect areas of known and potential growth, but also consider a likely 20-minute commute window from Eielson AFB to communities within the project area, where most new Air Force personnel and their families are anticipated to live.

Throughout this document we have included quotes from a project survey of residents, conducted in summer 2018. For more detailed survey results, please see the appendices.

From the 2018 community survey

“Thank you for putting the plan together and trying to make this area better in the future for those military members who will come in behind me. I think Eielson and Alaska are a great place to be stationed, and a lot of that is due to efforts like this one.”

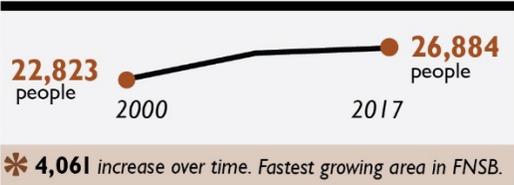
What are the project boundaries?



What does the Salcha-Badger Road area look like and how is it changing?

See Appendix 3 for more details

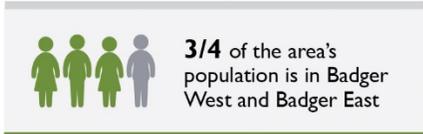
Population changes in project area



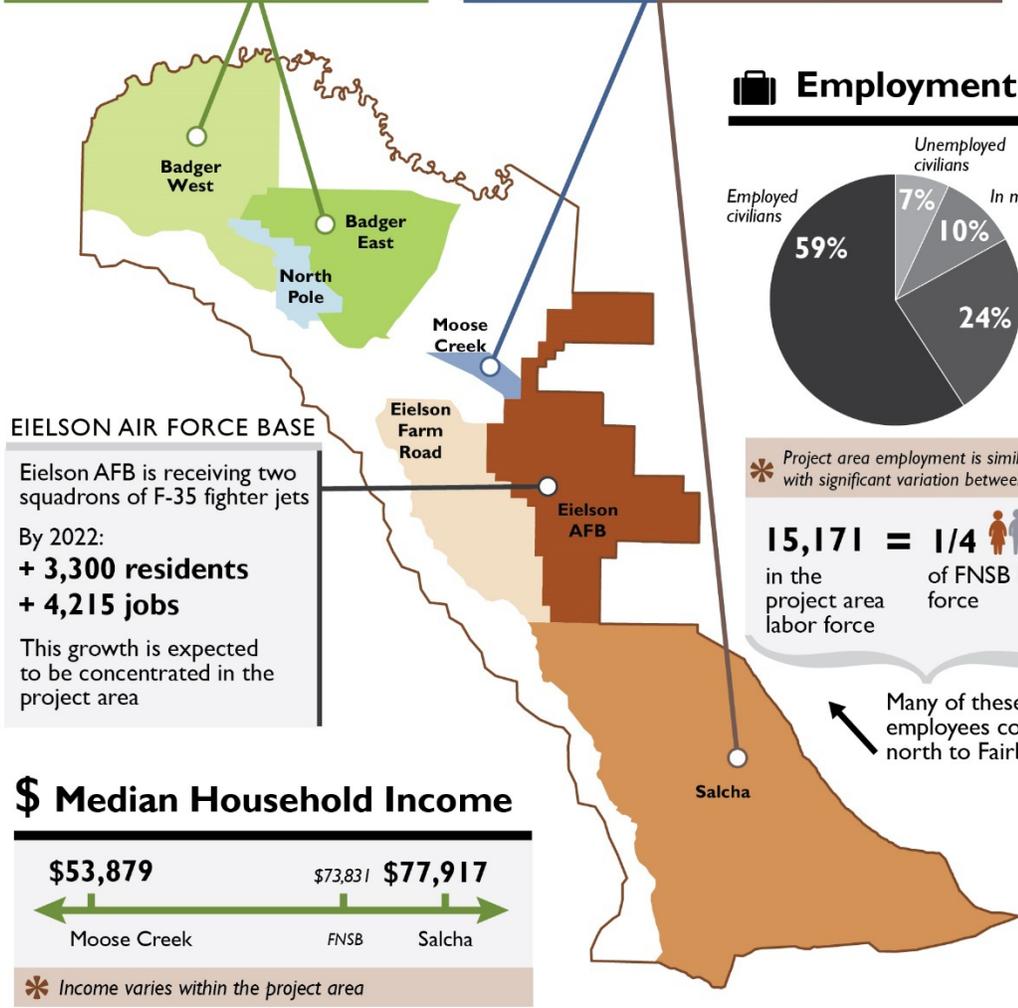
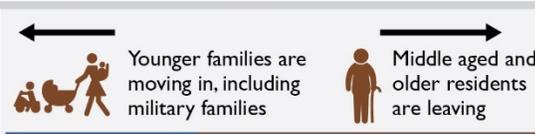
Veterans



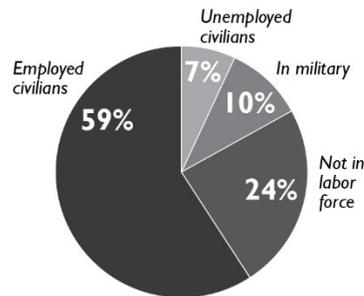
BADGER WEST & BADGER EAST



MOOSE CREEK & SALCHA



Employment



* Project area employment is similar to FNSB, with significant variation between subareas

15,171 = **1/4** of FNSB labor force in the project area labor force

Many of these employees commute north to Fairbanks

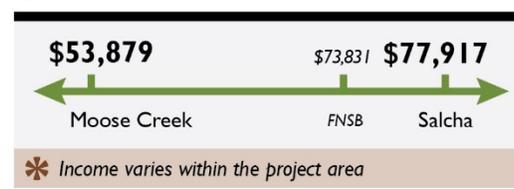
EIELSON AIR FORCE BASE

Eielson AFB is receiving two squadrons of F-35 fighter jets

By 2022:
+ 3,300 residents
+ 4,215 jobs

This growth is expected to be concentrated in the project area

\$ Median Household Income



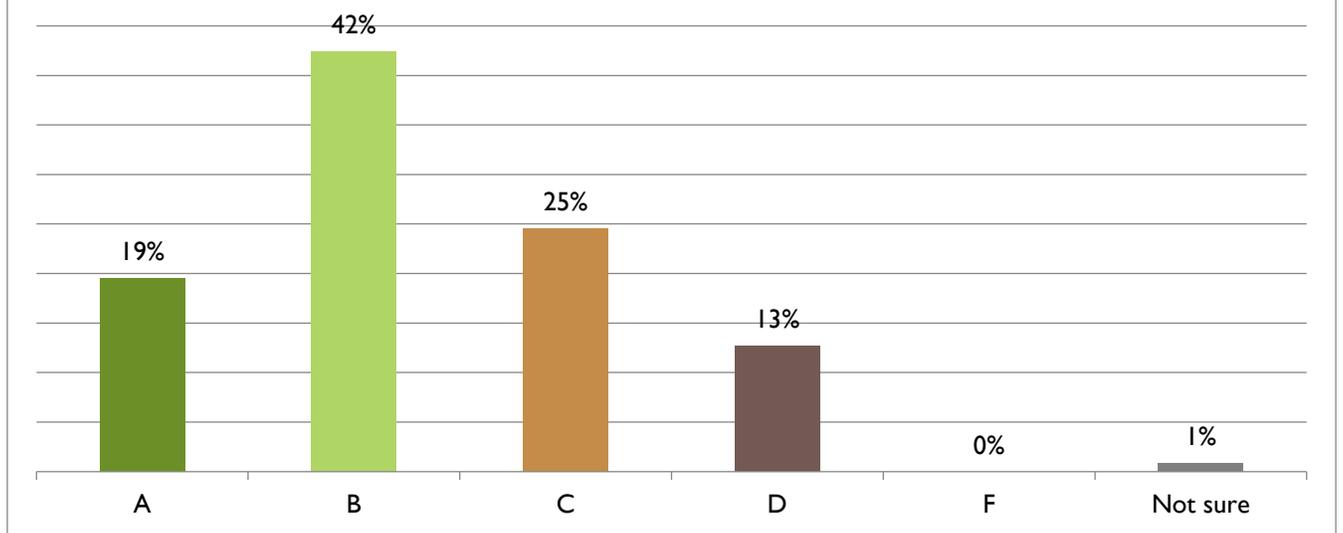
SOURCES: Population: 2000 estimate from the Decennial Census; 2017 estimate is the American Community Survey Five-Year Average, 2013-2017; subarea summaries are from the American Community Survey Five-Year Averages, 2012-2016 | **Median Household Income:** American Community Survey Five-Year Averages, 2012-2016 | **Employment:** American Community Survey Five-Year Averages, 2012-2016 | **Eielson AFB:** EAFB Regional Growth Plan | **Veterans:** American Community Survey Five-Year Averages, 2012-2016

What did we hear from residents?

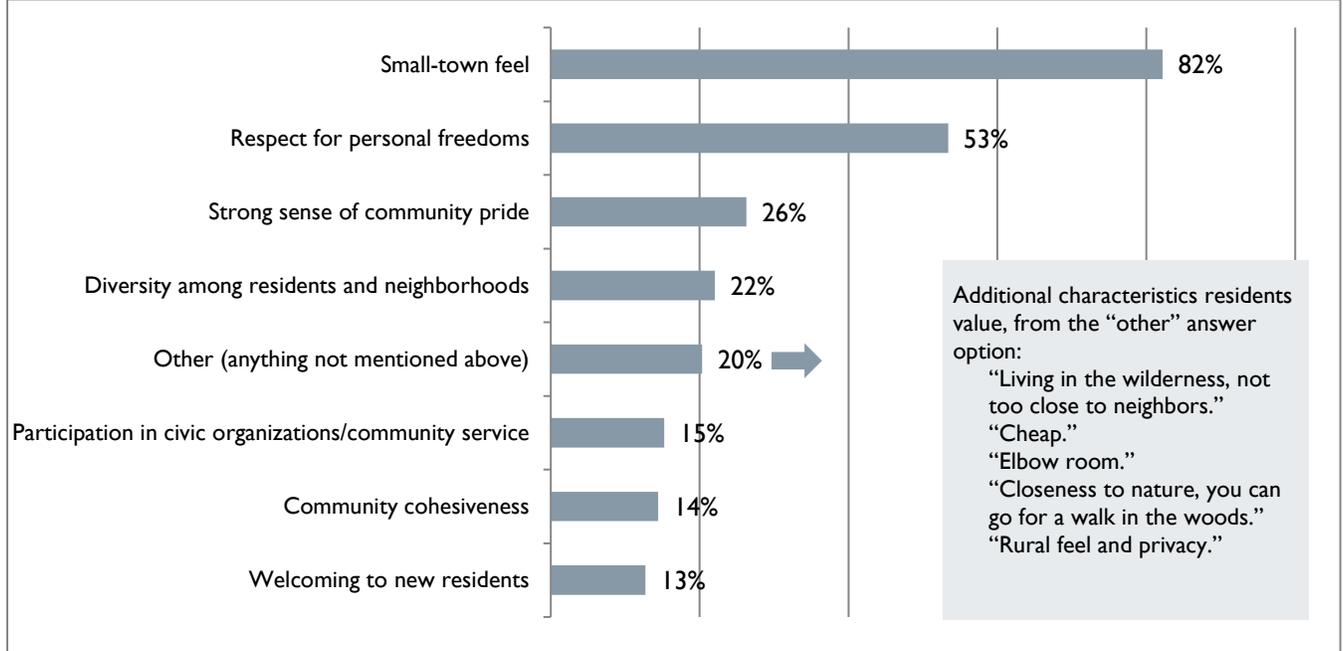
See Appendices 5 + 10 for more details

Community Results from Project Survey, Open April – September 2018

“How would you rate your overall quality of life in the Salcha-Badger Road area?”
(118 responses)



“Select the three current characteristics you most value about the Salcha-Badger Road area (community characteristics)” (118 responses)



NOTE: This chart totals to more than 100 percent because survey respondents could select up to three answers.



Results from Community Open Houses and State Fair Outreach

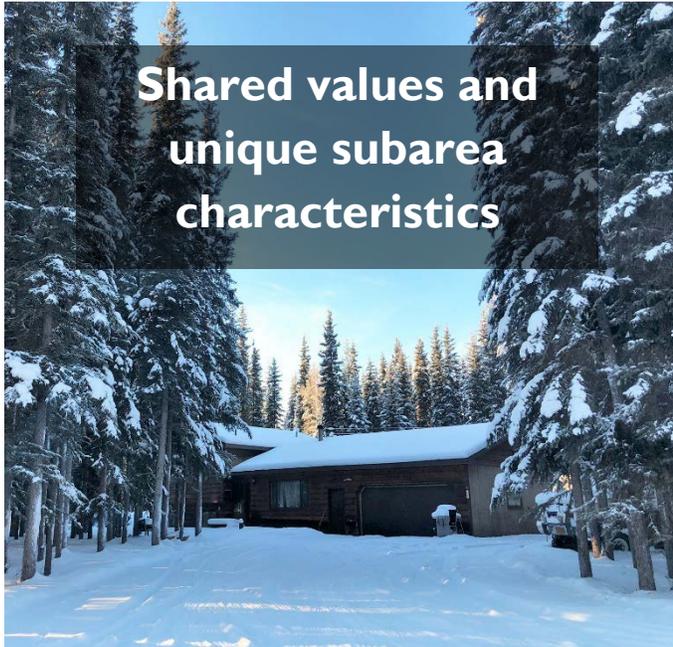
Top Responses to, “What do you like most about the area?”		
Salcha Open House (June 2018)	North Pole Open House (July 2018)	Tanana Valley State Fair (August 2018)
<ul style="list-style-type: none"> • Keep Salcha the same! Don’t want it to change • Rural • Family-oriented, awesome school 	<ul style="list-style-type: none"> • Trails • Privacy, low population • Open space and large lots • Good police and fire protection • Lots of churches to help people 	<ul style="list-style-type: none"> • Small town feel; everyone knows each other • Not overpopulated • Frequent wildlife encounters • Solitude • Open spaces

Top Responses to, “What would you like to change?”		
Salcha Open House (June 2018)	North Pole Open House (July 2018)	Tanana Valley State Fair (August 2018)
<ul style="list-style-type: none"> • Improved cell and internet coverage • Bike path along the Richardson Highway • Turning and passing lanes on the Richardson Highway • Speed limit enforcement on the Richardson Highway • Better road maintenance 	<ul style="list-style-type: none"> • Air quality • Road safety: signage, maintenance, lighting • Junkyard enforcement • Lower energy costs • Access to quality and affordable housing 	<ul style="list-style-type: none"> • Need good public drinking water • Roads are too narrow and need wider shoulders for bikes • Need decent phone and internet service • Junkyards • Need more grocery stores • Need more space for kids to play

2. Land Use and Infrastructure

Key Issues Guiding the Area Plan

See Appendix 6 for more details



- Residents have a strong core of shared views about what makes the Salcha-Badger Road area a special place. These qualities include rural, low density neighborhoods; a caring, friendly community; ready access to the outdoors; and a sense of freedom and independence.
- While there is a core of shared values in the project area, there are notable differences in viewpoints between subareas. For example, most Salcha residents want little to no growth. And while people continue to value private property rights, there is a growing interest in active planning to reach community goals. One example is the desire to better protect property values and the character of residential neighborhoods by limiting potentially incompatible uses like junkyards, shooting ranges, marijuana operations and heavy industrial activities.



- Much of the Salcha-Badger Road area has significant constraints to development, including extensive wetlands and floodplains.¹ These physical constraints, along with large tracts of public land and barriers like the Tanana River, mean that most future growth will concentrate in existing neighborhoods and existing communities, rather than extending out into new, undeveloped lands.

¹ See Appendix 6, “Physical Characteristics and Implications for Development” subsection, for maps and additional information.



Preparing for change

- Residents recognize the Salcha-Badger Road area will continue to change, and changes will accelerate with the coming of the F-35s at Eielson Air Force Base (AFB).
- Existing FNSB land use, infrastructure and fiscal policies are not adequate to sustain and improve what residents most value about the project area while supporting anticipated growth. In the face of growth, active planning is essential. Improved policies are needed to guide growth while respecting land use freedoms. Examples of limitations of existing FNSB land use and infrastructure policies are summarized below.
 - The existing future land use map in the FNSB Comprehensive Plan was developed in 2005, at a much broader scale, and gives residents and land owners limited ability to affect directions of future growth. The existing future land use map is also regional in scale and therefore does not address the specific characteristics and needs of the project area.
 - Most of the project area is zoned as General Use (GU), which means there are virtually no controls on future land uses in most of the Salcha-Badger Road area.
 - The current FNSB subdivision policy and road service area model is limited in scope, which often leads to unsafe, poorly-maintained access for vehicles and pedestrians.
 - A limited supply of land is served by public water, wastewater, and other public infrastructure, which reduces opportunities for the construction of new, affordable housing.

Goals *Where and what type of growth is desired/supported by residents and other stakeholders?*

These goals guide land use and infrastructure in response to change and growth, including the anticipated increase of 3,300 additional residents in FNSB by 2022 due to the F-35 beddown.² The goals also broadly identify the need to maintain and improve characteristics residents and visitors value most about the project area. Specific land use and infrastructure goals include:

- A. Maintain a balance between the area’s predominantly small town and rural character with ready access to open space as well as vital community commercial areas in population centers like the City of North Pole.
- B. Protect private property rights and provide for freedom to enjoy private and public properties without creating land use conflicts.
- C. Guide land use in predominantly residential areas to maintain neighborhood character, including buffering residential uses from more intensive commercial and industrial uses.
- D. Encourage availability of quality housing in a range of densities, prices and settings.
- E. Provide for shopping and other commercial and industrial activities to meet local needs for goods and services and create local jobs and business opportunities.
- F. Expand water, sewer, gas and other infrastructure, where appropriate.
- G. Provide for continuing access to open space, trails and outdoor recreation.
- H. Protect the natural environment and recognize existing floodplain and groundwater hazards.
- I. Support the responsible development of resources, including agriculture, tourism, timber and mining, to create a stronger, more diverse local economy.
- J. Retain and improve outdoor recreation opportunities.



² To learn more about the F-35 beddown at Eielson Air Force Base, see Appendix 4, “Summary o F-35 Beddown Projections and Impact on the Project Area.”

Strategies *What policies or other types of strategies or tools will assist residents, the FNSB, and other partners with achieving their vision and goals for the Salcha-Badger Road area?*

These strategies offer recommendations to help achieve the vision and goals for the project area. Most strategies support multiple land use and infrastructure goals.

Given the complexity of this chapter, the strategies are organized into four categories: Tools and Capacity, Environment, Infrastructure and Resource Development.

Tools and Capacity

1. **Guide location and intensity of land use through implementation of the Salcha-Badger future land use map.** ³ **(Priority Strategy #1)** *See Appendix 6 for addition context, justification and recommendations for implementation.*

The Salcha-Badger future land use map provides a tool for residents, land owners and elected officials to plan for growth and change, while preserving what residents value most about the Salcha-Badger Road area.

The future land use map does not change codes or zoning; rather it offers broad guidance for residents, policymakers and land use managers as they make future policy and development decisions.

Major objectives achieved by this map include:

- Replaces the older, overly generalized map in the existing FNSB Comprehensive Plan.
- Guides future change to reflect the differing goals of different parts of the Salcha-Badger Road area.
- Incorporates the land use designations within the City of North Pole, as set out in the 2010 North Pole Land Use Plan.

The future land use map categories are defined in the table following the map.

How the Salcha-Badger Road Area Plan Guides Land Use Policy

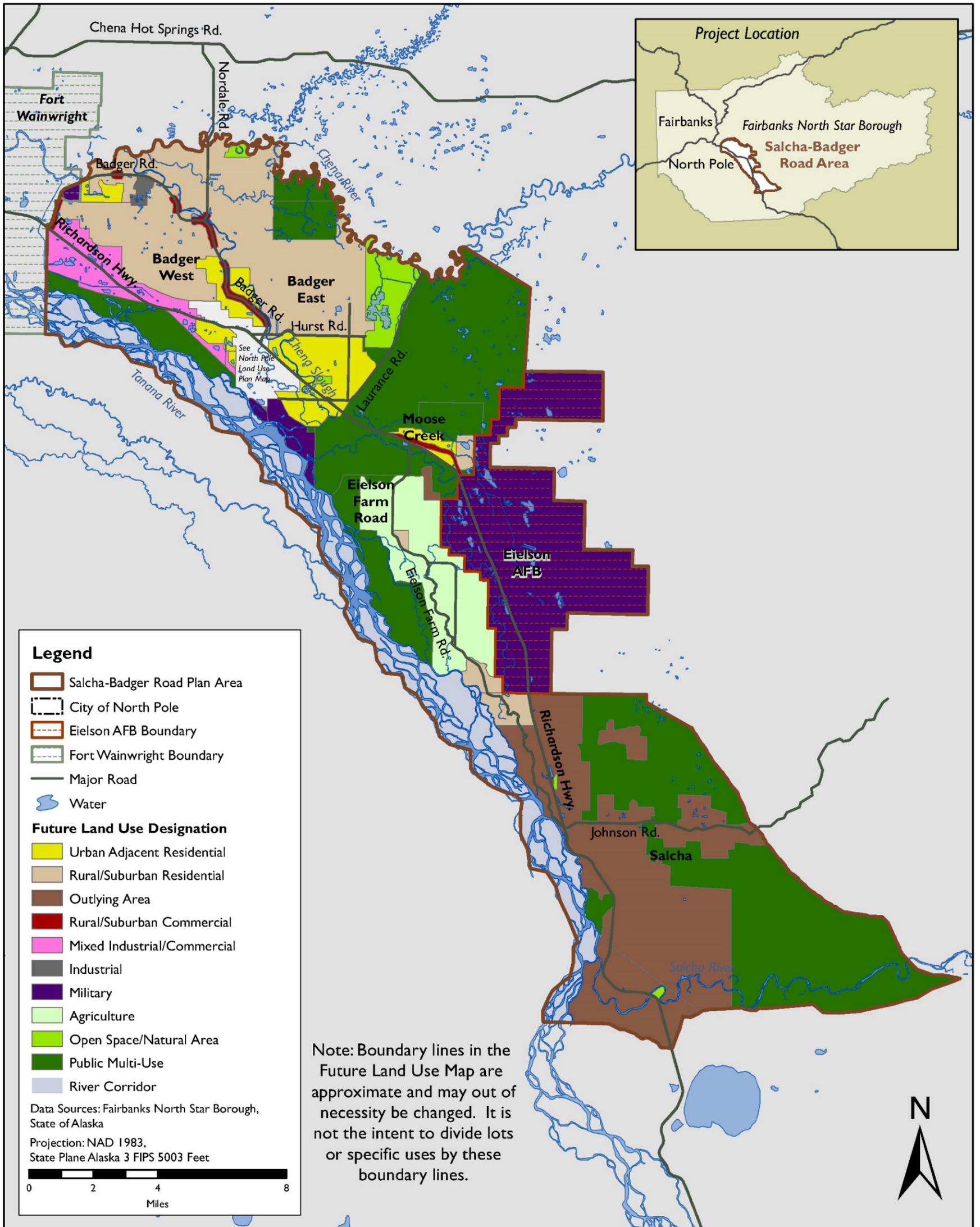
This plan sets general directions for future land use policy and will guide implementation actions that will follow the adoption of this plan.

For example, the plan identifies needed improvements to current zoning policy, such as identifying the need for a new zoning district that provides much of the flexibility in the existing General Use zone while also setting policies that can better maintain residential neighborhoods and property values by reducing incompatible uses.

While the plan sets the general direction that will be used to modify existing zoning and subdivision policies, the plan does not make changes to these codes or set specific locations where they are applied. Those steps require a separate, subsequent process, including public review and Planning Commission and Assembly action. These changes typically occur slowly over time; it can take years or decades to fully implement a plan.

³ This land use map will replace the existing FNSB comprehensive plan map for the project area.

Salcha-Badger Road Area Future Land Use Map



A more detailed scale of the future land use map will be available at the FNSB Community Planning Department and posted online.

Future Land Use Map Categories

Area Plan Land Use Category	Intended Land Uses including Objectives for Utilities ⁴	Application Area
City of North Pole	Covered under a separate map, using land use categories approved as part of the North Pole Land Use Plan. Available here: http://fnsb.us/cp/Documents/NPLandUsePlan.pdf	Boundaries of the incorporated City of North Pole
Urban Adjacent Residential	Residential uses and other uses that will not disrupt neighborhood characteristics. Water and/or sewer and natural gas are available now or recommended in the future. Lots may be less than one acre with infrastructure improvements and as allowed by current zoning.	Primarily areas adjoining the City of North Pole
Rural/Suburban Residential	Residential and other uses that will not disrupt neighborhood characteristics. Assumes on-site water and septic systems. Lots greater than one acre, as zoning allows.	Majority of Badger East and Badger West subareas
Outlying Area	Rural areas. Land use conflicts are less likely due to remoteness. Few restrictions on use; certain high impact uses require additional conditional use review and/or larger minimum lot sizes.	Majority of Salcha subarea
Mixed Industrial/Commercial	Area to provide a variety of business, commercial and industrial uses including office, general business, retail, industrial and limited residential uses. New development may need buffering to minimize adverse impacts on surrounding land uses.	New and Old Richardson Highway corridors, including embedded residential areas
Industrial	Large blocks of land devoted to heavy industrial uses.	Flint Hills Refinery (closed); large scale gravel operations
Rural/Suburban Commercial	Concentrated activity that serves nearby residents, such as: small businesses and civic uses like community centers, churches, police and fire stations. Extends one or two parcels from the roadway to include lots visible from the road.	Locations along Badger Road and the Old Richardson Highway in Moose Creek
Agriculture	Current farmlands and neighboring large parcels with potential for future agriculture. Private land in this area is restricted by deed to agricultural use only. Includes limited residential uses.	Eielson Farm Road subarea
River Corridor	Key rivers, wetlands, and riverfront areas. Includes suggested setbacks to protect riparian habitat (actual regulations will vary by location).	Includes Chena River and Slough, Salcha River, Tanana River (at this scale, this category is not visible on the map)

⁴ See the appendices for figures showing areas with significant physical constraint, that may affect ability of specific parcels to be developed for intended uses

Large Blocks of Public Lands

Military	Federal lands dedicated for military bases and military reserves.	Eielson AFB, Fort Wainwright, Tanana Flats
Open Space/ Natural Area	Open space is an undeveloped area in a natural state, golf course, park, or cemetery, along a road that provides some visual relief from urbanization and public recreation. Open space may or may not be improved, but it does serve to interrupt more intense land uses. Natural area is an area left in natural state deemed not suitable for development. Natural areas may be minimally improved, i.e., to provide access to or through them, or to accommodate a trail, but basically they are left to their natural state. Includes public lands (federal, state and municipal) used for parks and dispersed recreational activities or identified as important habitat such as ponds, lakes and riparian corridors.	Important open space areas including wetlands, flood and/or dispersed recreation areas
Public Multi-use	Primarily state and federal land with multiple uses, to remain in public ownership; including flood protection, habitat value, recreation outside of developed recreation areas, and timber.	Largely for state, federal lands, including the Tanana River flood plain and associated levee system

From the 2018 community survey

“We need to recategorize from General Use to rural residential to avoid some of the not so nice elements that pop up in these residential neighborhoods. If we continue down our current path I foresee more shooting ranges, marijuana grow operations, dog kennels, commercial businesses side by side next to residential homes. It won't get better on its own!”

2. Establish policies that encourage infill and appropriate increases in densities in existing low-density residential areas where lots are currently one acre or larger. (Priority Strategy #2)

- a. Encourage infill and appropriate increases in housing densities in areas designated Urban Adjacent Residential on the future land use map. These areas are locations with best proximity to public and commercial services, and best prospects for expansion of public utilities: water, natural gas and perhaps sewer.
- b. Encourage expansion of public utilities: water, natural gas and perhaps sewer in the Urban Adjacent designated area.
- c. Amend zoning standards to allow smaller lot sizes where utilities such as water and sewer are available and structures will be connected to the utilities.
- d. Simplify the FNSB code to allow “guest houses”/accessory dwelling units without a conditional use permit review, where appropriate.

- e. Maintain minimum lot sizes and other standards to preserve the sense of the natural setting and other qualities that existing residents enjoy.

3. Expand the land use policy tools available to the FNSB to better meet community goals. (Priority Strategy #3)

- a. Add specificity to the FNSB’s conditional use procedures and associated decision criteria that better represent community impacts and concerns.
- b. Develop an improved Planned Unit Development and/or “Cluster Development” code to provide more flexibility for subdivisions to respond to unique physical or market opportunities and constraints.⁵
- c. Develop specific, limited policies to manage junk cars and other debris that can accumulate on residential and other properties and in public right-of-ways.
- d. Prior to larger residential land sales by the State of Alaska, the Mental Health Land Trust, the Fairbanks North Star Borough, University of Alaska, Cook Inlet Region Incorporated or other private landowners, and concurrent or prior to subdividing, consider appropriate zoning with community input.
- e. Explore the possibility of a new zone between the existing General Use (GU-1) and Rural Residential (RR) zones that provides minimal use restrictions while still protecting low-density, rural residential character.

See land use strategy #5 for a related strategy addressing site planning for undeveloped land.

4. Increase public understanding and compliance of zoning policy and simplify the process for complying with the zoning code.

- a. Encourage more self-regulation and compliance through public programs that explain the rationale and application of rules affecting land use.
- b. Create partnerships with other permitting agencies to increase compliance with zoning and floodplain requirements.
- c. Introduce an administrative process and related standards for approval of noncontroversial uses currently categorized conditional uses that require special permitting.
- d. Improve and simplify ongoing application of the zoning code. For example, expand “by right” uses where these activities have minimal off-site impacts, and set clearer standards such as minimal lot sizes and buffering requirements to better address priority issues like screening or removal of junk and debris.

See the housing chapter for a related strategy addressing junkyards and abandoned properties.

⁵ A Planned Unit Development is a type of building development where related structures are grouped together into one development with compatible land uses, such as single-family homes grouped around shared park space.

5. Improve opportunities for shopping, dining and other commercial services by supporting growth and enhancing the appeal of commercial districts.

- a. Encourage growth and concentration of use, including smaller lot sizes, in existing community centers, areas categorized Rural/Suburban Commercial and other more densely populated areas (e.g., Urban Adjacent Residential categorized areas).
- b. Continue to plan and implement actions that contribute to a more attractive and walkable City of North Pole town center, with a concentration of places to shop, work, live and recreate.

From the 2018 community survey

“North Pole area should have big box stores and restaurants found in the bigger cities.”

“We need more retail and shopping on Badger Road.”

“Moose Creek needs retail, more shopping and brewpubs.”

6. Conduct site-specific planning for large blocks of undeveloped lands designated Rural/Suburban Residential.

- a. Develop and implement criteria and a process for selecting candidate areas for site plan development, such as:
 - Lands with a single landowner or small number of land owners.
 - Lands where mixed uses such as residential, recreation and habitat protection are compatible. An example and potential candidate for site planning is the area to the north of Repp Road and east of Brock Road (sections 16, 21, 28, 27, 26).
 - A process that includes detailed background research and data collection on area site characteristics such as physical capability for development, existing and potential infrastructure, market demands, and historical, current and potential uses.
 - A process with robust public engagement.
 - A final site plan that defines allowable uses and sets development standards.

7. Expand the capacity of the FNSB and the Community Planning Department to carry out and enforce existing and new land use policy.

- a. Prioritize code enforcement and planning in the project area, for example, through adding staff and providing more regular opportunities for in-field activities.

Infrastructure

8. Develop more effective approaches for expanding public water, natural gas and other public infrastructure. (Priority Strategy #4)

- a. Conduct public outreach to neighborhoods within the Urban Adjacent Residential areas to explore rezoning or other changes to land-use standards that will allow for increased residential densities and mixed-use projects as infrastructure is expanded and improved.
- b. Explore and apply utility expansion cost reduction and financing strategies, including best practice pricing models.

- c. Research with partnerships new utility funding options such as tax increment financing or bonding to finance expansion of utility infrastructure.
- d. Work with the City of North Pole, Fairbanks Sewer and Water and its subsidiary Golden Heart Utilities, and Valley Water to expand water and sewer service into locations that adjoin currently served areas.
- e. Reduce cost of connections between public utilities and private uses, for example, by offering low interest loans, or through connecting multiple households in a neighborhood at the same time.
- f. Per the 2010 North Pole Land Use Plan, provide property-owner initiated annexations opportunities for areas surrounding existing incorporated City of North Pole boundaries.
- g. Expand public understanding of the benefits and costs of utility improvements and work to build community support.

9. Expand quality of service and access to internet and cell service in outlying portions of the project area.

- a. Collaborate with private cell service providers to improve cell phone reception in areas where service is limited.

10. Identify and protect historic and cultural resources in the Salcha-Badger Road area.

- a. Implement recommendations supported by the FNSB Historic Preservation Commission and outlined in the 2018 Salcha and North Pole Historic Buildings Inventory and the Historic Preservation Plan.

Environment

11. Improve natural resource maps and data for the Salcha-Badger Road area to better inform land use decisions.

- a. Update the existing FNSB natural environment/habitat model, or Land Suitability Analysis, developed as part of the FNSB Land Capability project.
- b. Consider the potential impacts of climate change, permafrost thawing, flooding and wildfires in land use planning.
- c. Continue to work with FEMA to correct and produce accurate floodplain maps.
- d. Continue to update and implement hazard mitigation and emergency management plans.

12. Develop and apply policies to protect rivers and riverside vegetation that serve as habitat to priority species, especially salmon, and as important natural areas to residents and visitors.

Implement actions identified in the FNSB Chena Riverfront Plan and the Watershed Resource Action Plan (WRAP) map, updated in 2016 by the Tanana Valley Watershed Association (TVWA), including the following:

- a. Apply development setbacks and voluntary riverbank management guidelines to reduce erosion, sustain salmon and habitat, and maintain river edge riparian environments.

- b. Minimize upland pollutants that can wash into rivers by encouraging green infrastructure practices in control of urban runoff.
- c. Upgrade culverts and address other potential blockage points in small streams feeding into the river.
- d. Protect high value wetlands that serve as stormwater retention and natural water purification areas and research mitigation banking strategies as a potential option.
- e. Provide reasonable public access at periodic points along the Chena River and other rivers with important recreation values.
- f. Use FNSB zoning code overlays to formalize the actions summarized above, for example, establishing requirements for specific river and stream setbacks and retention of riparian vegetation, and/or use of conditional use permits to ensure proposed river corridor uses do not have significant impacts on watershed quality.
- g. Look at incorporating the open space buffer (OSB) zone and waterways setback (WS) overlay adjacent to the Chena River and the Salcha River.

13. Work with state and local partners to increase oversight and performance of septic systems.

- a. Establish minimum setbacks for leach fields.
- b. Work with State of Alaska Department of Environmental Conservation (DEC) to identify measures that support proper installation and appropriate use of septic systems, including parcel sizes, ground water monitoring and public education regarding the regular maintenance needed to ensure successful operation.

14. Work at the state and local level to address air quality issues by promoting efficient development. (Priority Strategy #5)

- a. Develop and encourage use of voluntary energy efficient building standards.
- b. Where appropriate, continue to work to bring natural gas to the project area.
- c. Support the work now in progress by community partners to establish improved standards for energy efficient buildings.⁶
- d. Continue pursuing funding opportunities to support the wood stove change out program.

See also strategy #2 for recommendations on creating more concentrated, efficient development, which generally improves air quality due to reductions in vehicle travel, increased effectiveness of transit systems, and the creation of more attached homes with reduced heating requirements and emissions.

⁶ As a part of EAFB Regional Growth Plan implementation, housing stakeholders and partners created the FNSB Community Housing Task Force. The Housing Task Force includes community leaders, developers, policymakers, investors and planners who will identify housing challenges and opportunities in the FNSB, define “quality housing,” and develop ways to improve and create quality housing for FNSB residents.

15. Address land use issues associated with military activity on and near Eielson AFB, including anticipated noise increases associated with F-35s, to prevent future land use conflicts and protect the military's mission.

- a. Use noise impact information developed as part of the F-35 environmental process as a key factor in the future land use map designations, particularly in Moose Creek.
- b. Work with the Air Force and the Alaska Department of Transportation and Public Facilities to provide for safe vehicular access on and off the base and along the Richardson Highway (*see transportation chapter for details*).
- c. Amend the advisory Military Noise Overlay as needed to reflect current military operations.
- d. Educate the public about sound attenuation best practices within the Military Noise Overlay.
- e. Discourage high-density residential and other incompatible development in the military's Accident Potential Zone.
- f. Consider potential conflicts with military missions when reviewing tall structures.

16. Continue to address water quality issues in the project area, including mitigating the impacts of groundwater contamination.

- a. Connect properties impacted by groundwater contamination to municipal water supplies as funding becomes available.
- b. Continue to offer education during the building permitting process about construction and excavation in areas with water quality contamination concerns.
- c. Study, monitor and mitigate the impact of toxic compounds in and in close proximity to local groundwater.

Resource Development

17. Continue development of the region's forest industry to create jobs in the FNSB and provide wood products for area residents.

- a. Use the future land use map Mixed Industrial/ Commercial designation as the preferred location for current and possible future timber-related industrial uses.
- b. Work cooperatively with the State Division of Forestry to identify areas and provide access to firewood, particularly access to the dry wood that minimizes air quality issues.
- c. Develop lands near urban areas for wood pellet production.

18. Support growth of local agricultural production.

- a. Implement zoning changes to ensure agricultural areas, particularly in the Eielson Farm Road subarea, continue to be used for agriculture.
- b. Ensure that small, low impact agricultural uses are allowed in most areas and zoning districts.
- c. Work with the Fairbanks Economic Development Corporation, 4H, Cooperative Extension, Fairbanks and the Salcha Delta Soil and Water Conservation Districts and related groups to help coordinate marketing, education and other activities that support local agriculture.

- d. Support industries that directly connect agriculture to the community (e.g., garden/farm with restaurant, farmers markets providing outlets for locally grown agriculture products, farm tours and related agricultural tourism activities).

19. Convene local economic development partners to identify actions that will increase time and money spent by visitors traveling in and through the region, including the Salcha-Badger Road area.

- a. Working from a regional perspective, develop recreation and tourism strategies for the project area in cooperation with Explore Fairbanks and other partners.
- b. Expand and better publicize the area's outdoor recreational opportunities.
- c. Focus on recreation improvements that benefit both residents and visitors, including maintaining and improving trails.
- d. Continue to work to make downtown North Pole a more attractive, walkable mixed-use area. For specific recommendations, see the land use and transportation recommendations in the North Pole Comprehensive Strategic Plan.
- e. Investigate options to improve the visual quality of the project area's major roads, for example, using vegetation buffers along the Richardson Highway to create a more attractive, inviting image for the Salcha-Badger Road area.
- f. Promote and encourage winter tourism where appropriate.
- g. Ensure low impact tourism type uses are allowed in most zones. These uses in sensitive areas, such as residential neighborhoods, should have minimal impacts including but not limited to noise, visual impacts, traffic impacts, and reasonable hours of operation.

3. Transportation

Key Issues Guiding the Area Plan

See Appendix 7 for more details

Roadway



- Rural, low density living, and independent lifestyles are highly valued. To this end, residents are generally more reliant on automobiles for transportation to access services including, but not limited to, employment, healthcare, and educational opportunities.
- The Richardson Highway is the backbone of the Salcha-Badger Road area. It serves as a primary route between the subareas and is a critical freight route; connecting the City of Fairbanks and Valdez. Safe and efficient travel is a priority along this corridor.
- There is a strong desire to have a pedestrian/bicycle separated facility along the highway from Salcha to the City of North Pole.
- Recent traffic modeling completed as part of the Fairbanks Metropolitan Area Transportation System (aka FAST Planning) 2045 Metropolitan Transportation Plan (MTP) update indicates the regional transportation system has the capacity to meet projected growth in the project area, assuming identified transportation projects in the plan are implemented. However, there are some locations that will likely need improvement to serve local needs, particularly in the Badger East and Badger West subareas.
- Fairbanks North Star Borough (FNSB) does not have area-wide road powers; therefore, FNSB management of road construction, road maintenance, and road lighting on most subdivision roads are through a road service area (RSA). An RSA is a taxing jurisdiction established at the request of the voters within a geographical area to contract for these services within their specific area. As a result, only state-owned roads and roads within road service areas, the City of North



Pole and Eielson Air Force Base are maintained. Roads within FNSB boundaries that are outside of RSAs are referred to as “orphan roads;” there are approximately 157 miles of orphan roads in the project area. These jurisdictional gaps in who provides road maintenance are a barrier to travel, especially in the winter.

- Poorly maintained roads create a challenge for emergency responders who sometimes struggle to respond to calls in a timely manner due to poor access in and out of residential properties.
- Roadways in the area are built to inconsistent standards and have different levels of maintenance. The FNSB’s ability to efficiently improve, construct, and maintain the transportation system will require improved policies and standards to guide planning, design and maintenance of the road network.
- Transportation facilities are permitted and managed by the FNSB, Alaska Department of Transportation and Public Facilities (DOT&PF), or the City of North Pole. DOT&PF applies six classifications to roadways in rural Alaska: Interstate, Other Principal Arterial, Minor Arterial, Major Collector, Minor Collector, and Local Roads. The FNSB uses the Comprehensive Road Plan (CRP) to assign road classifications to new roads and plan for future road corridors. Since the CRP was adopted, the FNSB has grown, and best practices for roadway classification, dedication and design have evolved. For example, the standards do not adequately address bicycle and pedestrian facilities.

Non-Motorized Facilities



- An ideal non-motorized network typically resembles a grid pattern, with high connectivity and short travel distances, safely connecting people with services such as hospitals, schools, libraries, shopping, and recreational opportunities. Significant challenges to achieving this in the project area result from low housing and employment densities, as well as the long travel distances between destinations. Addressing deficiencies in the pedestrian and bicycle network will make walking, bicycling and access to transit more desirable for commuting and recreation.

Transit

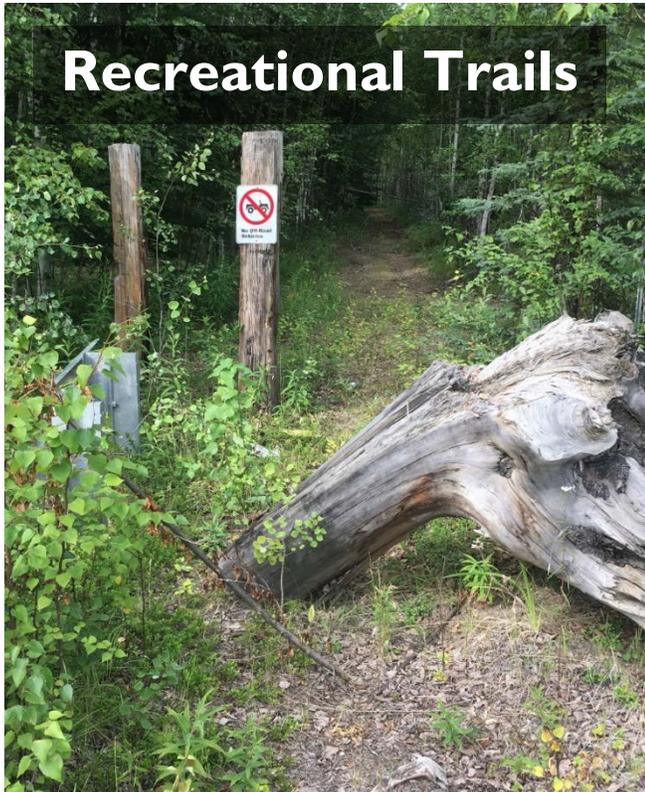


- Efficient transit service can be challenging to provide due to low residential and employment densities and the large geography of the area, with small populations spread across large travel distances.
- Future services to Eielson Air Force Base (EAFB) and Salcha are identified as potential needs.

Freight + Rail



- Alaska Railroad Corporation (ARRC) facilities connect the region to Anchorage and Seward, providing vital transportation services for commercial freight and tourism. The railroad passes through the middle of the City of Fairbanks, through the center of the City of North Pole and terminates at Eielson AFB. This route is a potential concern if rail traffic increases significantly due to the frequent at-grade crossings.
- Multiple local and state plans identify the need to reduce the number of crossings to improve public safety, reduce transportation conflicts for all modes, extend and realign around urban areas and improve operational efficiencies for rail and freight traffic.

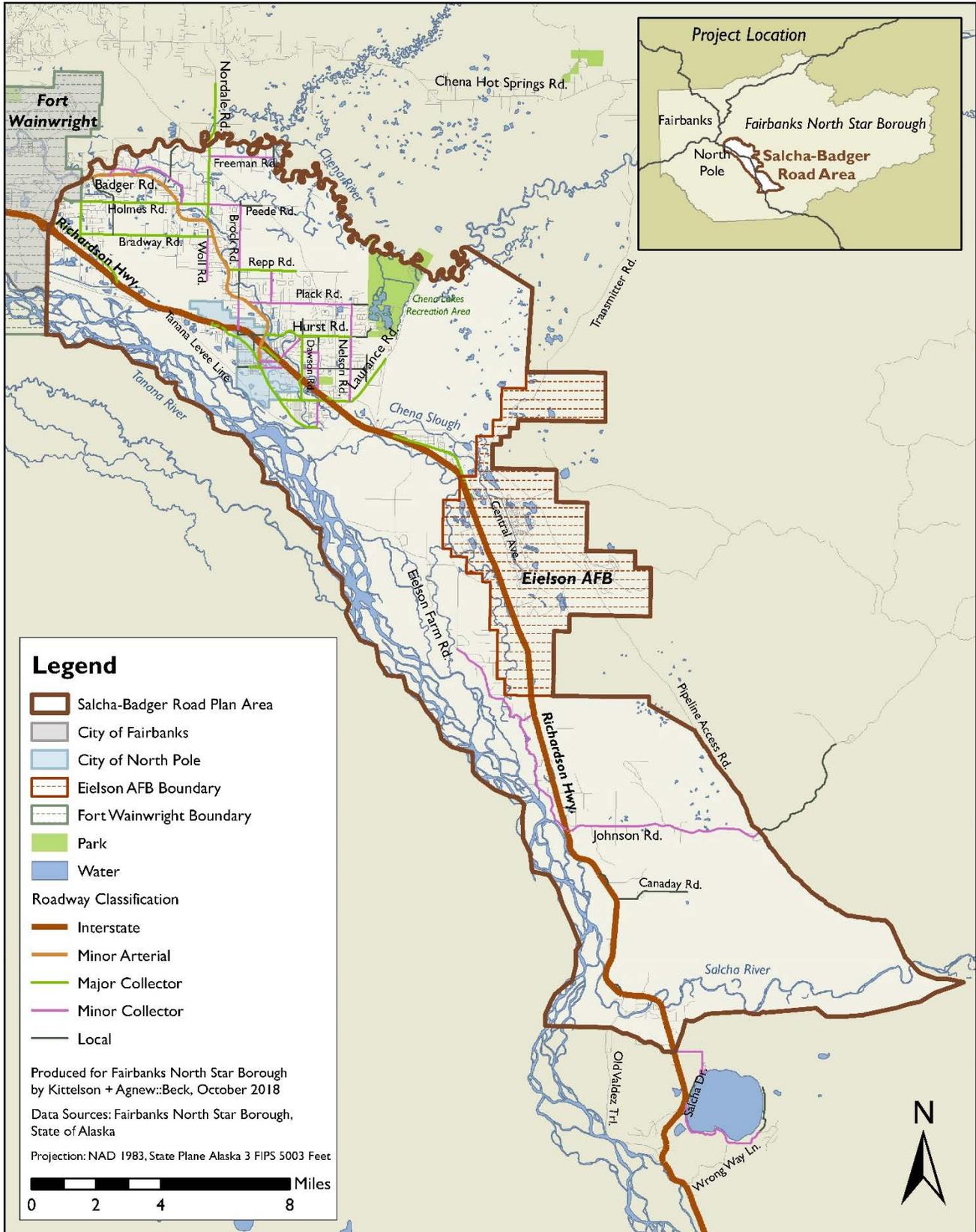


From the 2018 community survey

“There are ATVs and snowmachines on the bike/walking paths. This is dangerous. I have reported this several times but nothing is ever done.”

- The 2006 Comprehensive Recreational Trail Plan is a tool used to identify, manage, and preserve recreational trail corridors. Key elements of the plan include establishing a category system of federal and state, FNSB and neighborhood trails. The second major component is the “Adopt-a-Trail Program” which establishes maintenance agreements between trail user groups, service organizations, neighborhood associations or other interested parties. The third element is establishing trail dedication authority for trails which cross land undergoing the subdivision process. The plan has not been updated since 2006 and does not include a comprehensive map of recreational trails.
- Recreational trail use types are designated as multi-use (motorized and non-motorized) or non-motorized only, however enforcement is a challenge and conflicts frequently arise between user groups. Additionally, motorized use of non-motorized facilities can damage trail infrastructure.
- Based on the community survey, the most needed recreational facilities are walking and biking trails that link roadway pedestrian and bicycle facilities to regional trails and recreational areas.
- Like many communities in Alaska, public recreational trails often cross private lands or multiple land management jurisdictions. This creates challenges for maintaining an interconnected trail system, legality, maintenance, jurisdictional responsibilities, and liability.
- Trails are a unique transportation option that fall outside of traditional transportation planning, funding and development mechanisms. There will be a continued need to leverage funding from sources outside the FNSB, including state, local and private funds.
- Trail maintenance is an on-going challenge.

Roadway Classifications in the Salcha-Badger Road Area



From the 2018 community survey

Responses to the question “What would you like Salcha-Badger Road area to look like in the future?”:

“Good roads that are maintained.”

“Sufficient roadway capacity development to get ahead of the increase instead of being behind and playing catch up.”

“We need to be connected to one another and Fairbanks. I would like the area to be safe, natural, beautiful and clean, with walking and biking encouraged.”

Goals *Where and what type of transportation is desired/supported by residents and other stakeholders?*

- A. Ensure the transportation system is planned, constructed and maintained to facilitate access and improve safety and mobility for all users.
- B. Improve road maintenance standards to (1) maintain roads at levels appropriate to current use and to respond to demand (change of use and/or growth), (2) protect user safety, and (3) provide efficient, convenient travel along the route.
- C. Establish and maintain a connected bicycle and pedestrian network along major collectors and arterials in the project area to create safer and efficient connections.
- D. Maintain an effective and efficient regional freight and rail transportation system.
- E. Develop an interconnected recreational trail system that considers all users and abilities and serves as a foundation for tying the Salcha-Badger Road area together.
- F. Ensure recreational trails are planned, designed, constructed and maintained in such a manner that the environment is respected, long-term maintenance needs are kept to a minimum and associated costs are within the reach of the land managers.

Strategies *What policies or other types of strategies or tools will assist residents, the FNSB, and other partners with achieving their vision and goals for the Salcha-Badger Road area?*

These strategies offer recommendations to help achieve the vision and goals for the project area. Most strategies support multiple transportation goals.

Roads, Sidewalks and Railroad Connections

- 1. Develop and regularly update a “FNSB Roadway Corridor & Functional Classification Plan” to document existing roadways and the approximate location of future roadways.**
 - a. Designate existing and future roadways by functional classification and context (adjacent land uses).
 - b. Develop access management/road hierarchy guidelines for channeling traffic from local to collector and arterial roadways and to maximize safety, minimize conflicts and facilitate development opportunities. Consider frontage and backage roads, shared access, etc.
 - c. Develop typical cross sections for roadway types and establish roadway design standards.
 - d. Develop a road construction standard manual.

- 2. Improve the FNSB Subdivision Policy. (Priority Strategy #6)**
 - a. Tie the policy directly to goals outlined in the existing Comprehensive Road Plan, the future Roadway Network Plan and Land Use Plan.
 - b. Adopt improved subdivision roadway standards to address right-of-way dedication, roadway design standards, access management and road construction.
 - c. Secure and develop new road corridors at the time of subdivision, in accordance with the existing or future FNSB Comprehensive Road Plan.
 - d. Adopt new standards to promote interconnected streets and subdivisions with multiple access routes to improve safety, accessibility, mobility, emergency response, and reduce maintenance costs.
 - e. Encourage subdivision road alignments that integrate natural landscape features such as ponds, sloughs, and seasonally flooded wetlands, rather than roads laid-out in a traditional cardinal-direction grid (e.g., north, east, south, and west).

- 3. Develop an improved Road Service Area (RSA) model. (Priority Strategy #7)**
 - a. Minimize the bureaucratic process for joining and expanding RSAs and consolidating administrative functions, including exploring the need for changes to Alaska Statute or administrative code.
 - b. Add basic minimum maintenance standards for RSAs.
 - c. Educate residents about the road maintenance policies and RSA structure with the goal of finding a more equitable and manageable solution.
 - d. Explore a partnership with Fairbanks Area Surface Transportation (FAST) Planning to assist with upgrading orphan roads in areas not currently covered by an RSA, if those areas agree to then join a RSA to address future maintenance needs.

4. Build infrastructure that encourages and provides safe, convenient travel for pedestrians and bicyclists. (Priority Strategy #8)

- a. Prioritize routes to school and transit that enable pedestrians and cyclists to travel safely and freely.
- b. Partner with agencies to identify gaps and continue to map existing and proposed pedestrian and bicycle facilities to prioritize a connected network, especially along major collectors and arterials.

From the 2018
community survey
“We need walking and
biking trails for safety and
recreation.”

5. Monitor the need for expanded transit service.

- a. As density increases, evaluate the need for improved transit service to the City of North Pole and Badger West and East subareas.
- b. Continue to monitor the need for a North Pole transit center to meet increased ridership demands. If a need is identified, consider proposed locations identified in the 2010 North Pole Land Use Plan.

6. Realign, extend and reduce the number of at-grade crossings throughout the project area to reduce conflicts between rail, freight, vehicles, pedestrians and bicyclists.

- a. Partner with the City of North Pole and ARRC in support of the North Pole Road/Rail Crossing Project which includes rail realignments and a future transit center in the City of North Pole.
- b. Encourage the Alaska Railroad and the State of Alaska to implement the Fairbanks Area Rail Line Relocation and the North Pole Road/Rail Crossing Reduction plans, as identified in the Alaska State Rail Plan and the MOU between the FNSB and the ARRC.⁷

7. Continue to actively participate with development of the FAST Planning Metropolitan Transportation Plan to prioritize multi-modal roadway improvements.

- a. Dedicate appropriate funding resources to the Salcha-Badger Area, as it is expected to grow faster than most other areas of the FAST Planning Area.

Trails

8. Update the 2006 Comprehensive Recreational Trails Plan. (Priority Strategy #9)

- a. Develop an inventory and map of current trails and recommendations that address present and future needs.
- b. Define recreational trail types and associated design standards.
- c. Plan for a north/south trail connection from Badger to Salcha subareas, maximizing the use of easements associated with the “23-mile Ag Sale” lands in the Eielson Farm Road area.
- d. Plan for an east/west regional trail connecting the airport to the Chena Lakes trail system.
- e. Coordinate with partner agencies and land managers to prioritize missing recreational trail connections and trailheads that are critical to the complete overall network.
- f. Identify areas for appropriate motorized use and identify any seasonal restrictions, when applicable.

⁷ The Alaska State Rail Plan contains additional details about these projects, including graphics. Download the plan here: http://dot.alaska.gov/railplan/docs_links.shtml

- g. Identify recreational trails that cross private lands to either remove them from the inventory, obtain legal easements, or identify alternative routes.
- h. Clarify agency jurisdictional responsibilities for the establishment, ownership and maintenance of trails.

9. Based on the updated trails plan, require dedication of trails and trailheads during the subdivision process. (Priority Strategy #10)

10. Strategically work with private property owners and developers to obtain critical trail easements.

- a. Research incentives for dedication.

11. Encourage other agencies to incorporate priority trails in local comprehensive plans, planning studies and projects.

12. Develop systematic approaches for ongoing maintenance of trail infrastructure.

- a. Develop a trail maintenance plan to prioritize maintenance activities by routes.
- b. Develop a strategy for trail maintenance agreements that minimizes liability to all parties.

4. Housing

Key Issues Guiding the Area Plan

See Appendix 8 for more details



F-35 personnel housing needs

- The F-35 beddown at Eielson Air Force Base (AFB) is expected to bring 1,474 new personnel and their families, and an increase in demand for quality housing.
- Of the Eielson AFB personnel and their families who live off base, 85 percent live in the 99705 zip code (the greater North Pole area). Assuming the majority of additional F-35 personnel and their families will also want to live in the 99705 zip code, there are concerns the housing stock in the project area will be insufficient to meet this demand.
- Preliminary findings from the EAFB Regional Growth Plan indicate vacant rental units alone will not be sufficient to meet the demand for housing in the project area. However, emerging information indicates the rate of new housing construction is increasing. The lack of a consolidated effort to track housing data in the FNSB makes it challenging to track progress on new and future housing projects.
- If the pace of construction in zip code 99705 continues at a rate of 70 units per year, as has been the case over the past five years, an additional 183 units will need to be constructed to meet off-base housing demand for the F-35 beddown personnel. This is a total of 532 new units in 99705. (Source: EAFB Regional Growth Plan)
- There are concerns that increasing housing density may further worsen air quality challenges in the region. FNSB, state and local partners are exploring ways to address air quality.

From the 2018 community survey

“We built our house in 1983. Raised 5 kids, several dogs, cats. Now we are nearing retirement and are hoping the housing market skyrockets so we can sell the only home we have ever lived in. We are doing all the repairs...to be ready to sell in 2019 or 2020.”



Air quality



- There are concerns about safety and quality in the existing housing stock in the project area due to lack of building standards.

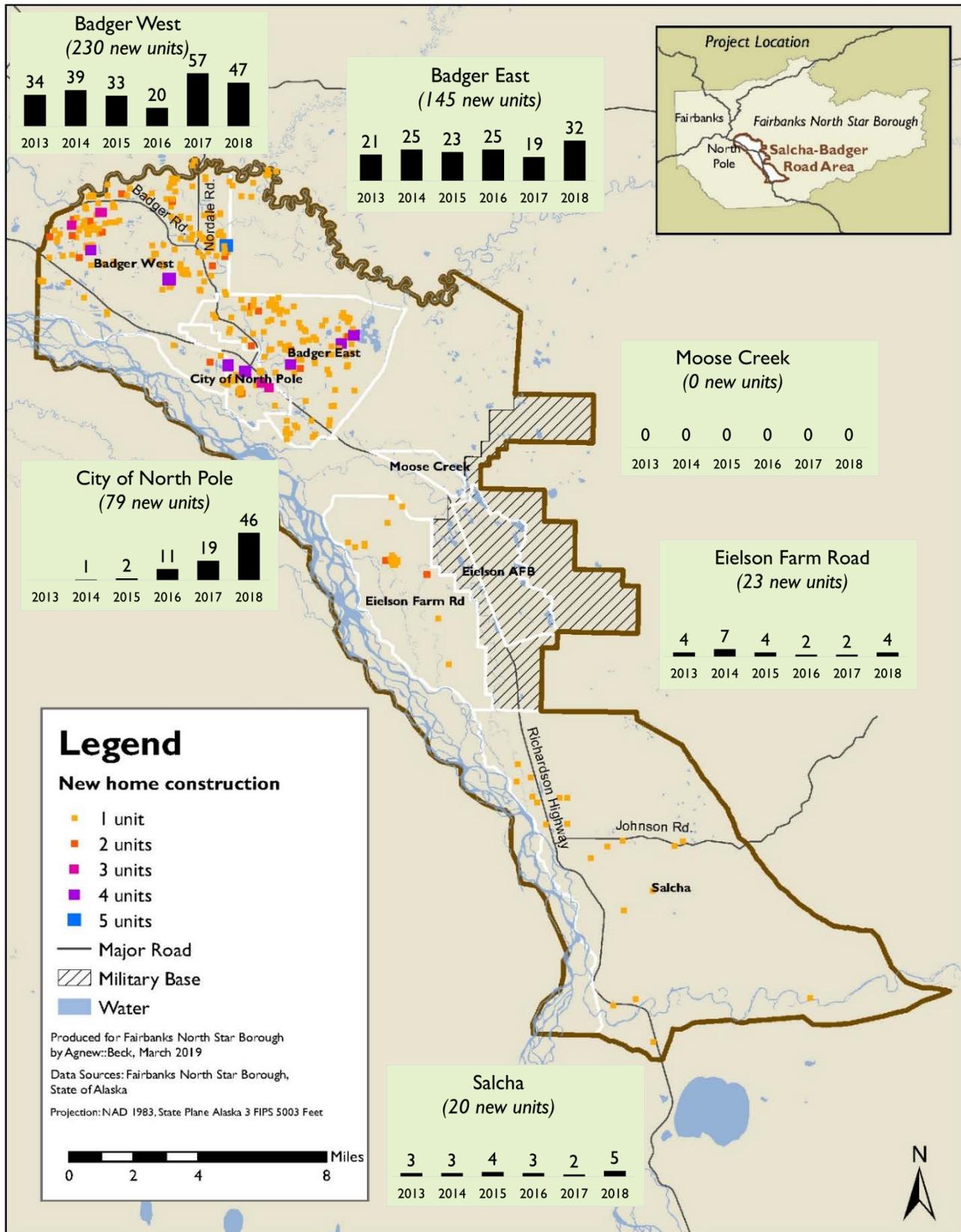


- The Salcha-Badger Road area’s limited infrastructure to support new housing contributes to high construction costs, making it hard to secure financing for new projects and reducing motivation for builders to construct additional homes. However, conversations with realtors, developers and builders, as well as emerging subdivision and permitting activity appears to indicate that new home construction in the City of North Pole and the surrounding project area is increasing. (Source: FNSB Community Research Quarterly and stakeholder interviews)



- Based on emerging new construction estimates from the FNSB Assessor’s office, approximately 99 new units were constructed in 2017 and an additional 134 units were constructed in 2018; about half of the units included in the 2018 count are still incomplete/under construction. However, not all new homes will be suitable for military families due to size or lack of critical amenities such as running water; according to the FNSB; approximately 16 percent of the 2018 new construction in the project area falls into this category. (Source: FNSB Assessor’s Office)

Location of New Residential Construction in the Project Area, 2013-2018



Goals *Where and what type of housing is desired/supported by residents and other stakeholders?*

- A. Increase access to quality, affordable housing.
- B. In developed areas such as the City of North Pole, promote mixed-use and higher density development that combines commercial and residential uses.
- C. Preserve low-density residential characteristics of the Salcha subarea where residents have space, privacy and are surrounded by nature.



From the 2018 community survey

“Please keep to the similar standards that I’ve enjoyed for the last 25 years. A smaller, close-knit community that values personal freedoms and privacy.”

From the 2018 North Pole Open House

“We need affordable housing for young families.”

From the Working Group

“Current housing ranges from cabin to junkyard to high end houses. Our housing should last and be high quality.”

Strategies *What policies or other types of strategies or tools will assist residents, the FNSB, and other partners with achieving their vision and goals for the Salcha-Badger Road area?*

These strategies offer recommendations to help achieve the vision and goals for the project area. Most strategies support multiple housing goals.

1. **Target new housing developments in areas with established/planned infrastructure and services.**
2. **Incorporate basic standards into zoning requirements for areas outside of the city limits of Fairbanks and North Pole, including basic safety requirements that increase health, safety and welfare. (Priority Strategy #11)**

From the 2018 community survey

“Bring city water and sewer to developed neighborhoods and more people would buy in those neighborhoods. Most people know the well water is not good in this area.”

- a. Ensure all residential properties have at least two ingress/egress access options per unit, a critical safety feature in emergencies such as fires.

3. **Encourage a coordinated response between community leaders, developers, policymakers and planners to ensure housing needs are met for existing residents and incoming military F-35 families.**

- a. Identify ways to streamline and modernize data tracking tools to increase the availability of up-to-date housing trend information that can be used to inform decision-making.

From the 2018 community survey

“Growth seems to be everyone’s priority yet we cannot even manage the growth that we already have...We can't even heat our homes because this northern environment cannot support a large population!”

4. **Encourage energy efficient construction and energy efficiency upgrades to reduce annual home heating costs and address air quality concerns.**

- a. Consider the recommendations from the community Air Quality Stakeholders Group, a collaborative group of stakeholders who convened to identify and recommend community-based solutions to share with the Alaska Department of Environmental Conservation (DEC) for the development of the Serious State Implementation Plan. A final report by the group, released in December 2018, offers 56 recommendations to address air quality.⁸ Implementation partners include DEC, the Housing Task Force, Alaska Housing Finance Corporation and Cold Climate Housing Research Center.
- b. Consider establishing tax benefits/reductions to incentivize energy efficiency improvements.

⁸ View the Air Quality Stakeholder’s Group Final Report here: <http://fnsb.us/transportation/AQDocs/Fairbanks%20AQ%20Stakeholder%20Process%20Final%20Report.pdf>

More information on the State of Alaska’s air quality efforts in the region can be found here: <http://dec.alaska.gov/air/anpms/communities/fbks-pm2-5-sip-development>

5. Encourage alternative forms of heating devices in new construction other than relying on solid fuel burners.

- a. Allow solid fuel burners in new construction as a secondary heat source only.⁹

6. Use simple tools to increase public education of zoning allowances, restrictions and enforcement procedures related to junkyards and abandoned properties. (Priority Strategy #12)

From the 2018 community survey

“My other main concern is the number of junkyards in the area. If we can work together to mitigate the amount of trash along major thoroughfares, it would help build the sense of pride in the community (instead of embarrassment) and raise property values.”



⁹ The FNSB has a limited ability to establish and enforce air quality regulations due to a proposition passed by FNSB voters in Fall 2018.

5. Preliminary Priority Strategies

The FNSB Community Planning Department will fully develop an implementation plan to include detailed actions for progressing the area plan, with performance measures for evaluating effectiveness, and recommendations for plan updates.

Land Use

1. Guide location and intensity of land use through implementation of the Salcha-Badger future land use map. (land use strategy #1)
2. Establish policies that encourage infill and appropriate increases in densities in existing low-density residential areas where lots are currently one acre or larger. (land use strategy #2)
3. Expand the land use policy tools available to the FNSB to better meet community goals. (land use strategy #3)
4. Develop more effective approaches for expanding public water, natural gas and other public infrastructure. (land use strategy #8)
5. Work at the state and local level to address air quality issues by promoting efficient development. (land use strategy #14)

Transportation

6. Improve the FNSB Subdivision Policy. (transportation strategy #2)
7. Develop an improved Road Service Area (RSA) model. (transportation strategy #3)
8. Build infrastructure that encourages and provides safe, convenient, enjoyable travel for pedestrians and bicyclists. (transportation strategy #4)
9. Update the 2006 Comprehensive Recreational Trails Plan. (transportation strategy #8)
10. Based on the updated trails plan, require dedication of trails and trailheads during the subdivision process. (transportation strategy #9)

Housing

11. Incorporate basic standards into zoning requirements for areas outside of the city limits of Fairbanks and North Pole, including basic safety requirements that increase health, safety and welfare. (housing strategy #2)
12. Use simple tools to increase public education of zoning allowances, restrictions and enforcement procedures related to junkyards. (housing strategy #6)



Salcha-Badger Road Area Plan Summary of Draft Revisions, July 2019

Summary of Comments

- We received over 160 comments from approximately 50 people/organizations.
- Many comments were complimentary of the plan and/or the process.
- Most critical comments were minor.
- More than half the comments addressed the land use chapter of the plan.

Changes to the Future Land Use Map (page 18)

- Changed the land use designation for the the Salcha River State Recreation Area from Outlying Area to Open Space/Natural Area.
- Changed the previously used military range south of the refinery and northeast of the Tanana River to Military.

General Changes

- Added additional cross-references when content applies to multiple chapters (e.g., junkyards in both land use and housing).
- Identified preliminary priority strategies.

New and Revised Strategies

Land Use

- New land use strategy #6: Conduct site-specific planning for large blocks of undeveloped lands designated Rural/Suburban Residential. (page 22)
- New land use strategy #10: Identify and protect historic and cultural resources in the Salcha-Badger Road area. (page 23)
- New land use strategy #16: Continue to address water quality issues in the project area, including mitigating the impacts of groundwater contamination. (page 25)

Housing

- Revised housing strategy #6 to add “abandoned properties” to the existing junkyard strategy. (page 41)

Salcha-Badger Road Area Plan: Preliminary Priority Strategies

Land Use

1. Guide location and intensity of land use through implementation of the Salcha-Badger Future Land Use Map.
2. Establish policies that encourage infill and appropriate increases in densities in existing low-density residential areas where lots are currently one acre or larger.
3. Expand the land use policy tools available to the FNSB to better meet community goals.
4. Develop more effective approaches for expanding public water, natural gas and other public infrastructure.
5. Work at the state and local level to address air quality issues by promoting efficient development.

Transportation

6. Improve the FNSB Subdivision Policy.
7. Develop an improved Road Service Area (RSA) model.
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Housing

11. Incorporate basic standards into zoning requirements for areas outside of the city limits of Fairbanks and North Pole, including basic safety requirements that increase health, safety and welfare.
12. Use simple tools to increase public education of zoning allowances, restrictions and enforcement procedures related to junkyards.

Jackson Fox

From: Schacher, Sarah E (DOT) <sarah.schacher@alaska.gov>
Sent: Friday, July 5, 2019 10:55 AM
To: Jackson Fox
Cc: Little, Lauren M (DOT); Netardus, John J (DOT); Allen, Jake (DOT); Chapman, Judy (DOT)
Subject: FAST Year End Project Increases

Hello Jackson,

As discussed, this is to follow up on needed increases for discussion/approval at the July Technical and Policy Board meetings this month. Note that we began FFY19 with an ICAP rate of 3.7% and then mid-year received a new rate of 5.64%, which was applied retroactively for the whole year. FFY20 FHWA rates are proposed to be 7.64%, so this nearly 4% jump has affected some project budgets/past estimates:

- **McGrath Road Upgrade** – total Phase 7 estimate has increased from \$580,000 shown in TIP to \$700,000 for a **total increase of \$120,000**. The request covers GVEA, GCI and ACS advance relocations. The GVEA impacts were fairly well understood at the time of original estimates but communications were less clear. The increase is mainly due to higher than anticipated service connections for comm throughout the project.
- **FAST Intersection Improvement Program:** we are requesting an **increase of \$375,000** to finish the design of additional construction spin-offs previously discussed at TC and PB:
 - Chena Pump & Chena Point Ave—construct right turn lane
 - S. Cushman & 23rd Ave – signing and striping to set back intersection stop bar to improve movement for large trucks exiting the Richardson Highway off ramp to turn south on Cushman. This was a noted issue in the Freight Mobility plan.
 - Farmers Loop & Steese Expressway—channelize Farmers Loop Leg with a narrow raised median to clarify distinction between through lanes and turn lanes.
 - Sheep Creek Road and Sheep Creek Connector/W Tanana Drive—apply striping/widen Sheep Creek to provide dedicated left turn lane to Sheep Creek connector
 - Trainor Gate & “F” Street- install a High Intensity Activated Crosswalk (HAWK)/pedestrian hybrid beacon. This intersection meets the warrants for the pedestrian activated signal and will be the second of its kind in Fairbanks (the first being the recently installed signal at University and Sandvik St.)
 - Auburn Drive/Pearl Creek Elementary – prepare analysis of turning movements from Auburn Drive and circulation of bus and parent drop off traffic once school begins this fall. It is not expected we will pursue detailed design of this option but that some funding will be spent to prepare a nomination and cost estimate for a CMAQ-eligible project once alternative concepts are developed.
 - 1st Avenue crosswalk and 1st & Lacey striping improvements—as you know, this project was bid earlier this year but we opted not to award due to the high cost of bids. We intend to re-package this work into a larger project, likely the 2020 Surface Improvement Program and hope for a more economic cost for this small amount of work. Depending on how we package this, this program may have to pay for some costs of re-advertising.

We are planning on packaging the first four projects listed above into one bid package for construction with FFY21 funding, for construction in 2021. The HAWK will likely be packaged with some other project we have with related signal/electrical work, such as 3rd St Widening.

- **Johansen & Danby Bike Path Resurfacing**—this is a “shelf” project we have designed under the FAST Surface Improvements Program. Phase 4 needs from offsets available are **\$955,000** from FFY19 for construction in 2020.

On further analysis, the Old Richardson Highway Intersection Improvement program has sufficient funds so does not need an increase at this time.

Thanks,

Sarah Schacher, P.E.

Northern Region Preconstruction Engineer

Alaska Department of Transportation & Public Facilities

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FMATS Intersection Improvement Program – Proposed New Project Locations

Location

- Trainor Gate Road & F Street
- 23rd Avenue & South Cushman Street
- Chena Pump Road & Chena Point Avenue
- Auburn Drive at Pearl Creek Elementary
- Farmer's Loop Road & Steese Highway
- Sheep Creek Road Extension & Tanana Loop Road

Proposed Improvement

HAWK Pedestrian Signal

Improve Turn Radius for Trucks

Right Turn Lane on Chena Pump

Left Turn Lane for Traffic Bypass

Median on Farmer's Loop

Striping Modifications

Location

- Trainor Gate Road & F Street

Proposed Improvement

HAWK Pedestrian Signal



Location

- 23rd Avenue & South Cushman Street

Proposed Improvement

Improve Truck Turn Radius



Location

- Auburn Drive at Pearl Creek Elementary

Proposed Improvement

Left Turn Lane for Traffic Bypass

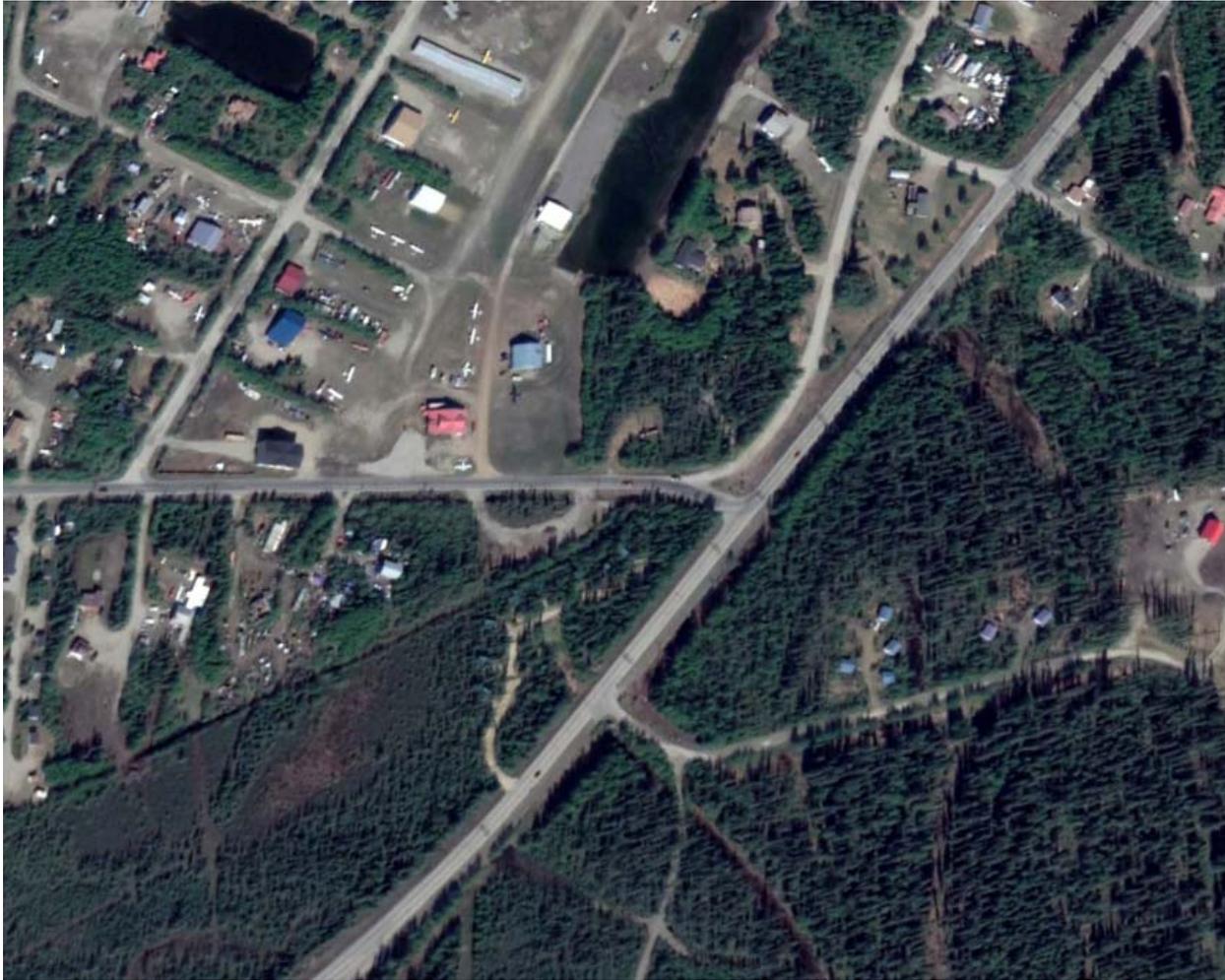


Location

- Chena Pump Road & Chena Point Avenue

Proposed Improvement

Right Turn Lane on Chena Pump



Location

- Farmer's Loop Road & Steese Highway

Proposed Improvement

Median on Farmer's Loop

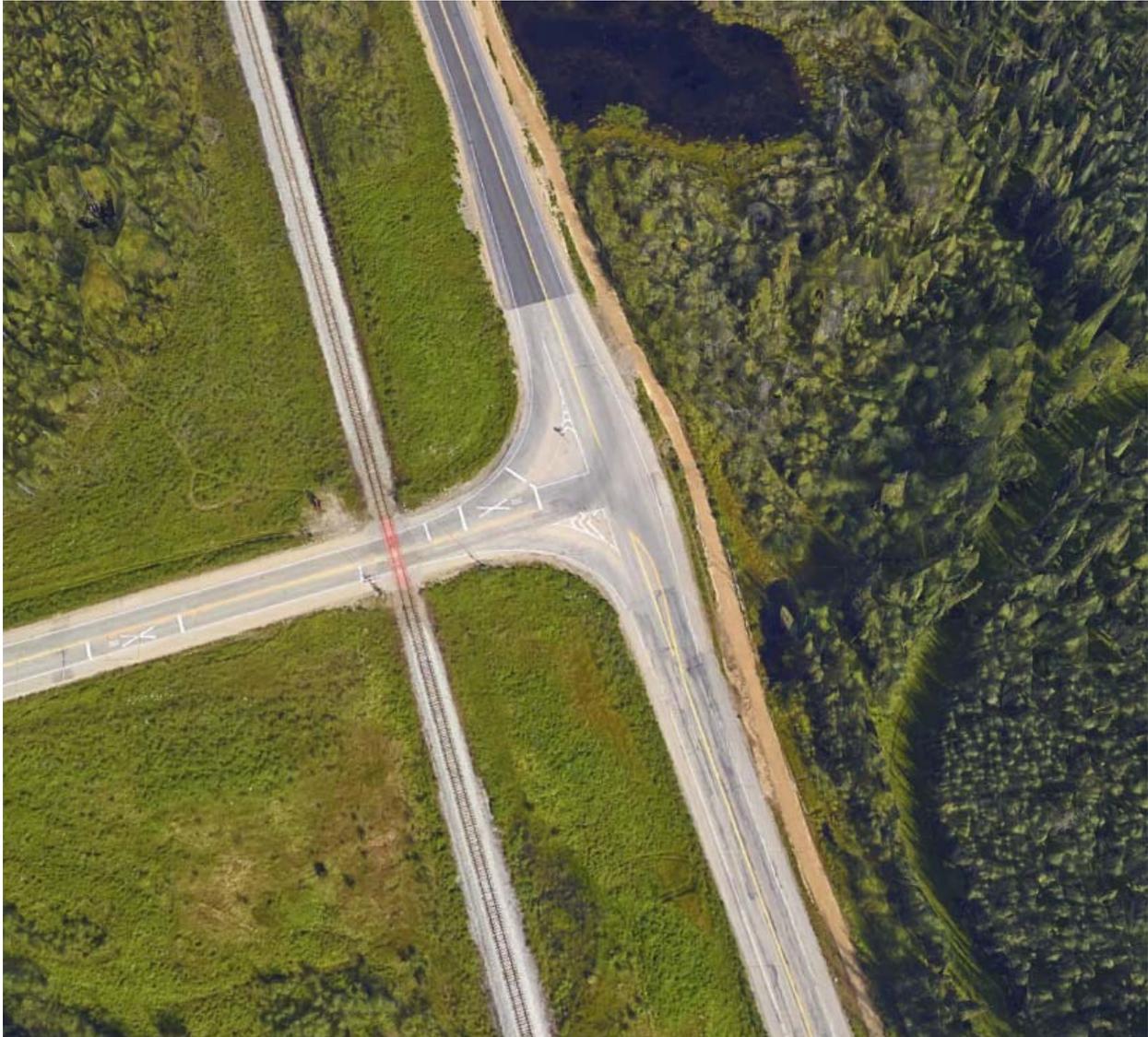


Location

- Sheep Creek Road Extension & Tanana Loop Road

Proposed Improvement

Striping Modifications



Johansen Expressway Path – 2019 Photos





FAST Planning TIP OBLIGATION STATUS REPORT FFY19 (updated 07.01.19)

FMATS ALLOCATION TOTALS (Federal Share)

FMATS ALLOCATIONS	PHASE	AMOUNT	FFY19 OBLIGATIONS	PERCENT OBLIGATED
STP	All	\$7,528.1	\$5,584.3	74%
BANK	All	\$555.5	\$394.8	71%
AC	All	\$2,995.6	\$2,980.5	99%
CMAQ	All	\$727.8	\$591.4	81%
PL	All	\$274.6	\$274.6	100%
OFFSET	All	\$4,058.4	\$2,223.4	55%
TOTAL		\$16,140.0	\$12,049.1	75%

STP FUNDS (Federal Share)

IRIS	STP	PHASE	OBLIGATION DATE	TIP AMOUNT	FFY19 OBLIGATIONS	PERCENT OBLIGATED	COMMENTS
TBD	5th Avenue Reconstruction	Design		\$218.8		0%	
TBD	Airport West Bicycle & Pedestrian Facility	Design		\$300.2		0%	
NFHWHY00395	Advance Project Definition	Planning	11/6/2018	\$91.0	\$91.0	100%	
NFHWHY00290	College Road Bus Pullouts	Design	5/6/2019	\$181.9	\$181.9	100%	
NFHWHY00126	Cowles Street Reconstruction	Design		\$136.5		0%	
NFHWHY00336	Coordinator's Office	Planning		\$106.1		0%	
NFHWHY00425	Fairbanks Road/Rail Crossing Reduction/Realignment Plan	Planning		\$136.5		0%	FFY18 BANK
NFHWHY00284	FMATS Improvement Program FFY19	Construction	3/26/2019	\$1,809.6	\$1,809.6	100%	FFY20 AC
NFHWHY00165	FMATS Intersection Improvement Program	Construction	4/16/2019	\$132.3	\$132.6	100%	
NFHWHY00170	FMATS Sidewalk Improvement Program	Utilities	6/25/2019	\$9.1	\$9.1	100%	
NFHWHY00170	FMATS Sidewalk Improvement Program	Construction	6/25/2019	\$1,074.7	\$1,059.6	99%	FFY20 AC
NFHWHY00170	FMATS Sidewalk Improvement Program	Construction	6/25/2019	\$1,155.5	\$1,155.5	100%	
Z637840000	Gillam Way Reconstruction	Utilities	4/23/2019	\$91.0	\$91.0	100%	
Z637840000	Gillam Way Reconstruction	Construction	4/23/2019	\$111.3	\$111.3	100%	FFY20 AC
Z637840000	Gillam Way Reconstruction	Construction	4/23/2019	\$3,623.0	\$3,623.0	100%	
Z628380000	McGrath Road Upgrade	Utilities		\$527.6		0%	
TBD	Non-motorized Plan Update	Planning		\$136.5		0%	
NFHWHY00269	North Pole Streetlight Standardization	Design	4/19/2019	\$163.7	\$163.7	100%	FFY18 BANK
NFHWHY00158	Old Richardson Highway Intersection Improvements	Design	6/14/2019	\$300.2	\$300.2	100%	
TBD	Road Service Area Expansion	Planning		\$100.0		0%	
NFHWHY00014	Tanana Loop & South Chandalar Drive Improvements	Design		\$68.2		0%	
TBD	Woll Road Resurfacing & Widening	Design		\$350.2		0%	
	TOTAL			\$10,823.9	\$8,728.5	81%	

FAST Planning TIP OBLIGATION STATUS REPORT FFY19 (updated 07.01.19)							
CMAQ FUNDS (Federal Share)							
IRIS	CMAQ	PHASE	OBLIGATION DATE	TIP AMOUNT	FFY19 OBLIGATIONS	Percent Obligated	COMMENTS
NFHWWY00280	Chena River Walk Stage III	Design	5/31/2019	\$277.5	277.5	100%	
Z637840000	Gillam Way Reconstruction	Construction	4/23/2019	\$313.9	\$313.9	100%	
NFHWWY000137	Wembley Avenue Improvements	Construction	8/22/2018	\$136.4	\$136.4	100%	FFY19 AC
NFHWWY00170	FMATS Sidewalk Improvement Program	Design	5/30/2019	\$255.3	\$231.1	91%	FFY18 BANK
	TOTAL			\$983.1	\$958.9	98%	
PL FUNDS (Federal Share)							
IRIS	PL	PHASE	OBLIGATION DATE	TIP AMOUNT	FFY19 OBLIGATIONS	Percent Obligated	COMMENTS
Z616760000	FMATS Coordinator's Office	Planning	10/15/2018	\$274.6	\$274.6	100%	
	TOTAL			\$274.6	\$274.6	100%	
OFFSET FUNDS (Federal Share)							
IRIS	OFFSET	PHASE	AMOUNT		FFY19 OBLIGATIONS	OBLIGATION DATE	COMMENTS
NFHWWY00006	FMATS Improvement Program FFY15-17	Design	\$110.1		\$1,678.6	3/22/2019	GILLAM WAY
NFHWWY00157	COF Sidewalk Condition Survey	Planning	\$9.4		\$76.4	6/14/2019	TANANA/CHAND
Z641030000	FMATS Area Surface Upgrades FFY15	Construction	\$55.7		\$24.1	Pending	MINNIE STREET
Z626870000	South Cushman Street Resurfacing	Construction	\$21.6		\$71.5	6/14/2019	FMATS IMP PRGM
NFHWWY00137	Wembley Avenue Improvements	Construction	\$139.1		\$1.6	Pending	GREEN STREETS
Z631020000	Illinois Street Reconstruction	Construction	\$735.9		\$325.7	Pending	COWLES STREET
NFHWWY00127	FMATS Area Surface & Approach Upgrades FFY17	Construction	\$324.6		\$45.5	Pending	College Rd Bus P
Z616610000	FMATS Pedestrian Improvements-Stage I	Construction	\$302.9				
NFHWWY00013	Aurora & Auburn Drive Resurfacing	Construction	\$56.2				
Z632930000	Goldhill Road Bicycle & Pedestrian Facility	Construction	\$690.1				
Z628360000	Steese Expressway to Front Street Bicycle/Pedestrian Path	Construction	\$54.8				
NFHWWY00134	FMATS Advanced Project Defintion FFY16-18	Planning	\$98.7				
Z618880000	FMATS Surface & Approach Upgrades FFY12	Construction	\$94.0				
Z621640000	College Road Pavement Rehabilitation	Construction	\$911.5				
Z637840000	Gillam Way Rehabilitation	Construction	\$453.6				
	TOTAL		\$4,058.4		\$2,223.4	Percent Obligated	55%

**FAST Planning FFY19 Offsets
07.01.19**

PROJECT OFFSETS	FEDERAL	TOTAL (w/ Match)	
FMATS Improvement Program FFY15-17 Design	\$110,119	\$121,050	Project closure
City of Fairbanks Sidewalk Condition Survey	\$9,384	\$10,315	Project closure
FMATS Area Surface & Approach Upgrades FFY15	\$55,658	\$61,183	Project closure
South Cushman Street Resurfacing	\$21,641	\$23,789	Project closure
Wembley Avenue Improvements	\$139,147	\$152,959	Decrease to award
Illinois Street Reconstruction	\$735,941	\$808,993	Project closure
FMATS Area Surface & Approach Upgrades FFY17	\$324,618	\$356,841	Project closure
FMATS Pedestrian Improvements - Stage I	\$302,943	\$333,014	Project closure
Aurora & Auburn Drive Resurfacing	\$56,221	\$61,802	Project closure
Goldhill Road Bicycle & Pedestrian Facility	\$690,123	\$758,627	Project closure
Steesse Expressway to Front Street Bicycle/Pedestrian Path	\$54,814	\$60,255	Project closure
FMATS Advanced Project Definition FFY16-18	\$98,733	\$108,534	Project closure
FMATS Area Surface & Approach Upgrades FFY12	\$93,966	\$103,293	Project closure
College Road Pavement Rehabilitation	\$911,493	\$1,001,971	Project Closure
Gillam Way Rehabilitation	\$453,609	\$498,636	Decrease to award
Total Offset Funding to Date	\$4,058,410	\$4,461,262	

COMMITTED FUNDS

Gillam Way Reconstruction	\$1,678,613	\$1,845,238	Policy Board approved 02.27.19
Tanana Loop & South Chandalar Drive Intersections	\$76,415	\$84,000	Policy Board approved 03.20.19
Minnie Street Corridor Study	\$24,107	\$26,500	Policy Board approved 05.15.19
FMATS Area Surface Upgrades FFY19	\$71,520	\$78,619	Executive Director approved 05.20.19
Green Streets Plan	\$1,613	\$1,773	Executive Director approved 06.05.19
Cowles Street Reconstruction	\$325,673	\$358,000	Policy Board approved 06.19.19
College Road Bud Pullouts	\$45,485	\$50,000	Policy Board approved 06.19.19
Total Committed Offsets	\$2,223,425	\$2,444,130	

Remaining Funds to be Obligated	\$1,834,985	\$2,017,132	
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Pending FAST Planning Project Closures

(updated 07.01.19)

IRIS	Project	Construction Year	Estimated Federal Deobligation	Notes
Z772480000	Plack Road Bike/Pedestrian Facility	2015	\$511,128	Pending ROW closeout FFY20
Z637680000	Birch Hill Bicycle & Pedestrian Facility	2017	TBD	
NFHWHY00156	Yukon Drive Improvements	2018	TBD	\$123,223 remaining; pending final inspection
NFHWHY00243	FMATS Area Surface Upgrades FFY18	2018	TBD	\$121,776 remaining; pending construction closeout