

Fairbanks Metropolitan Area Transportation System  
**POLICY COMMITTEE**  
State of Alaska, DOT&PF, Main Conference Room  
2301 Peger Road Fairbanks, Alaska 99701  
Meeting Minutes – July 21, 2010

**1. Call to Order**

Chair Steve Titus called the meeting to order at 10:00 a.m.

**2. Introduction of Members and Attendees**

The following were present:

- \* FMATS Policy Committee members
- \*\* FMATS Staff members
- \*\*\* FMATS Technical Committee members

<b>Name</b>	<b>Representing</b>
* Steve Titus, P.E.	DOT&PF, Regional Director
* Mike Schmetzer for Mayor Terry Strle (absent)	City of Fairbanks
* Mayor Luke Hopkins (10:06am)	Fairbanks North Star Borough
* Mayor Doug Isaacson	City of North Pole
* Guy Sattley	Fairbanks North Star Borough Assembly
* Chad Roberts	Fairbanks City Council
* Alice Edwards	ADEC, Air Quality Division
** Margaret Carpenter	DOT&PF, Transportation Planner
** Todd Boyce	FNSB Planning
*** Donna Gardino	FMATS, Coordinator
*** Joan Hardesty	ADEC, Air Quality Division
*** Mike Schmetzer (for Mayor Strle)	City of Fairbanks, Public Works
Adam Barth	FNSB Transportation
Jerry Colp	City of Fairbanks, Engineering
David van den Berg	Fairbanks Downtown Association
Janet Brown	DOT&F Regional Pre-Const. Engineer
Scott Leigh	DOT&PF, Construction Group Chief
Dave Arvey	DOT&PF Project Engineer
Andrew Schultz	DOT&PF Project Engineer
Don Callahan	
Jo Schlotfeldt	DOT&PF

**3. Public Comments:** None

**4. Approval of the July 21, 2010 Agenda**

- **MOTION:** To approve the July 21, 2010 agenda. (Roberts/Edwards) No opposition. Approved.

**Comments:** None

**5. Approval of June 16, 2010 Minutes**

- **MOTION:** To approve the June 16, 2010 minutes (Edwards/Roberts). No opposition. Approved.

**Comments:** None

## 6. Committee Reports

### a) FMATS Staff Report / Technical Committee Action Items

Ms. Gardino referenced the complete report in the packet and discussed the highlights.

- Interagency consultation for the PM 2.5 conformity held Monday, July 19. Another consultation August 2, 2010, progressing to the December 14, 2010 deadline.
- Presentation made on the long range plan made to the Chamber Transportation Committee. Dave Fisher of DOT&PF Design presented information on the College Road Rehabilitation project.
- Ms. Gardino will post a job opening for the position held by Tara Callear as Ms. Callear resigned.
- Ms. Gardino met with a Chena Small Tracts neighbor who will advocate for SRTS for Woodriver School. \$150,000 is in general fund capital budget for initiation of a project there.
- Mike Schmetzer and Ms. Gardino presented the different pedestrian projects in the downtown area at a meeting with the Wallbusters, an advocacy group for the disabled.
- Worked on the Long Range Plan and the TIP Amendment # 2, conformity determination and plans for public comment period ending July 16.
- Began negotiations with the consultant on the Safe Routes to Schools grant.
- Finalized the draft of the UPWP for public comment.
- Finalizing TIP Amendment today.

Mayor Isaacson asked how long the position vacancy would last. Ms Gardino noted it would last until applications were received, interviews scheduled and the committee chose a person to fill the position.

Steve Titus said DOT&PF would step up and provide assistance. Jo Schlotfeldt with DOT&PF will help Ms. Gardino with the minutes.

## 7. Old Business

### a) Status of North Pole Road-Rail Crossing Project Funding

This Memorandum of Agreement is to move the \$1 million to the railroad for the Environmental Assessment in the North Pole area. There are two agreements, the 132 transfer agreement between the state and Federal Railroad Administration (FRA) to transfer the \$1million to the FRA. That agreement has been reviewed by both parties and transmitted for signatures. The second agreement is between FMATS and DOT&PF and Alaska Railroad Corp. It outlines the terms by which the money transfer will take place, such as who will pay if it costs more than the \$1 million. The Railroad has agreed to provide the match and repay the funding if the project does not move into the next phase for ROW or Const. The only thing FMATS is required to do is authorize the transfer, which has been done by the Policy Committee. The recommendation is to approve the North Pole Road-Rail Crossing Project Memorandum of Agreement.

- **Motion:** To approve the North Pole Road-Rail Crossing Project Memorandum of Agreement. (Isaacson/Hopkins) None opposed. Approved.

**Comments:** Mayor Hopkins asked if it is an NHS or FMATS project and are there are agreements as to who pays when the time trap timeline gets going and issues about repayment of project costs.

Ms Gardino said it is FMATS funded, but the project as being constructed is not an FMATS project. Mr. Titus said this is about the environmental document, not the construction of the rail itself.

Mayor Hopkins asked if there is a time period certain on this project that could become a time trap. Mr. Titus said once the environmental document is approved, the clock starts ticking. Ms. Gardino said the Railroad will be responsible for reimbursing to FHWA the federal portion spent should this project become a time trap per 23USC, Section 102(b).

Mayor Isaacson asked if the time trap was 10 years. Ethan Birkholz said when the Railroad receives the grant from the FRA the clock starts ticking. When FMATS transfers the money to FRA, then they in turn give the Railroad the grant, then the grant finishes the environmental document, it is 10 years.

Mr. Titus said the Railroad agrees with this memorandum as written after discussions with DOT&PF. DOT&PF is moving quickly so money is obligated this year and it does not go into the next federal fiscal year.

## **8. New Business**

### **a) Conformity Determination for the MTP and the TIP**

Ms. Gardino said the Conformity Determination for CO was included in the packet in Chapter 9 of the Metropolitan Transportation Plan. This conformity analysis was previously reviewed by the Policy Committee. The public comment period closed on July 16, 2010 and no public comments were received. It was amended and another consultation was done based on a comment received on the TIP from the Borough. The Alaska Transit Purposes project was added to the TIP so the agencies were asked if that project was exempt from the conformity analysis. They did agree and sent the email included in the packet. It is recommended the Policy Committee approve this determination.

- **Motion:** To approve the MTP and TIP Conformity Determination. (Hopkins/Edwards). None opposed. Approved.  
**Comments:** Guy Sattley asked for clarification on the vote to approve.

### **b) Fairbanks Metro 2035: A Plan to Keep You Moving**

Ms. Gardino said this plan was out for public comment which closed on July 16, 2010. There were no public comments. It is recommended the Policy Committee approve this plan.

- **Motion:** To approve the Fairbanks Metro 2035 Metropolitan Transportation Plan. (Hopkins/Schmetzer) Roll call vote: Isaacson, Hopkins, Roberts, Schmetzer, Titus, Edwards - yes. Mr. Sattley - no. Motion approved.

**Comments:** Mr. Sattley asked how much was done by FMATS staff and how much was done by consultants. Ms. Gardino said a consultant was under contract to draft the work product. All the work products were reviewed by staff and by the Technical Committee. The consultant put together the final work product. Mr. Sattley said there is lot in the work, i.e. smart growth, urban sprawl, etc. that doesn't seem to apply to Fairbanks. Mr. Sattley asked about the Technical Appendix referred to in this goal section. Ms. Gardino said this appendix was an additional 350 pages, which she felt was not necessary for this meeting. All the goals listed were approved by the Policy Committee. The presentation was given by the consultant to the Policy Committee. Ms. Gardino noted the four goals were approved by the Policy Committee. Mr. Sattley asked who approved the objectives and performance measures. Ms. Gardino said the Policy Committee wanted a performance based plan, for which objectives and performance measures were necessary to monitor the success of the implementation. The goals were approved by the Policy Committee, not the objectives and performance measures. Mr. Sattley asked if the consultant

wrote the verbiage in the objectives. Ms. Gardino said yes and they were reviewed by the Technical Committee and staff. They are example performance measures.

Mr. Sattley asked about the wording “incorporate smart growth and sensitive solution principles for planned development process”. Ms. Gardino said she would be happy to make a presentation on the principles of smart growth, context sensitive solutions and livability. Mr. Sattley said urban sprawl was referenced on page 80. He asked re: page 5.1 Vision Fairbanks Downtown Plan (VFP), if there is any reference to the fact that when VFP came to the Borough Assembly for approval it was only approved conceptually, the specifics were not approved and it was amended before approval by the Assembly. Ms. Gardino said it also reads “some of the concepts of the VFP are in conflict with other planning documents and more planning efforts need to be done in order to implement those phases of the plan.” Mr. Sattley said if someone just read this, they would not pick up on the fact that it got the approval after it was changed. There may be a good bureaucratic reason why it has to be produced, but he didn’t think it is quite the reality and he was not going to vote for it.

Mayor Hopkins said context sensitive solutions and smart growth principles were voted on a year ago by this committee. On page 5-11 where Mr. Sattley commented on VFP, are bullets and it discusses how the downtown plan is intended as a guide. There are possible conflicts with the previous planning efforts on the transportation aspects. The projects noted on page 2-12 that meet the objectives, for clarification, the Technical Committee reviewed and accepted them. Ms. Gardino said the consultant presented them to the Technical Committee.

Chad Roberts said the VFP is intended as a guide and the actions taken may evolve and change based on conditions.

Mayor Isaacson said during the 2.10 smart growth principles presentation, there was a lot of discussion regarding context sensitive solutions which meant that green principles were not going to overpower our economy. We wanted to make sure that, where practical, some of these ideas of smart growth were applied. Ms. Gardino said the Technical Committee had a long discussion regarding green infrastructure and the goals.

Mayor Isaacson asked what would happen if voting was deferred on this until the next meeting. Ms. Gardino said we would be in a lapse on August 31. FHWA and FTA require a 30 day window to approve our document. If it is not approved by this committee until August 18, it will be in a lapse and we will not be able to fund any of our projects.

Mayor Isaacson asked for a summary of the changes made. On Monday, July 19, Ms. Gardino emailed to the committee a PDF with pop-ups to explain comments and what changes were made. The only comments were from staff and the Technical Committee. Mayor Isaacson asked if there was anything germane or was it generally administrative. Ms. Gardino then listed and discussed each comment and change made on the document.

Chad Roberts asked about DOT&PF maintaining the railroad crossing at Helmericks Avenue. Mr. Titus said the State DOT has committed to maintaining that at-grade crossing and it will be reflected in the document.

Ms. Gardino will send the edited plans to members.

### **c) Barnette Street Bridge PH4 Increase**

Dave Arvey, DOT&PF, discussed the change orders, PDA request of \$236,297 for geotech, webcam and maintenance, traffic control, erosion, sediment, pollution control and contamination removal, upsizing/additional conduit and signal pole base modifications.

- **Motion:** To approve the change orders totaling \$236,297 for the Barnette Street Bridge Project, using grandfathered funding. (Hopkins/Schmetzer) None opposed. Approved.

**Comments:** Mr. Sattley asked about the traffic control amount. Mr. Arvey and Mr. Titus said traffic control was in the budget, but it was a contingent sum which was not enough to cover the traffic control plan necessary. Mr. Sattley asked if any costs in this change order were from the crane collapse. The answer was no.

Mayor Isaacson asked about traffic control devices; why didn't the state buy them outright. Ms. Gardino said there is a traffic control plan which delineates what devices need to be put up every day and some of those devices are paid for by the day, some are paid for by lump sum, some are by the each, and someone moves the cones, depending on the project.

Scott Leigh, DOT&PF Construction Group Chief explained there is a contingent sum contract for traffic control. It is lined out in the contract how much will be paid for each device. Federal Highways does not allow the State to buy the devices. It would have to be State dollars to buy and the contractor would have to be paid to clean, maintain retro-reflectivity, replace those devices. A cone will usually not last a contractor a full year. The contractor also has to pay people to move or replace them when they are damaged. This contract did not have a specific plan on how the contractor was supposed to do this job. The project had a contingent sum for these items.

Mayor Isaacson said from the contractor's point of view it is good but not from a taxpayer's point of view. Do we own the fence barricade? Mr. Leigh said FHWA does not pay for anything the contractor has to do that is temporary in nature. Mr. Titus said if we had to buy cones, etc. for every contract, we'd have a yard full to maintain. The rate for each device is already fixed for everyone.

Mr. Roberts asked if \$50,000 was already put in for traffic control, yet they are asking three times that amount. Can we say that is not part of the crane collapse? There is cost to the city with the police and the traffic issues and time overrun.

Mr. Leigh said 10% for traffic control is a reasonable amount and we are spending half of that here. Mr. Roberts asked if most of the cost was in renting equipment to divert traffic. Mr. Leigh said renting and maintaining equipment. The amount in the contingent sum item, the \$1.50 per day is not just the cone. The contractor knows the tape will be gone, the cone dented or broken in traffic; a person is out there daily to maintain the equipment, making Bacon-Davis wages. The rates have been negotiated with AGC to try to compensate the contractor when he has to put the devices out and it takes risk off the state to buy, maintain and store them.

Mr. Titus said if we had put more money into the bid, we would not be discussing this today. We try to put in adequate estimates to obligate the money prior to advertising. If we do a better job estimating, when the traffic control item is produced, it will be adequate. We haven't had any accidents and it has served us well when we had the situation with the boom. It is part of the cost of doing business, controlling the traffic on projects. Mr. Arvey said there are other things like for flaggers, message boards, girders coming in, it is not just cones.

Mayor Hopkins said the discussion of the issue includes labor of the cost to put them down and pick them up. The overall project is about a \$10 million dollar bridge construction. Ms. Gardino

said there was \$5.1 million obligated and we had \$5.5 million in the TIP so if this is funded, it will use grandfathered money left over from the lower bid amount.

Mayor Hopkins asked about a possible cost to the city because of the crane. It is not known. Mr. Titus said this is not the environment to discuss that issue.

Mr. Schmetzer has been intimately involved with this issue as the project has closed city streets and said DOT has done an excellent job. There have been several changes, they have adapted and responded to complaints.

Mayor Hopkins asked regarding the \$8,000 MOA with the City of Fairbanks, is the city going to get that? Mr. Schmetzer said Bob Pristash is doing the design for the storm drain system.

#### **d) Phillips Field Road Phase 4 Increase**

The PDA request detail for \$455,192 is included in the packet. The estimate for the railroad work was previously approved at \$315,600. The preliminary estimate was provided for comparison.

Andrew Schultz, DOT&PF Project Engineer said the contractor completed the Phillips Field Road Upgrade Project. Due to the time it takes to get together the design for the railroad crossing upgrade, negotiating utility agreements and the HC portion of the work, it has pushed that 400 ft extension (200 ft on either side of the rail track) out of sequence to where they could not continue down the road. The contractor will have to take their equipment away and bring it back when the rail material arrives. Some of the extra costs are also for geo-textile required to strengthen the road, culvert replacement, asphalt patches found during excavation, removing organic rich soils to avoid future patches and additional storm water conditions. Mr. Schultz said signs and striping are left.

- **Motion:** To approve the Phillips Field Road Upgrades PH4 Increase in the amount of \$139,600 using de-ob funding. (Schmetzer/Hopkins) None opposed. Approved.

**Comments:** Mayor Isaacson asked where the funding comes from and the balance. Ms. Gardino said it is coming from de-obligated funds, the balance of which is \$705,000, less \$139,600. Whatever is left in the de-obligated balance will go toward Phase 7 of the University Avenue project. The shortfall in the Phase 7 funds will be made up from the GO bond funds.

#### **e) Crack Sealing Project PH4 Increase and Match**

The Crack Sealing Project is part of the existing work program and serves both cities and the borough. It is recommended to approve \$80,100 using de-obligated funding to cover the higher than expected low bid amount.

- **Motion:** To approve the Crack Sealing Project PH4 increase in the amount of \$80,100 using de-ob funding with the match to be funded with 381 funds. (Isaacson/Hopkins). None opposed. Approved.

**Comments:** There is a second request for this project and there are match requirements. The prorated funding total need for this PDA is \$80,000. Part of that is non-federal share, which is match. All three entities would give some portion of that match COF \$11,488, FNSB \$234.18, and City of North Pole \$4,380.

Mayor Isaacson said he just signed the PO for \$51,000, which was approved by the City Council. He asked how that \$51,000 payment affects this project. Ms. Gardino said his payment was for

the North Pole Citywide Pavement Rehabilitation Project, a surface treatment project with some new pavement.

Ms. Gardino said there is a line item titled Preventive Maintenance in the TIP. This year, the crack sealing project, surface treatment for the borough, video detection for the state, and the bike rehabilitation project on the Steese used preventive maintenance funding.

Mr. Titus said this is a situation where the responsible agencies funded the match, but usually when a project is awarded which is higher than the estimate, each match deal stands on its own. This is an example of good use of 381 money to pay the match for the different municipalities so as not to slow the project.

**f) Safe Routes to School Grant**

Ms. Gardino said staff reviewed the proposals and selected the most qualified consultant, whose budget was higher than the budget allows. Ms. Gardino was successful in decreasing the amount proposed, by deleting one charter school without walkers or buses and by demonstrating the amount of infrastructure already gathered, such as sidewalks, sign projects, lighting, and the imagery available to the consultant who can gather data from the office. Ms. Gardino is proposing approval of no more than \$25,000 to fund the additional needs for the Safe Routes to School Grant. Currently SRTS is 100% federal funding and FMATS has not contributed anything to this project. She proposes FMATS spearhead this project by initiating within the school district and providing all the schools with a tool kit and the infrastructure improvements they need so they can go out and try to get that funding from the SRTS program to implement the recommendations of the plan. There will be significant public education and outreach by the sub-consultant, meeting with each PTA three times and trying to get the kids, parents and school district onboard with this program.

- **Motion:** To approve additional funds for the Safe Routes to School Project not to exceed \$25,000 using de-ob funding with the match to be funded with 381 funds. (Isaacson/Roberts). None opposed. Approved.

**g) 2010-2013 TIP Amendment #2**

Ms. Gardino said there were only a few public comments received when the comment period closed on July 16. One was to get a better path through the Graehl Park area. Another comment was from the Borough requesting adding the Alaska Transit Purposes Project into the TIP, which was done previously in this meeting. They could not obligate their funding until it was included in the TIP. The third comment was a thank you for including Birch Hill Bike Path in the plan. It is recommended to approve the TIP Amendment #2 as presented, incorporating the last four actions approved at this meeting. Ms. Gardino will finalize and decrease the amount of de-ob funding and for University Avenue - offset that with state funding as approved to ensure the obligations are done in a timely manner.

- **Motion:** To approve the 2010-2013 TIP Amendment # 2 as amended by the four recently approved action items. (Hopkins/Sattley). None opposed. Approved.

**Comments:** Mayor Hopkins asked about the Graehl Park path. Ms. Gardino said a project nomination was already in the works when the comment was received. It has not gone to the Technical Committee yet, but Dave Bloom, recently retired from DOT&PF, had said it was a great need. She and Mr. Bloom had discussed whether it could be done with the Wendell Street Bridge Project in Design, but he suggested it could take longer than if the project was done on its own.

Mayor Hopkins said there was some discussion about the possibility of some added Wendell Street improvements with the utilities. He asked whether there would be a potential role in this project or whether it would be a separate project because of the utilities, environmental, etc.

Ms. Gardino said at one time, the committee was discussing moving utilities underground on Wendell. That project is now opening on July 27. She asked if Mayor Hopkins was asking if there is an opportunity now to address that environmental document and move those utilities underground. Mayor Hopkins said yes or move the poles back. He described watching a tour bus turn right off Wendell, turning east, trying to avoid the utility pole. He asked if there was any possibility of action at this time.

Janet Brown, Regional Pre-Construction Engineer said if the bids are opening next week, it was awfully late.

Mayor Hopkins said the city was looking at the utilities as a project and asked would it best be another project at some point. It could be looked at again.

Mr. Schmetzer asked if this is something that would be a change order. It may make more sense. Ms. Brown said it would need ROW, unless perhaps, it is something that can be done within the right of way.

Mayor Isaacson wanted to let the Policy Committee know the North Pole Interchange and Pedestrian Facility is a very important project. The Garvee project is completed which redirected a lot of traffic along St. Nicholas Drive. That is where this money is to be spent. Those sidewalks are needed; it is very dangerous with a much higher volume of traffic along St. Nicholas now. There is Santa Claus House and Santa Land RV and several other businesses are there as the pathway. There are a lot of people trying to walk or ride their bikes, often times with strollers. It is hugely dangerous. It is very disturbing to see construction is moving to the out years when the construction was supposed to be done by 2012. He asked the committee to find some way to help keep this on track. When the Garvee project went in, North Pole was assured there would be sidewalks no more than two years after the Garvee project was completed. They are still waiting. Guarantees can be verbal or written and that is what our perception is – that it would be done. He said he is not keying in on the guarantee, but the high risk area, pedestrians and traffic on the same road without any separation or adequate shoulder, it is very dangerous.

Ms. Brown said ROW needs to be acquired, utilities, etc., so it is not as simple. Her office will keep him posted on progress. Mayor Isaacson said the right of way is already taken care of because the state owns that whole strip with the bridge and Saint Nicholas.

Ms. Brown said it is pretty close on the side by the churches and dentist's office with quite a few utilities there. The street lights would need to be replaced or relocated. It would need to be widened. Mr. Titus asked if it would be a viable project. Ms. Brown said yes it is a viable project. The schedule is for 2014.

Mayor Isaacson said it says "move construction to the out years". Ms. Gardino said it is because the TIP only goes to 2013. Mayor Isaacson said 2014 is a long time from now and there is a lot of traffic now. Mr. Titus said things can change.

Ms. Gardino said she purposely moved it out because they said they couldn't get it ready. But the funding to continue on with the ROW acquisition is in the TIP. The \$100,000 in PH4 should actually be moved to PH7. If they get ahead of the game, it can be addressed when it is ready. She hesitated to move it back into the fiscally constrained part of the TIP into 2013 or sooner when

they are saying it is not going to get done. She can fund something else that is more likely to be accomplished in that time frame.

Mayor Isaacson asked if there is a way if FMATS provided the funding that it could be done faster; why it would take four years for a consultant.

Ms. Gardino said there was funding in 2011, but there is no way FMATS can spend the money because they will not have the right of way acquired by 2011. It will have to move out or that money will be lost. She said it has to be used somewhere else.

Mayor Isaacson said that is the aspect he is wondering about: why can't the ROW be acquired now and negotiations begun or is it because we have so many other projects that we just don't have the staff to allocate to it.

Ms. Brown said there is an environmental process every single project has to go through. Once Environmental gives approval and Design gives approval, then acquisition of ROW can be done. It has got to go in that sequence. The environmental document is not done yet, it has to be identified. There will be a meeting with the people involved in North Pole and then go on to the next step.

#### **h) 2011-2012 Unified Planning Work Program (UPWP)**

Ms. Gardino said this is the two year planning document, using the same funding level as the previous one. The Technical Committee looked at this document in June and July and staff has contributed to this document. The changes are illustrated and included in the packet. Public comment began this week as it needed 30 days for comment before the next Policy Committee meeting. Any changes made can be added to the web page for the public to see. FTA and FHWA need their 30 days to approve this document.

Mr. Titus said the decision was made to advertise it to gain those two days as opposed to juggling with the meeting schedules.

- **Motion:** To approve the 2011-2012 Unified Planning Work Program for Public Comment. (Hopkins/Isaacson). None opposed. Approved.

**Comments:** Mayor Isaacson asked Ms. Gardino to review the relationship between the UPWP and the Fairbanks Metropolitan Transportation Plan. Ms. Gardino explained the FMTP is a long range view of projects we hope to construct in the short term, medium and long term. The UPWP basically defines what planning tasks staff will accomplish in the next two years. There is a description of those staff responsibilities in this plan. What was accomplished of that list is reported to the DOT&PF quarterly as well as through an annual report. Also included in Task 300 is a list of contingency projects that if additional funding was received, those other planning studies would be implemented. Development of the FMTP was in the previous UPWP. The development of an amendment of this plan is suggested as a contingency project in the event the census data comes back and it is necessary to realign the boundaries, and then the long range plan would be amended.

Ms. Gardino said it has to go to FHWA by September 1<sup>st</sup>. This document is more of an internal planning document. Mr. Titus said there is budget information in this plan with opportunity to comment over the next month.

Mr. Sattley asked regarding the track changes format of the draft plan and asked why some of the language is included. Ms. Gardino answered FMATS issues and goals are cited because we want all planning documents to be consistent, in the long range plan and the UPWP that same type of

language is cited. When those projects go into design, it is hoped the designers use those types of concepts when developing FMATS' projects. This language is found in FMATS Issues and Goals. It was added to the next two year period because the draft Highway bill includes a large section on livability. Right now if you can demonstrate the projects you are developing complete the goals of what livability is there are funding opportunities. She received a press release that discusses the HUD / USDOT / EPA partnership on livability. One of the primary goals of livability is to have multi-modes of transportation, redefine housing to make it affordable and make the transportation choices affordable. If more transportation choices are provided and we can show that is what we are doing, we will have more access to grants. That is why we need to include livability concepts which basically develop safe, reliable, economic transportation choices to decrease household transportation costs, reduce dependence on foreign oil, improve air quality, reduce greenhouse gas emissions and promote public health.

Mr. Sattley said he does not deny there is a lot of really good, specific information and as a candidate he would use it as a source of specifics when people ask why we don't have new roads. But it has been augmented with language that doesn't belong in a planning document.

Mayor Hopkins asked if the City of Fairbanks had discussions on HUD.

Ms. Gardino said FMATS already has a HUD / DOT / FMATS partnership. 23<sup>rd</sup> Avenue is a partnership between FMATS and the City of Fairbanks. The City received a HUD grant used partly to build the new sidewalks in a low income area on 23<sup>rd</sup> Avenue. The rest of the project improvements are going to be paid with FMATS/ FHWA funding. This is the kind of partnership this initiative is trying to promote - using HUD funds to improve the livability in a low income area by improving the sidewalks so people can walk to the transit station. FHWA is thrilled FMATS has figured out a way to implement this livability concept when others haven't even touched it yet.

Mayor Hopkins asked if we previously took advantage of HUD money.

Mr. Schmetzer said two years ago, the sidewalks east of Dunkle Street were rebuilt in a low income area near Morris Thompson Center with about \$300,000 of HUD money. So this is the second time HUD money has been used since he has been with the City of Fairbanks.

Ms. Gardino said the livability grant opportunities just recently released and discussed in the press are not part of the grant money for 23<sup>rd</sup> Avenue. She attended a meeting regarding the new HUD funding, looking for grant opportunities. HUD is extremely cumbersome in the grant administration area.

**9. Public Comments** None

**10. Other Issues** None

**11. Informational Items**

**a) Obligation Plan Update**

Ms. Gardino reported FMATS funding is currently 67% obligated. There are no foreseeable hang-ups now for obligating the funds. Mayor Hopkins thanked Ms. Gardino for her hard work to get all this done.

**b) STIP Call for Nominations**

Ms. Gardino said there is a call for nominations for the STIP. If there are any non-FMATS projects to nominate, these are due September 13. She would be happy to help with the nomination

process. Resolutions of support from organizations, or if a project is in the long range plan can both help improve the score. Mayor Hopkins asked if the resolutions have to be in by the deadline or can they come later. Mr. Titus said it is best to have them in as soon as possible. However, resolutions received even as late as the Project Evaluation Board scoring could be accepted and the score possibly modified.

Mayor Hopkins said he knows the state has some needs lists and the Borough may weigh in on that with the FMATS Coordinator and DOT&PF Planning staff.

## 12. Adjourn

- **Motion to Adjourn** (Hopkins/Sattley) Approved. Adjourned at 11:50 a.m.

**Next Scheduled Policy Committee Meeting, 10:00 a.m., Wednesday, August 18, 2010 at DOT&PF Main Conference Room.**

Approved: Steve Titus  
Steve Titus, P.E., Chair  
FMATS Policy Committee

Date: 8/18/10