

**Fairbanks Metropolitan Area Transportation System
POLICY COMMITTEE
Main Conference Room
State of Alaska DOT&PF, 2301 Peger Road
Fairbanks, Alaska**

Meeting Minutes – January 16, 2013

1. Call to Order

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

2. Introduction of Members and Attendees

Attendee	Representative Organization
*Mayor Bryce Ward	City of North Pole
*Mayor Jerry Cleworth	Mayor, City of Fairbanks
*Alice Edwards	Director, Division of Air Quality
*Bernardo Hernandez (for Mayor Luke Hopkins)	Mayor, Fairbanks North Star Borough
*Lance Roberts (for Guy Sattley, Vice-Chair)	Member, FNSB Assembly
*Perry Walley	City of Fairbanks, City Council
*Steve Titus, Chair	DOT & PF, Northern Region Director
** ⁺ Donna Gardino	FMATS, MPO Coordinator
**Jessica Smith	FMATS, Transportation Planner/Assistant
**Deborah Todd	FMATS, Admin Assistant
⁺ Joan Hardesty	Division of Air Quality
**Margaret Carpenter	DOT&PF Planning
Dan Bross	
Linda Mahlen	DOT&PF Planning
Cindy Heil	DEC Air Quality
Al Beck	DOT&PF Design
Kellen Spillman	FNSB Community Planning
+Ethan Birkholz	DOT&PF Planning
⁺ Michael Schmetzer	City of Fairbanks, Public Works and Engineering
Glenn Miller	FNSB Transportation
Barry Hooper	DOT&&PF Design

**FMATS Policy Committee Members, **FMATS Staff Members*

⁺FMATS Technical Committee Members

3. Public Comment

Ms. Gardino read an email from Stan Justice, the President of the University Trails Club, who was unable to attend the meeting. His concern was the uncontrolled railroad crossing at the UAF farm. He requested that the uncontrolled railroad crossing by the UAF farm be considered because the trail is used as a commuter trail for pedestrians as well as farm workers. Mr. Justice would like this trail to be considered for the addition of crossing control and added to the non-motorized transportation plan.

4. Approval of January 16, 2013 Agenda

- **Motion:** To approve the January 16, 2013 agenda. (Hernandez/Edwards).
- **Vote on the motion:** None opposed. Approved.

5. Approval of December 19, 2012 Minutes

- **Motion:** To approve the December 19, 2012 Minutes. (Hernandez/Ward).
- **Vote on the motion:** None opposed. Approved.

6. Committee Reports

a. Coordinator's Office Report and Technical Committee Action Items

Ms. Gardino provided an update and highlights of all FMATS activities for the month of December. The report and action items are included in the meeting packet.

b. FMATS Art Selection Update

Ms. Gardino indicated that Maureen Carey, DOT Construction Project Manager is very close to contacting the artist with the draft agreement and hopefully it will happen this week. Ms. Carey noted that there were just one or two items that needed resolution and negotiations with the artist should proceed soon. She is also awaiting a maintenance agreement to be reached by the entities involved before an artist contract can be signed.

Mr. Titus stated that a Maintenance Agreement between DOT, the City of Fairbanks, and the Fairbanks North Star Borough is in his office awaiting signature. He thanked both Mayor Hopkins and Mayor Cleworth for their efforts in obtaining the agreement. The completion date for the contract is set for 2014 and DOT Construction Section will administer that contract with supervision from the FMATS Coordinator.

c. Boundary Subcommittee Recommendations

Ms. Gardino stated that the public comment period closed December 21, 2012. Very few public comments were received. Comments received from the Policy Committee were incorporated. A fourth map was displayed which contained the current MPO boundary and the urbanized area and what is expected to be urban in twenty years. It is the largest of the boundaries that were considered. This was the boundary recommendation chosen by the Boundary Subcommittee and will be presented to the Technical Committee and then brought before the Policy Committee with the Operating Agreement for approval next month.

d. UPWP Subcommittee Report

Ms. Gardino stated that there have been three UPWP Committee meetings since the last Policy Committee meeting. She stated that they are working to reach a consensus between agencies. The Federal Highway Administration was brought in to interpret the code regarding how planning funds were to be used. Each agency met with their policymakers to discuss results and now the UPWP subcommittee has a recommendation to present to the Technical Committee. The results of that meeting will then be presented to the Policy Committee. Ms. Gardino noted discrepancies between the UPWP and Operating Agreement for the Coordinator's Office and stated that both documents may need to be amended.

7. Old Business

a. Illinois Reconstruction Update

Ms. Gardino stated that the DOT Construction Section is in the process of getting permanent power switched over at all the intersections and are about 40% done. Two of the five intersections remain running with temporary power and should have permanent power soon. Construction is coordinating traffic control device removal with those that are responsible for plowing so that street plowing can be performed in an acceptable manner. The bridge crew will be returning May 1st. The DOT Construction Staff is still working with the landscape architect regarding the potential for getting additional landscaping on Terminal Street.

b. College Road Corridor Study Phase 8 Increase

Recommendation: Ms. Gardino reported that the recommendation is to approve an amount of \$73,000 in additional funding for the consultant on the College Road Corridor Study using offset Funding. In meetings with the Consultant since the last Policy Committee meeting, it was noted that the price increase was due to the fact that the DOT currently had no one in place to perform travel model updates or analysis and the cost of \$13,000 had to be paid to the Consultant. An estimated design cost was received from the DOT to oversee and provide technical review of all memos and draft reports; attend Advisory Committee meetings, provide data on the current project area, provide the crash data and past studies. That total was approximately \$22,500 with an approximate total of \$10,000 for ICAP. The total amount was just over \$222,000.

Motion: For the Policy Committee to approve an amount of \$73,000 for the College Road Corridor Study using Offset Funding. (Hernandez/Cleworth)

Discussion: Mr. Titus asked if this came out at the Technical Committee. Ms. Gardino stated that this had not come out at the Technical Committee because they met with the Consultant three times with the most recent meeting yesterday and there wasn't time to present it to the Technical Committee.

Vote on the Motion: Motion approved.

c. Railroad Crossing in the FMATS Area-TC Recommendation (included in the draft TIP)

Recommendation: Ms. Gardino explained that the recommendation from the Technical Committee was to include this project in the Draft TIP.

Discussion: Mr. Titus requested a discussion regarding the merits of adding this project to the draft TIP. Mayor Cleworth inquired about whom the contractor was who messed up the crossing rendering it unusable. Mr. Titus stated that it was not the DOT. He explained that it was his understanding that the road is not part of the DOT system. The maintenance of the road appears to be in "no man's land" and therefore the maintenance of the railroad crossing is in "no man's land" as well. The road services the industrial type businesses in that area. The paving was done in between the tracks and forced the tracks out so that the railroad tracks were unusable. The Railroad repaired the crossing so that the tracks were usable. It does require maintenance and the Railroad would like someone to maintain it. It is not on a road that belongs to the DOT, the Borough, or the City of Fairbanks. People are now looking to FMATS to fund a capital project in the TIP as Illustrative, meaning that if the

money comes and gets approved, it could be a project. It is not on the Department of Transportation list of crossings they are responsible for. Those crossings have an annual permit and a permit fee. A permit must be paid for and in place before maintenance is performed. That crossing was installed by the Railroad for the benefit of commercial businesses in that area.

Mayor Ward inquired whether a maintenance agreement needed to be in place first before the project was funded. Mr. Titus stated that Mayor Ward was correct and there should be a maintenance agreement in place. Mayor Ward stated that it seemed like that process should be taken care of before FMATS project funding was considered. Mr. Titus agreed and stated that he wondered who the interested party would be there.

Mr. Hernandez stated that it was not in a Borough road service area so they really have no jurisdiction over that area. He added that in talking with the Railroad, what the Railroad really wanted to do was repair the railroad crossing which would cost about \$100,000 dollars. According to the Railroad, maintenance in that area would not be an issue since when railroad locomotives went through there, they would take care of any snow removal that had accumulated in that area. Mr. Hernandez stated that his understanding was that what they were trying to do was put it in the Draft TIP and get it out to the public to get any comments and let people know about it. He further explained that he realized that the railroad crossing is not in the City of Fairbanks or City of North Pole but it is in the MPA and no one has jurisdiction over it. At the same time, the crossing is part of the proposed planned industrial area and a core of the community. He stated that the railroad is a major facility in terms of economic development and recommended consideration of funding for the repairs to the railroad crossing in the TIP since it is part of the core of our industrial development.

Mayor Cleworth stated that since there currently was no motion on the floor, he agreed with Ms. Gardino regarding discussing it now and voting on it later in the agenda. Mr. Titus stated that an introduction dialog could be held now and voted on later in Item 8C. He further stated that they could have a discussion in both places, if necessary.

Mayor Ward stated that being relatively new to the process it seemed to him like there should be a precedent for projects, whether or not they are in a road service district, to have a maintenance agreement in place before a project is funded. He stated that maybe the Policy Committee should address this maintenance agreement issue now and refer it back to the Technical Committee to figure out the issue of maintenance before it comes back to them again. He stated that he could propose a motion to refer it back to the Technical Committee if necessary.

Mr. Hernandez asked if a project were funded by State funds whether or not it would require a maintenance agreement from DOT and added that he knew that Federal funds probably would require one but was it the same for the State funds. Mr. Titus stated that it is not required but preferred that there be a maintenance agreement. Somebody has to perform the maintenance. The Railroad looks to others to take responsibility for the maintenance of these projects since others use the crossing, degrade the crossing and therefore should pay for maintenance on it because if there were no traffic over the crossing, it would probably not require maintenance as it would last forever.

Ms. Edwards asked what the alternative to use of this crossing would be for those businesses currently using it. Mr. Roberts stated that he thought that was the only road back there. Mayor Ward stated that you could go down and the road kind of jogs around and comes back to the industrial area. Mr. Hernandez stated that there is the potential for closure of that crossing.

Mr. Titus stated that he did not know of any requests from the industrial area to maintain or keep that crossing and asked Mr. Birkholz if he had heard about any requests from any industrial groups or businesses to have the crossing maintained.

Mr. Birkholz stated he was sure that they do, but did not know if the DOT could enter into an agreement with a private entity.

Mr. Titus stated that he realized that but asked if there would be an outcry if the road were to be closed. Mr. Birkholz stated that the users could come up with the funds among themselves to maintain the crossing just as a number of areas that are on roads outside of the service areas do. Mr. Titus asked what would happen if the crossing were closed and if that would cause an uproar. Mr. Birkholz stated that there would be an uproar if the crossing were closed. He did not know exactly from what businesses but that they use that road on a regular basis. There is a lot of money that goes through that road. He stated there are a lot of businesses that would go across that crossing and that there are alternatives ways to get out of there but they would be pretty inconvenient. That is the shortcut way to get out of there.

8. New Business

a. Historical Plaque Approval Process

Recommendation: Ms. Gardino stated that it was a recommendation of the Technical Committee to approve the historical plaque process as amended.

Discussion: Ms. Gardino stated that last month she had mentioned to the Policy Committee that she was going to be developing a process for procurement and installation of the historical plaques that were to be placed on the concrete in the greenspace. Establishing a process and having it in place was important for future projects. The Historic Preservation Commission also requested that a process for decision making and selection procedures be in place to avoid duplication of energy, efforts, research, and unnecessary costs. She noted that Pat Sackinger had volunteered to contact the Pioneer Memorial Park Board and the UAF Archives Library. Ms. Sackinger has been instrumental in the placement of 22 historical plaques in the last two years and is well aware of what is already out there. Ms. Gardino added that the rest of the historical team that she had assembled is also very well aware of what is currently in place such as Ron Inouye who is a historian; Julie Engfer-Jones of Festival Fairbanks, and the Technical Committee had recommended Dermot or Terrence Cole to be on the team as well to look over all research and recommend a selection. Ms. Gardino also planned to get design, mounting, and installation expertise from an engineer to assure that the signs meet all technical requirements.

Motion: To approve the Historical Plaque Process, as presented. (Ward/Hernandez).

Vote on Motion: None opposed. Approved.

b. Scope Changes for Park and Ride Project

Ms. Gardino stated that the Technical Committee recommended that the scope of the project be changed from the Park and Ride Project to a Bus Stop/Shelter Project.

Motion: To approve the scope change for the Park and Ride project to the bus stop/shelter project. (Hernandez/Ward)

Discussion: Ms. Gardino stated that Glenn Miller brought this project to the Technical Committee Meeting requesting approval of \$750,000 in funds be transferred from the CMAQ Park and Ride Project of 2009 to the Bus Shelter Project citing that there have been difficulties with being able to establish long-term lease of land such as the Hotel North Pole and the Knotty Shop for the parking facility. The Borough had also looked into acquiring land for a couple of parking facilities but that was expensive with regards to land purchase and utility installation. The Borough decided that since the Park and Ride was a pilot project and it was unsure of public use, a request would be made to the Technical Committee for a fund transfer to the bus shelter project. Mr. Hernandez stated that the information was correct as Ms. Gardino had presented it. Mr. Titus asked whether the FTA had any problem with that. Mr. Hernandez stated that FTA wanted an approval process to be followed and this would be part of that process. Mr. Roberts asked whether the reallocation of the funds would have to be reapproved by the Borough Assembly since the Assembly had originally approved those funds last year.

Ms. Gardino stated that Mr. Roberts' question was one that could not be answered by FMATS citing that the Policy Committee made the original decision to appropriate the funds to one project. The Federal Transit Administration (FTA) wanted FMATS to go through a process so that it was vetted in the public. The request will go through the Technical and Policy Committees. Once that decision is made, the Borough will then go through their process.

Mr. Titus stated that it was not new money, just the same money with a new scope and it did go through the Technical Committee prior to this and someone from the Borough would have spoken up. Mr. Hernandez stated that the Borough Assembly approval of this reallocation of funding was not discussed at the Technical Committee meeting.

Mr. Birkholz clarified that this was money that had already been transferred to the FTA and not new money, just a change in project scope.

Mayor Ward stated his concern regarding the draft documents received by the City of North Pole regarding open bus stops versus enclosed bus stops with heat. Mayor Ward stated that he sees complications with unheated, non-enclosed bus stops in the cold weather. He would like to make sure that the Borough considers the enclosed bus stops with heat.

Mr. Titus asked Mr. Hernandez if since the Borough was doing the design work for that project if there was any requirement for the Borough to bring project design work to the Technical Committee for design input. Mr. Hernandez stated that he would talk with Mr. Miller about bringing some of the designs because there had already been discussions regarding locations from a Borough Planning standpoint. Mr. Hernandez stated that there are several designs and Mr. Miller could bring them for review.

Mr. Titus asked Mr. Hernandez if this could be a topic for Policy Committee review. He asked that Mr. Hernandez get this placed on the agenda as a discussion item for next month or the month after. Mr. Hernandez stated that he would get it on the agenda. Mr. Titus asked Mayor Ward if that would be acceptable. Mayor Ward stated his approval.

Vote on the Motion: None opposed. Approved.

c. Changes to 2012-2015 TIP Amendment #4 Draft

Ms. Gardino stated that the TIP Amendment #4 was significantly different than the original amendment recommended by the Technical Committee. Ms. Gardino stated that the Policy Committee should review the changes and make any amendments necessary and before approving it for public comment. Ms. Gardino explained that the reason the Amendment was different was due to an error on her part. Ms. Gardino went over the four pages of changes with the Policy Committee in detail for their understanding.

***FY13 College Road Corridor Study:** The \$85,000 that was originally programmed was changed to \$73,000. This would be offset funding. There is currently \$1 million dollars available in offset funding.

***Dennis Road Extension:** The primary reason for the amendment is to add PH7 to this project. It requires a 30-day public comment period rather than an administrative modification because you cannot add a phase to the TIP without an amendment. Mr. Russ Johnson of DOT came to the Technical Committee with a request to add a Phase 7 to the Dennis Road Extension project of \$100,000 this year. So this funding was added to the TIP.

***UAF Street Light Conversion-Phase 3:** A final design amount was received for this project from UAF and the Design Section of DOT. This amount can be taken out of offset Funding.

***Illinois Street Reconstruction:** \$200,000 will be added so that the funds are preapproved in the event of changes that might come up this year with bridge design changes and traffic control issues resulting from those changes that might be required.

Discussion: Mr. Titus stated that on Illinois Street he believed that there was a partnering agreement with the Contractor that all contract changes would be made by the end of the calendar year. There was traffic control in January that they had not planned on so there may be some overages but no major surprises.

Ms. Gardino stated that there is some grandfathered money available from the University Avenue project which is becoming an NHS project. She conferred with Mr. Birkholz of DOT Planning about whether that University Avenue money could be added to the Illinois Street Reconstruction project in case there were any project changes that might occur and if the money was not used, it could be put back towards the University Avenue project or the bridge project. Mr. Hernandez asked whether that money could only be used for the University Avenue or Illinois Street project. Ms. Gardino stated that he was correct.

Cushman Street Bridge AK092 Earmark: This was earmarked funding originally for the City of Fairbanks Road Improvements project. This funding was already transferred by a previous Policy Committee action. This funding was transferred to the Cushman Street Bridge final design project. These two actions have already been approved and occurred but are now placed in the TIP.

Noble Street Upgrade: The General Fund (GO) Bond money that was going to serve as the City's match in FY13 had to be removed from the TIP.

Discussion: Ms. Gardino stated that when the Technical Committee saw the TIP there was about \$2.2 million dollars that had not been obligated that needed to be dealt with. Ms. Gardino worked with DOT and the City of Fairbanks to figure out how to obligate all the funding this year. A preventative maintenance project was one of the ideas that was discussed. The thought was to add more money to the current Preventative Maintenance Program and have a similar preventative maintenance project on South Cushman. Two estimates were received from DOT for preventative maintenance on South Cushman. One estimate was \$3 million dollars; the other estimate was \$2 million dollars. The \$3 million dollar estimate would be for removal of eight inches of pavement and base course, replacement with six-inches of asphalt-treated base and two-inches of pavement. The \$2 million dollar estimate would entail the removal of pavement, sweetening of the base course with D-1, and repave with two-inches of asphalt. What was shown in the Draft TIP was \$150,000 added to the Design Phase and \$2.5 million which was the happy medium between the two estimates in the Phase 4 of the Preventative Maintenance Program. \$1 million or \$948,000 of that came from the South Cushman project which created the idea because the Federal money could not be funded to the South Cushman project due to the lack of progress. The idea was to create a preventive maintenance project and to possibly make the bigger project a State-funded project since the Policy Committee had already appropriated \$5 million to it. The DOT would work with Federal Highways to get approval for that. The other option that was looked at was the Gillam Way Upgrade Project which was not moving either. The portion of the project from Airport Way to 17th Avenue could be done as a preventative maintenance project. The sidewalk work could be pursued as a Safe Routes to School project. The second portion from 17th to 20th Avenues where it makes a jog by the Brice Center that needs to be straightened out and requires some right of way, could be made into a Federal project. The South Cushman project would cost \$2-\$3 million dollars. If Gillam Way were built, it would cost \$1 million and there would be \$1.5 million left over that could possibly be used for projects such as Cowles Street Reconstruction, restart of the Gillam Way project, McGrath Road Upgrades, or Minnie Street Reconstruction. The other option would be to pursue the banking in March.

Mayor Ward asked whether the North Pole preventative maintenance money was to help with their match and whether it was State or Federal money. Ms. Gardino explained that it was Federal money and their match would not be affected even though it was a different pot of money, it still had the same match requirement.

Mr. Hernandez asked if the \$1 million dollars included the Safe Routes to School money on the South Cushman Street project. Ms. Gardino stated that the \$1 million dollars did not include the Safe Routes to School money. She stated that there would be a

preventive maintenance project and then a grant would be pursued to build the sidewalks because the project runs between the middle school and the grade school which would make it a good candidate for Safe Routes to School funds.

Mr. Roberts asked if the list contained information for projects that could be allocated funds and how much money they could receive this fiscal year being discussed.

Ms. Gardino stated that the Illustrative Section starting on Page 11 listed the projects that could be allocated funds if the money were available. For FY13 the projects that could receive funding were listed. Out of those projects, Ms. Gardino stated that she had suggested starting the Cowles Street Reconstruction project, the FMATS Sign Replacement-Phase III project, or the Bradway Road Reconstruction project which she hesitated to recommend because there are several boundary scenarios that do not include Bradway Road but the current recommendation is to include Bradway Road.

Mr. Roberts asked if when approving this list, the Committee needed to be sure that the project was within the MPO boundaries that would be approved at a later date. Ms. Gardino stated that the current recommendation is to include Bradway Road.

Mr. Roberts asked whether the Dennis Road Extension project would get any of that funding. He stated that he had heard that military right-of-way was involved there, DOT was trying to acquire that right-of-way, and could design work be done while they were trying to acquire right-of-way.

Ms. Gardino stated that the Dennis Road Extension project was funded through the Design phase. DOT is doing the design work right now. DOT has money for the right-of-way and they need \$100,000 for the Utility Phase which was put into this Draft TIP. That is why it is not showing up because DOT has the money they need for this fiscal year.

Mayor Cleworth stated that he thinks that this is a good working document and the South Cushman project was discussed at length yesterday regarding whether to move those monies to Gillam in light of the fact that in order to get the South Cushman Street project moving quicker than previously planned if they got the \$4 million dollars of preventative maintenance money. Mayor Cleworth felt that this was a good placeholder and asked Ms. Gardino if those changes could be made later on.

Ms. Gardino stated that the Draft TIP would go out for 30-day public comment and the Policy Committee would see this document again. More information would be available by that time to help the City make that decision.

Mayor Cleworth stated that the City had discussed this project yesterday and they haven't made up their minds yet but just wanted to give the Policy Committee a heads up. Mr. Hernandez stated that South Cushman really needs help. Mayor Cleworth agreed that South Cushman really does need help but the concern is that the public gets upset when the road is paved and then three years down the road gets ripped up. The asphalt is reused but he questions the wisdom of that if they could do it on a project that had permanency. The Mayor stated that he will have a better answer in May when he knows what is happening in Juneau and what the Policy Committee and the City of

Fairbanks will be receiving. Mayor Cleworth stated that the PM project might be it for a while and the City would lean in that direction. But, if it looks like the South Cushman project could be built, he would hate to have to change that in the future. Mayor Ward asked if this was the working document and if changes could be made to it later. Ms. Gardino stated that the Phase 4 funding needed to be obligated by the middle of August and whatever was decided takes time to design.

FMATS Pedestrian Improvements: There was \$100,000 in CMAQ funding in the TIP in FY13 that Ms. Gardino moved to FY14 because there was a delay in the survey and final design will not be accomplished this year.

Metropolitan Transportation Plan Update: \$100,000 of Federal money was added to the Metropolitan Transportation Plan Update which is due by August 2014.

Wendell Avenue Bridge: The Wendell Avenue Bridge project is going to be a GO Bond funded project. \$1 million dollars was programmed in the FY13 TIP. That \$1 million in Federal funding was freed up to spend on different projects and that is where some of that access money came from for FY13.

FY14 Revision Discussion: Ms. Gardino stated that banking funds that DOT agreed to were moved to College Road and Noble Street and this reduced the State funding by \$1.7 million which freed up \$1.7 million in State funds and used the Federal banking.

Cowles Street Reconstruction: Ms. Gardino stated that she initiated funding for the start of the Cowles Street Reconstruction project.

Gillam Way: This project was already a Federal project but Ms. Gardino stated that they are looking at closing the current project and splitting this project into two parts and reinitiating a start for a project that would only address the portion from 17th to 20th Avenues.

Noble Street Upgrade: This project was one of the two projects that was delayed and received the Federal banking funding which freed up State funds.

Other FY14 Revisions: \$1.6 million was removed from the TIP that was to be borrowed the next fiscal year. Federal money needed was programmed. Senate Bill 46 money was reduced to zero. Some Senate bill funding was used for match and \$200,000 of CMAQ money that was available.

Preventative Maintenance: Ms. Gardino stated that there was no funding for the preventative maintenance program when the TIP was originally prepared but now there are funds available because the allocation is over \$2 million more than they thought they were receiving when the TIP was prepared.

South Cushman-15th Avenue to Mitchell: If this project is made a State funded project, the CMAQ money would have to be moved elsewhere and is not in this fiscal year. Ms. Gardino stated that this probably shouldn't be there and the line that says \$113,000 shouldn't be there as there is no CMAQ money on that project.

Wendell Avenue Bridge: Ms. Gardino reiterated this project was now GO Bond money and she moved it to the State funded portion of the TIP.

Plack Road: Ms. Gardino explained that this project is federally funded through right-of-way and \$5 million dollars was received under the GO Bond which will fund the project construction.

Street Light Conversion: Ms. Gardino stated that \$2 million more was received than anticipated and moving the South Cushman 15th to Mitchell project freed up funds. Ms. Gardino stated that she then looked at projects that were ready and affordable. The Street Light Conversion-Stage III project is going to be funded for construction in 2015. The Cushman Street Bridge Reconstruction project utilities phase will be funded. The Preventative Maintenance Program was reduced by \$285,000 to accommodate funding both the construction stage of the Street Light Conversion project and the Gold Hill Bicycle/Pedestrian Facility project.

Ms. Gardino stated that beyond 2016 she changed the estimate for the Cushman Street Bridge project and added some illustrative projects to the TIP. Projects included were the previously discussed Lathrop Railroad Crossing Upgrade project which she had to confirm was exempt from a Conformity Analysis, which it is. She will be doing interagency consultation on the conformity determination once she has a draft to present to the agencies.

Discussion: Mayor Ward stated that he understood the North Pole Pedestrian Interchange being put into the Illustrative for 2014 but he did not want to see it there as it has been there for two mayors preceding him that worked on this. He stated that he did not want to see it listed as even a possibility.

Ms. Gardino stated that she had spoken with the Project Manager prior to the Policy Committee meeting to get the status of the project. The Project Manager explained that the right-of-way appraisal process has begun and it is not known whether there will be any condemnation. They have done conditional right-of-way before and will look at doing that if they think they will not make the August 15th deadline for requesting funding obligation. Ms. Gardino explained that she was informed that the design plans are virtually done and now the right of way just needs to be completed. Mayor Ward asked Ms. Gardino if that meant that the funds needed to be allocated by August 15th. Ms. Gardino explained that the request for funding has to be sent by August 15th. Mayor Ward queried if that meant if the funds were not spent or designated to be spent by then, did that mean they would lose them. Ms. Gardino replied that if the funds were not obligated by then, they would lose them. Then they would have to find the funding next year. She stated that there are some State funds available but the design is complete and the right of way process is all that remains. She stated that there are some things the DOT can do if the project is imminent and the DOT is pretty confident about the progress. Mayor Ward stated that he did not like even seeing the project as a possibility. Ms. Gardino stated that she could remove it from the TIP but thought that Mayor Ward would be better off having it there.

Mr. Titus stated it would be better to have it in the TIP as opposed to having it removed at this point. Mr. Titus stated that he was confused because there were three recommended motions before him. He inquired if he needed a motion to add the changes to the TIP.

Ms. Gardino stated that the TIP that the Technical Committee saw was very different and there were too many changes so the Technical Committee recommendation was no longer valid because they did not see the same TIP the Policy Committee saw.

Recommendation: Mr. Titus recommended a motion to approve Draft TIP Amendment #4, as presented, for public comment.

Motion: To approve Draft TIP Amendment #4, as presented for public comment. (Cleworth/Hernandez)

Amendment to the Motion: On Page 12 of the TIP, eliminate the Lathrop Railroad Crossing Upgrade Project. (Cleworth/Ward).

Discussion: Mayor Cleworth recommended a motion to approve removing the Railroad Crossing Amendment on Page 12 of the Draft TIP stating that the way he understood it, the responsibility rests with the Railroad for damage done to the property by the Contractor. Mayor Cleworth feels that there are legal issues there as well as having no one willing to maintain and the Policy Committee should not get involved.

Mr. Hernandez stated that he was not aware of any legal issues. He felt that this was just a question of trying to make the railroad crossing whole again that many commercial interests use. He further stated that the crossing is part of our industrial infrastructure that should be maintained for the future. Mr. Hernandez stated that he wanted to remind the Policy Committee that they were not approving the TIP but were trying to put it out for public comment and see what the public thinks about it so that a decision can then be made based on public input. He also stated that both FMATS and the Technical Committee recommended that this be put out for public comment.

Mr. Roberts asked if FMATS could research and find out about that contractor so when this was put out for public comment and came up for approval by the Policy Committee it could be included in the decisionmaking process.

Mr. Titus stated that we probably could but it was his understanding that the crossing was put in and existed for a number of years before upgrades were made to the road.

Mr. Birkholz stated that somebody paved it long after the crossing was put in there.

Mr. Titus stated that somebody paved it after the crossing was put in there. So Mayor's Cleworth understanding that the contractor put the crossing in and paved it was incorrect.

Mayor Cleworth stated that then this was an issue between the Railroad and somebody else.

Mr. Titus stated that this was an issue between the Railroad and somebody else not FMATS.

Mayor Ward asked if this project went through the nomination process and if it got graded.

Ms. Gardino stated that it did not.

Mayor Ward stated that he thought if this was something that the Policy Committee wanted to take up that it needed to go through the proper steps. Mayor Ward stated if that was the case and they don't have to do that, then he had lots of things he could add to this. He stated that he felt that there was a process the Policy Committee put in place for projects and that they should go through the proper steps. There is a public process as part of the nomination form and if the public wanted to comment, that would be the right place for that to take place and not to be put into the STIP and dealt with later. Those things should have been taken care of before that point.

Mr. Titus stated that this was a good point.

Mr. Roberts asked Ms. Gardino what would happen if the project was taken out and what would have to be done to balance this out.

Ms. Gardino stated nothing would have to be done because it was only illustrative and would not change to bottom line at all.

Mr. Titus stated that the DOT would not be willing to perform maintenance or taking any responsibility for that crossing as it is in "no man's land" and the Department already has their plate full with railroad crossings. He added that he would also be in favor of deleting it from the TIP.

Mr. Hernandez stated that he felt it should be left in the TIP. It is shown as illustrative in the TIP and the best way to approach this would be to ask for State funding to help deal with this issue but if it is not in the TIP we would not be able to ask for State funding to allow us to do this crossing work. Hopefully we could use Federal funds for this work but if it is left in the TIP we would at least be able to ask the State to allow us to pay for this railroad crossing.

Mr. Roberts asked where this would be in relation to the proposed boundary change.

Ms. Gardino stated that this project would be within the boundary.

Mr. Titus stating that seeing no other comments on that amendment he would make a motion for a roll call vote on the removal of the railroad crossing from the amendment.

Vote on Amendment to the Motion. One opposed (Hernandez). Approved.

Ms. Edwards recommended a motion to reduce the College Road Corridor Study Phase 8 FFY13 from \$85,000 to \$73,000.

Amendment to the Motion: Reduce the College Road Corridor Study Project in FFY13 from \$85,000 to \$73,000. (Edwards/Walley).

Vote on Amendment: None opposed. Approved

Discussion: Mr. Titus asked for any other changes to the Draft Amendment #4.

Mayor Ward asked if they could still make adjustments to the draft and if substantial adjustments were made such as moving South Cushman monies to preventative maintenance or Gillam or other projects would that qualify as a change that would have to go out public comment again.

Ms. Gardino stated that technically if they are shown as illustrative in the TIP they do not need to go through an amendment process to have them funded if money becomes available and asked Mr. Birkholz if that was correct.

Mr. Birkholz stated that if a project were moved from the illustrative part of the TIP to the active section there is a process that has to be gone through but it would not require another amendment.

Ms. Gardino stated that a letter would have to be written stating that these were the projects that were illustrative and now are going to be funded this year but as far as the preventative maintenance goes, it just says preventative maintenance, so it could be used on South Cushman or it could be used on anything.

Amended Motion: To approve Draft TIP Amendment #4, as presented, for public comment except on Page 12, eliminate the Lathrop Railroad Crossing Project and reduce the College Road Corridor Study Project in FFY13 from \$85,000 to \$73,000.

Vote on Motion: None opposed.

Motion Approved

9. Public Comment Period

None.

10. Other Issues

None.

11. Informational Items.

a. Obligation/offset list.

Ms. Gardino stated that we still have a \$1 million dollars of offsets remaining. \$583,000 programmed in Offset funding of Draft TIP. Pending offsets total \$765,000. Ms. Gardino stated that there are a lot of little projects but not many so we need to start getting some projects on the books.

12. Policy Committee Comments

Mayor Cleworth had no comments except that Mother Nature had given them all some headaches recently and congratulated DOT and their crews for what they did out there.

Mr. Titus stated that they had a very fruitful discussion about maintenance for the artwork being put in on the Illinois Street project and thanked the Mayors for their help there. The contract is moving forward positively and there should be a nice feature there by the end of 2014. Thanked everyone for coming out and told them to drive carefully.

Mr. Ward thanked Ms. Gardino for coming out to North Pole and driving around with he and Mr. Butler visiting projects around North Pole that might not be immediate but in the foreseeable future could be put on the nomination form and request scoring by the Technical Committee at a future date. He told Ms. Gardino that her presentation to the City Council was greatly appreciated.

Mr. Roberts stated that in reading the meeting minutes for the College Road Corridor Study he noticed that they were thinking about downsizing College Road. He stated that he was born and raised there, lived on that road, and drove that road every day. He stated that he would urge the Policy Committee not to accept any downsizing of College Road. He cited that there are a lot of troublesome turnoffs on College Road such as the Lemeta area and the Farmers Market and would urge that the Committee not downsize that road when it comes up for review.

Mayor Cleworth stated that right now there are four lanes that are tight so two lanes with a center turn lane were recommended on that road. He asked Mr. Roberts if he would be opposed to that. Mr. Roberts stated that the road width is very narrow. He feels that the roads need to be widened but doesn't like the solution of a center turn lane stating that they don't need a center turn lane as there is too much going on there already.

Mr. Titus invited Mr. Roberts to keep an eye on the Policy Committee agenda and he was sure that the report would come up at some time in the future and he would be welcome to attend future meetings regarding the College Road project.

13. Adjourn

- **Motion to adjourn.** (Hernandez/Ward).
- **Vote on the motion.** None opposed. Approved.

Meeting adjourned at 11:29 am. Next Scheduled Policy Committee Meeting, 10:00 am, Wednesday, February 20, 2013 at DOT&PF Main Conference Room on Peger Road.

Approved: _____


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

Date: _____

