



POLICY COMMITTEE MEETING

Wednesday, November 10, 2010 9:00 A.M. – 11:00 A.M.
State of Alaska DOT & PF, 2301 Peger Road, Main Conference Room

1. Call to Order
2. Introduction of Members and Attendees
3. Public Comment Period (3 minute limit)
4. Approval of the November 10, 2010 Agenda
5. Approval of the October 20, 2010 Minutes
6. Committee Reports
 - a. FMATS' Coordinator's Report with Action Items
7. Old Business
 - a. SB 230 Funding (Action Item)
 - b. FY12 Funding Request to the Governor (Action Item)
8. New Business
 - a. Election of Chair and Vice Chair for FFY11
 - b. FMATS Sign Replacement Project – Stage II (Action Item)
 - c. Call for Project Nominations for the 2012 – 2015 TIP
9. Public Comment Period (3 minute limit)
10. Other Issues
11. Informational Items
 - a. Signal Detection Presentation – In December
 - b. TIP Administrative Modification and Upcoming Amendment
 - c. Right-of-Way and Partial Takes: Briefing
 - d. Offset List FFY11
12. Adjourn

Next Scheduled Policy/Technical Committee Meeting, 10:00 a.m., Wednesday, December 15, 2010 at the DOT&PF Main Conference Room

Fairbanks Metropolitan Area Transportation System
POLICY COMMITTEE
State of Alaska, DOT&PF, Main Conference Room
2301 Peger Road Fairbanks, Alaska 99701
Meeting Minutes – October 20, 2010

1. Call to Order

Co-Chair Mayor Terry Strle 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

Name	Representing
* Ethan Birkholz for Steve Titus, P.E. absent	DOT&PF, Regional Director
* Mayor Terry Strle	City of Fairbanks
* Mayor Luke Hopkins	Fairbanks North Star Borough
* Mayor Doug Isaacson	City of North Pole
* Guy Sattley	Fairbanks North Star Borough Assembly
* Chad Roberts	Fairbanks City Council
* Cindy Heil for Alice Edwards absent	ADEC, Air Quality Division
*** Todd Boyce for Donna Gardino absent	FMATS Coordinator
*** Bruce Carr	Alaska Railroad
*** Joan Hardesty	ADEC, Air Quality Division
*** Bob Pristash	City of Fairbanks, Public Works
*** Mike Schmetzer	City of Fairbanks, Engineering
*** Glenn Miller	FNSB Transit
*** Jonathan Shambare	UAF
Mike Musick	FNSB Assembly
Jerry Colp	City of Fairbanks, Engineering
Janet Brown	DOT&F Regional Pre-Construction Engineer
Meadow Bailey	DOT&PF Information Officer
Jo Schlotfeldt	DOT&PF
Shiva Hullavarad	Resident
Brian Rogers	UAF Chancellor

3. Public Comments:

On behalf of the FMATS Policy Committee, Mayor Hopkins made presentations to Guy Sattley and Mayor Terry Strle for their work on the FMATS Policy Committee. The two members attended their last Policy Committee meeting as an Assembly Member and as the Mayor of the City of Fairbanks.

Mayor Hopkins said Mr. Sattley had a long history as a member of the FMATS Policy Committee with a strong concern for transportation, transit issues, and railroad/community interactions. On behalf of the board, Mayor Hopkins said thank you to Mr. Sattley for all of the concerns brought to FMATS and for the years of involvement.

Mayor Hopkins thanked Mayor Terry Strle for her service representing the City of Fairbanks and the whole community. On behalf of the board, he thanked Mayor Strle for her actions as she continued to move transportation issues forward for both the city and the metropolitan area which serves the borough.

4. Approval of the October 20, 2010 Agenda

- **MOTION:** To approve the October 20, 2010 agenda. (Isaacson/Sattley)

Mayor Strle added a discussion of the FMATS Coordinator's evaluation under Other Issues.
Approved as changed. No opposition.

5. Approval of September 15, 2010 Minutes

- **MOTION:** To approve the September 15, 2010 minutes. (Isaacson/Roberts) Mr. Boyce said the new Alaska Railroad CEO - Mr. Aadnesen's name was misspelled in the minutes. Approved as changed. No opposition.

6. Committee Reports

a) FMATS Staff Report / Technical Committee Action Items

Todd Boyce said the complete report provided by Donna Gardino was in the packet.

7. Old Business

a) PM_{2.5} Transportation Conformity Determination

Todd Boyce asked Cindy Heil to comment on the report. She said the reason for this important report is to ensure there are no federal dollars spent on transportation projects in the Fairbanks non-attainment area that will cause any increase or worsening of the air quality problems. FHWA has to approve this document. If it is not approved by FHWA, federal highway dollars cannot be spent in the non-attainment area. There is a strict timeline to get it in to FHWA and get their approval before December 14 so we don't go into a lapse. This is also a special document as well, as it uses a special model from EPA called MOVES. We are the second community in the region to use this cutting edge model. It has gone through review and received very technical comments back from FHWA, mostly on the use of the model. It does meet conformity and shows we can move forward with the transportation program identified in the TIP and the MTP; therefore we can go forward with spending federal funds in Fairbanks. She recommended approval of the document.

- **Motion:** To approve the PM_{2.5} Transportation Air Quality Conformity Determination for the MTP and TIP and to submit it to FHWA and FTA for approval. (Hopkins/Heil)

Comments: Mayor Isaacson asked if this was the same report the Policy Committee had previously reviewed. He was glad to see it finished and showing conformity. Mayor Hopkins added this was already reviewed by Sierra Research at a previous meeting.

- **Vote on the motion:** None opposed. Approved.

New Business

a) UAF Roundabout and Tanana Drive Extension

Chancellor Bruce Rogers presented these two projects to the committee. He said both are important road projects to UAF and to the community at large. He appreciates the kind of partnership FMATS provides and looks for the opportunity to partner to address these issues.

The roundabout at Tanana Loop and Alumni Drive was brought up for nomination in the Technical Committee in January and received a score of 43.5. DOT&PF helped estimate project costs at \$2.5 million. UAF is prepared to expend funds for preliminary design of the project. There would be no right of way access issues for this project.

In June, the Board of Regents adopted a new master plan for the UAF campus. It affects these road projects in terms of how it affects internal traffic, through traffic and public safety issues. The challenge at this intersection, also called "dysfunction junction", is about to get worse. This intersection had five accidents in the last five years. The construction of the new Energy Technology Facility and laboratories in spring 2011 and the planned construction of the new fire hall and student fire fighter training center on

the south side of Alumni Drive and Tanana Loop will dramatically change traffic in the area. A roundabout at this five point intersection site would be the most efficient for long term operation compared with a signalized intersection and would also reduce the congestion and queuing on campus. UAF is looking for the next score on this project which would include the emergency vehicle facility traffic information.

Mayor Hopkins said this project is in the Long Range Transportation Plan. Chancellor Rogers said with the ETF coming on line in the fall of 2013 they are adding yet another facility that will affect the traffic counts. Given the fire hall move, right now the north road is a higher priority in FMATS than this intersection. Because of the fire hall, the campus perspective is that Alumni Drive/Tanana Loop would be a higher priority.

Mayor Isaacson asked how much was he asking for at this time. Chancellor Rogers said UAF would front the design; the rest would be as part of an FMATS project.

Mr. Roberts asked if the push from Chancellor Rogers' point of view is the ETF building which would add another point of entry into the intersection. Chancellor Rogers said the ETF will be using the former Fairbanks Street as its exit, so it is not yet another point into the intersection, but it adds more traffic. Mr. Roberts said this is in anticipation of the traffic. Five accidents in five years does not seem like it is terrible, but the anticipated traffic is the big push. Chancellor Rogers said the big push is really the fire access, when the fire hall is built and is the primary source of fire protection. The UAF Fire Department serves the campus and the off-campus community. In terms of exiting from the campus, dealing with the intersection as it stands today is a real challenge compared to using a roundabout to more rapidly move emergency vehicles. This is an intersection which does not work today, is challenging to new drivers and new people coming onto campus. The number of near accidents far exceeds the five. Five is not a huge number of accidents, but for the people who are in them, it is a big deal.

Ms. Heil asked if FHWA funds can be used for construction if there are not FHWA funds in design. Mr. Birkholz said if FHWA funding is used for construction, University money would be what is called a reversed tapered match. If they do the design up front, it will also be the match for the construction project. However if federal money is used, DOT has to have a project manager and follow the federal process. Which means it is probably going to cost more than the 10-12% for the design. If it was funded through a state legislative appropriation, it would be simpler. A reverse tapered match can be done with an agreement with the DOT and whether there is a consultant, or whether the DOT is the designer, those details can be worked out when funding becomes available.

Mayor Hopkins asked if the project is started with non FHWA money, can it turn into an FHWA project. Mr. Birkholz said it could if the federal process is followed from the start. Mayor Hopkins asked if the process would be faster if it was state funded. Mr. Birkholz said it could be, if there were no right of way issues. The environmental standpoint is unknown. Whether state or federal money is used, when the federal process is followed, the project is covered both ways.

Mayor Hopkins asked how Thompson Drive was done. Mr. Birkholz said federal funding was used, designed by DOT&PF. Chancellor Rogers asked if any design funding moved forward would be in the form of an RSA to DOT&PF to manage or co-manage with UAF as users to make sure it was done correctly. Mr. Birkholz said a reverse tapered match may not be necessary if an RSA was used.

The second project Chancellor Rogers presented was the North Tanana Loop Road which was first recommended in a 2003 parking preparation study at UAF. It is in the 2010 Master Plan adopted by the Board of Regents. It scored a 44.3 in 2005 and was placed in the program. They have asked for funding from multiple agencies over a six year process. This extends the ability for through traffic from northeast to southwest through the campus. It is about a one mile existing temporary use construction access road between Kuskokwim on the east edge and Sheenjek on the western edge. It would include

a storm water, pedestrian and bike system and de-conflict the ski trails in the area. Through soil engineering there have been many problems with permafrost and ice lenses just to the west of this area. He found it amazing how much gravel is used to fill up an ice lens. Estimated total project costs \$2.25 million, but that could change based on the design and soil studies, possibly up to \$3 - \$3.5 million. This increases access to West Ridge research facilities. In particular, there is a project which will significantly impact traffic to the West Ridge, with construction to begin next calendar year and a scheduled completion date of fall 2014. At that point, the research community and even more students will be transiting to West Ridge. The Master Plan seeks to decrease traffic on Yukon Drive, which is a primary east-west road on campus used as a through road. Conflicts between pedestrians, bicycles and traffic are significant. This project would also provide better access for the community to the ski trails. This project would serve both the University and community. Timing for this project is less intense than that for the Tanana Loop and Alumni Drive project.

Mayor Isaacson asked if this was a dead end going to the east. Chancellor Rogers said it is not a dead end, but goes out to Farmer's Loop, which is a primary entrance and moves south to Yukon Drive from a 20 mph zone to a 10 mph zone with significant pedestrian traffic.

Mayor Hopkins asked if the connection from North Tanana Loop to Yukon Drive was the major route to the upper dorms, the route usually taken to get to West Ridge for a shorter route. He asked if the project would not happen unless there was a designated capital project and would the University consider opening the gravel road if there was a guardrail. Chancellor Rogers said it has been opened in the summer, but not in the winter because there are no guardrails. One of the advantages is using the construction leftovers from the Natural Sciences Building. It is probably not reasonable for a long term paved road, but his preference would be to open it as soon as possible.

Mayor Hopkins asked Chancellor Rogers to comment about the Yankovich/Miller Hill Bike Path. The route has some concern about what happens when it moves further into the west side of main campus. Chancellor Rogers said they are working on the best routing to minimize conflict with farm activities to make sure they can provide the right of way necessary for that project. It is a project he supports as it benefits the campus community and the community at large. There should not be a right of way acquisition issue there.

Mayor Hopkins asked Chancellor Rogers to contact the FMATS Coordinator to have some of the input to pass on. He asked about the University priority for the bike path and the roundabout. Chancellor Rogers said he was hesitant to put construction money into a project before it has been designed.

b) FMATS Area Signal Upgrades PH4 Increase

Mr. Birkholz said this is a part of the Preventive Maintenance Program which makes the flow through the intersections more efficient. The video detection will recognize traffic at the intersection to change the signal. There was enough funding to do the basic bid. There is a fair amount of de-obligated funds from other projects when the bids came in lower than estimated. He recommended funding the additional amount of \$122,575 to fund the alternate video detection units. These include College Road/Danby and Farmers Loop/Ballaine Road intersections. Mr. Boyce said there were also \$141,000 de-obligated funds from the FMATS Surface Upgrade Project.

- **Motion:** To approve the PH4 funding increase of \$122,575 for the FMATS Area Signal Upgrades Project using de-obligated funding from the FMATS Surface Upgrade Project. (Isaacson/Hopkins)

Comments: Mayor Hopkins asked for information on the seven specific intersections. Mr. Birkholz said they are Airport Way/Cushman, Airport Way/Noble, Airport Way/Barnette, Airport Way/Gillam Way, College Road/Danby and Farmers Loop/Ballaine. Mayor Hopkins asked if there is video detection at Geist and University or could it be added. Ms. Brown said when the Geist project is constructed, video detection will be added. Mayor Hopkins asked if video detection would be added in 2011.

Mr. Sattley asked about the four intersections on Airport Way and if it works with the timing of the lights. Mr. Birkholz said the traffic section feels it will flow more smoothly.

Mayor Hopkins asked if other intersections could be included with the additional funding. Mr. Birkholz said these were the intersections designed under this project. There are a number of other intersections that could have video detection, but they would have to be designed in a project, which would cost more than this funding allows.

Mayor Isaacson said in North Pole the video detection system allows traffic to move very fast, uninterrupted and is a good traffic model for Airport Road. It is going to allow wherever the traffic is to start moving. He asked if there is a secondary timer attached, so when there is a steady stream of traffic on Airport Way, how it would know to keep the traffic flowing. Mr. Birkholz said one of the DOT&PF Traffic people could come in to explain how that works.

Mr. Roberts asked if a traffic person would come to explain this issue, would there be a postponement on the motion. Mr. Birkholz said they were trying to award this project. Mr. Roberts said there is a discrepancy on the numbers of intersections between 7 and 6. Action on this item was deferred so the correct number of intersections could be determined.
(Continued after information retrieved.)

Mr. Birkholz had the correct information and said there are six video detector upgrades at Farmers Loop/Ballaine, Farmers Loop/North Tanana Drive, Danby/College, Airport/Noble, Airport/Gaffney and Airport/Barnette. There are signal cabinet replacements at five of those locations.

Mayor Hopkins asked if the map showed Farmers Loop/College. He said that intersection has more traffic volume than Farmers Loop/Ballaine.

Mr. Sattley asked if this system only kicks in at periods of slow traffic. Mr. Birkholz said it is based on the amount of traffic, whether it is congested or slow. It will allow more cars to go through.

- **Vote on the motion:** Approved. None opposed.

c) LED Streetlight Conversion PH4 Increase

Mr. Colp noted the information in the packet regarding the project. Changes orders included costs for additional electrical grounding, overhead cable on metal poles, new conduit between the metal poles, DOT and City engineering, an electrical consultant and ICAP.

- **Motion:** To approve the PH4 funding increase of \$178,195 for the LED Streetlight Conversion project using de-obligated funding. (Isaacson/Hopkins) Approved. No opposition.

d) Illinois Street Reconstruction PH2 Increase

Ms. Brown said the Illinois Street project went to review in July. Because of the review 800 comments and 500 requests for plans were received. It is a very complex project for which they are working quickly to be ready for construction. It is scheduled for bid advertising in the spring. After the review and all the comments, DOT hired a third party to give a peer review on the telecommunication and technical work because they wanted to verify the comments and that be sure the work was clear. The consultant bids came in high. Ms. Brown asked for \$800,000 to complete the design which would complete the telecommunication bank, landscape architecture comments received, finish the storm sewer illumination and sanitary sewer and water design, bridge and road design, coordination with utilities and right of way. Ms. Brown said they are well on their way through the long right of way acquisition process.

- **Motion:** To approve the PH2 funding increase of \$800,000 for the Illinois Street Reconstruction project using de-obligated funding. (Hopkins/Sattley)

Comments: Mayor Isaacson said he doesn't see the de-ob is available. Mr. Boyce said the amount was changed to \$800,000 and is in the packet.

Mayor Hopkins asked if this will take care of the design work to put out to bid. Ms. Brown said yes, this will do it.

Mr. Sattley asked about the right of way acquisition regarding Kelly's Firestone property. Ms. Brown said the right of way negotiations are confidential. It is her understanding, it is moving ahead. Mr. Sattley asked if it was contaminated soil. Ms. Brown said the property had a clean enough bill of health in the past with DEC. Mr. Sattley said apparently taking the whole property would be roughly \$300,000 and what DOT is talking about is \$200,000 for wiping out their parking and warehouse in the back and basically destroy their business. Given the scope of the project and the 30 years talking about the project it seems like penny ante stuff, unless there is a bigger issue of taking ownership of the soil. Ms. Brown said it may be and there are strict rules and requirements for right of way. Mr. Sattley asked if there is a median down the middle of that part of the new Illinois Street. He would take the whole thing and turn it into a park.

Mayor Hopkins said there were similar questions when dealing with the Big I. He recalled comments were made to the Policy Committee that if FMATS wanted to find other funding to put towards an acquisition of the full property, that could possibly be considered. He said he may not be recalling that correctly. He asked for the next meeting to have an overview of those acquisition issues that if the Policy Committee wanted to act upon for a particular piece of property, it could do that and replace a funding piece with which FHWA may not necessarily agree.

Mr. Roberts said it is an interesting idea, but it would put FMATS up to a whole bunch of issues down the road. Everyone would come to FMATS saying "they only offered me this, we need this..."

Mayor Strle asked Mayor Hopkins if he wanted an overview of right of way issues on a particular piece of property. Mayor Hopkins said they would not discuss a particular piece of property as they are in the right of way process, but the regulations could be discussed. Ms. Brown said the right of way process is ruled by the Uniform Act, which means each property owner is treated fairly and uniformly.

- **Vote on the motion.** Approved. None opposed.

e) FFY 11 Technical and Policy Committee Meeting Dates

The list of meeting dates was provided in the packet. Mayor Strle asked for comments on the proposed dates. Mr. Birkholz said the Alaska Municipal League is on the week of November 17 and suggested moving the Policy Committee meeting date to November 10.

- **Motion:** To move the Policy Committee November 2010 meeting date to November 10. (Hopkins/Isaacson) Approved. No opposition
- **Motion:** To approve the FY 11 Technical and Policy Committee meeting dates as amended. (Hopkins/Isaacson) Approved. No opposition.

f) SB 230 Funding

Mr. Boyce said the Technical Committee asked staff to come up with a list of projects for SB 230 funding and will bring it to the next Technical Committee meeting for review and forward to the Policy Committee meeting in November. Mr. Birkholz said Ms. Gardino intended to send the letter. We received the \$5 million in SB 230 funding and want to show where it will be allocated to extend the programs and fund projects. Mayor Hopkins said regarding the dates for expected expenditures, most of them appear to be obligated in 2011. Some of the items discussed today related to UAF are on the list.

Mayor Isaacson asked for clarification about the items being discussed. Mayor Hopkins said they were sent electronically to members. He suggested the phase completion dates be added to the projects on the list.

Mr. Roberts asked if SB 230 was like the 381 funding, which was flexible. Mr. Birkholz said yes, it is the generic pot given to FMATS for any project.

g) FY12 Governor's Request for Funding

Mr. Boyce said FMATS sent a letter last year to the Governor requesting \$5 million in funding with a non-prioritized list of projects attached. He asked the Policy Committee if they wanted to follow the same approach or ask for a specific project. The Technical Committee is looking for input for their next meeting.

Mayor Hopkins said to follow the same process as last year, but to ask for \$15 million. Mayor Strle agreed. Mayor Isaacson asked whether or not it should be prioritized this year. It was suggested by him and the Interior legislative delegation to limit each department to what their one thing was. Last year he received a form letter back from the Governor's office thanking him for his submission and "...we want to hear from all Alaskans..." Mayor Isaacson is interested in whether we should put it in general terms or should we pick and choose our projects for funding. Mr. Birkholz said what Ms. Gardino wanted to do when that request is put in was to send a letter showing how the money received last year was used, how it stretched the program and showed the value.

Mayor Isaacson suggested asking the delegation what their take is on this approach. Mayor Hopkins asked if in the capital budget we receive both, in the sense that DOT&PF also received funding to pave Geist Road in the FMATS area and specific projects. Mr. Birkholz said that was not state, but federal funding. Mayor Hopkins asked if there were any specific capital appropriations to DOT&PF for projects in the FMATS area. Mr. Birkholz said not recently.

9. Public Comments

Shiva Hullavarad, a resident of University West, commented on PM_{2.5}. He met with Mayor Hopkins recently to discuss this issue. He asked why only PM_{2.5} when there could be even smaller particles and larger ones when the smoke goes up. He asked is there any study being done in terms of what else we have other than PM_{2.5}. He asked what the borough is doing in terms of understanding the other aspects of PM_{2.5}. He also asked how much of that work is retained in Fairbanks, instead of sending the work to other places.

Mayor Hopkins commented on the question about what are we doing to understand. Mr. Hullavarad said there are studies shown that PM may exist in small particles as well. There could be particulate matter all the way down to .1 micron from 10 microns. He asked if there are any statistics in what we have in the air. Mayor Hopkins asked if he was asking for a presentation on the issue. Mr. Hullavarad said he would like to know what else there is and is it hazardous and what we can do with it. He also wants to know who is doing the studies.

Mr. Carr said the railroad received the announcement on the Tiger II grants released this week. Alaska received zero. 30% of the funds went to highway projects, mostly for fixing highways, no highway expansions; 26% went to rail, 16% went to ports, 4% to pedestrian projects, 5% went to planning grants. In reviewing the successful grants over the last week, one of the common threads through all of them - they were not individual applications made by individual agencies but were a combined cooperative effort between DOTs, local planning organizations, communities and MPOs. In the future, if Alaska expects to get some of this funding for projects, we have to work together in a very cooperative way to look at these projects which have been successful in the past, what their keys were and then put together better applications than we've done in the past. We worked with Ms. Gardino on the grant applications this past time.

10. Other Issues

a) Mayor Strle discussed the evaluation process with Ms. Gardino. Ms. Gardino's position is funded through FMATS, but is a city employee. The City of Fairbanks is in the process of negotiating the IBEW contract and that is where Ms. Gardino would fall. The city does give merit raises occasionally and it would make more sense for the Policy Committee to evaluate Ms. Gardino and give a recommendation to the Mayor if the Policy Committee wanted to offer a merit increase. The city uses the online Survey Monkey to do evaluations. Mr. Roberts has agreed to take the information toward the Policy Committee. When it comes to any type of salary increase for our FMATS employees, it is not going to happen through the city. Mayor Strle said the committee could work with her assistant, Amber Courtney, to set it up to send out to Policy Committee members. Ms. Gardino has been employed for over two years.

Mr. Roberts asked if the survey was done, the results compiled and a sub-committee formed then they would discuss and make a recommendation. Mayor Strle said she personally felt Ms. Gardino is a great employee. After the evaluation, if there is a recommendation to increase her salary, it would come from the Policy Committee rather than the Mayor of the city.

Mayor Hopkins said the first step with Survey Monkey was appropriate and the Policy Committee could make a determination at that point.

Ms. Heil asked if the evaluation was confidential. Mayor Strle said Mr. Roberts would have the evaluation results and put together a committee with a couple of members that would meet, not in this forum, to discuss the evaluation and make the recommendation. Mr. Roberts asked if the evaluation would be done with current members, since two new members who do not know Ms. Gardino are coming on board next month. Mayor Strle said the Survey Monkey could be sent to Policy Committee members very soon and it could be finished within a couple weeks.

Mayor Isaacson asked if the Policy Committee gave Ms. Gardino a salary or cost of living increase last year. That was to be determined, but members did not believe that was done.

Mr. Sattley was on the Policy Committee when they talked about hiring a coordinator. He said there were extensive discussions about where the coordinator would be housed. Mayor Whitaker had told the committee the borough building did not have space. There was also discussion of how much the coordinator would be paid. The city was amenable to housing her at City Hall. Mr. Sattley said he was sure there was no discussion about the FMATS coordinator being a member of the IBEW and being a city employee. He supposed she was being paid by FMATS. He was astounded a few months ago when she lobbied for a pay increase and talked about being a member of IBEW. There was no discussion about that. Mr. Sattley felt the Policy Committee was blindsided back then. He wanted to say he was astounded by that chain of events and for her be tied to an IBEW increase, or not.

Mayor Hopkins said he was chair of the sub-committee on putting together the idea of having a coordinator and then he was involved with the discussions with the Policy Committee as a member. They did have a discussion about who would supervise the coordinator, which was the issue, not necessarily where the coordinator was housed. They discussed if the chair of the Policy Committee would be the coordinator's supervisor in terms of federal regulations. Mayor Hopkins recalled the City of Fairbanks would provide the physical space and the supervision. The borough was not able to provide supervisory responsibilities because that employee was not a borough employee. The City of Fairbanks had another avenue to provide the duties of employee/supervisor through the IBEW. It was most convenient to tie the employment location with who the employer was. FMATS was given a grant for the services of the coordinator to that employer. The City of Fairbanks received a grant from FMATS to do all that work. The borough was not legally able to perform those duties, therefore, could not accept that grant. He recalled the Policy Committee was fully aware of those aspects.

Mayor Isaacson was also on the sub-committee and does not recall the IBEW portion, but does recall the payroll. It wasn't a complete grant, because the City of Fairbanks was going to have its matching piece. The City of North Pole is the only entity that has to put cash into the barrel, because North Pole did not have the ability to do any of the in-kind. The minutes from that period could be reviewed. He was not sure they were blindsided. But this impacts the current review. He thought they had discussed escalating prices for the coordinator's office and further employees. He thought they discussed how they would evaluate, etc.

Mayor Strle asked for clarification, if the discussion means we would go back to the minutes of the meetings before the coordinator was hired. Mayor Hopkins said there may be a grant agreement that speaks to that issue. We only gave the authority to the chair of FMATS to complete that transaction. We didn't necessarily see the grant agreement if that is where some of the details reside. Mr. Birkholz said it could be researched.

Mr. Sattley said it first came up a few months ago when Ms. Gardino talked about hiring her assistant. She had said she had gone through four people who had been sent over by the union hall. That was absolutely the first he had ever heard she was an employee of IBEW and her assistant would be too. He said he assumed she put ads out to hire an assistant, but she had to go through the union.

Mayor Strle suggested it is reasonable to go through the information we talked about before hiring the coordinator, but still do the evaluation so it is completed. Mayor Strle said she would be done on the committee, but wanted the process of evaluating the coordinator to continue.

11. Informational Items

12. Adjourn

No objection to adjourning. Adjourned at 11:22 am.

Next Scheduled Policy Committee Meeting, 9:00 a.m., Wednesday, November 10, 2010 at DOT&PF Main Conference Room.

Approved: _____

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

Date: _____



November 2010 FMATS Staff Report

Meetings

- Attended the Technical Committee Meeting and the Policy Committee Meeting, reviewed meeting minutes
- Prepared all meeting packets for Technical/Policy Committee Meetings
- Attended pre-Policy committee meetings with the City of Fairbanks, FNSB and State
- Prepared all meeting backup documentation for the November meetings
- Posted ads on the State's online public notice system, the Fairbanks North Star Borough's online Public notice system, requested newspaper advertisements, and placed Public Service Announcements on the radio for both the routine Policy and Technical Committee meetings
- Prepared all Title VI reports for November
- Attended the Transportation Subcommittee weekly meeting: topics included Legislative priorities and the bicycle and pedestrian facility projects in Northeast Fairbanks
- Organized and facilitated the Interagency Consultation meeting for Project Level Conformity

Correspondence and Communication

- Revised draft request to the Governor for funding

Filing

- Filed meeting items and correspondence

Organization

- Conducted additional interviews for the Transportation Planner/Assistant Position

Public Outreach

Agency Relationships

- Working on the year-end summary of the UPWP

Strategic Planning

- Reviewed the proposals received for the Non-motorized transportation plan

Short-Range and Tactical Planning

- Met with staff to discuss potential uses of the SB230 funding for presentation to the Technical and Policy Committees
- Developing Administrative Modification #3

Funding

- Monitored bid openings to provide additional funding, as required, for project changes
 - Developed the FFY11 offset list and projects programmed against it to date
-

Legislation

Training

- Attended the 2010 AMPO Conference and the following sessions:
Greenhouse Gases and Transportation Planning: Aligning Goals, Assessing Impacts and Strategies: Session discussed various points in the transportation decision-making process where GHG considerations could be integrated and analyzed. Discussed were the analytical approach in measuring the cost of congestion based on speed, fuel consumption and emissions. Also discussed was the consensus approach where before and after benefits are quantified but a story is also told. Behaviors need to change and economics must be included in the decision-making process. It was noted that there is great difficulty in reducing transportation GHG through planning strategies because the increase in population will overtake the reduction in per capita GHG emissions. MPG and the GHG/fuel type are the gorillas in the closet. The federal policies on vehicles, fuels and carbon pricing will only bring a 1 -5% effective reduction of GHG emissions.

Also discussed was high speed rail and the fact that no system in the world pays for itself.

Livability in Transportation 1: Four speakers discussed this topic which is one of the major focuses in pending transportation funding legislation. They discussed how to coordinate and leverage federal investment, address road safety and capacity all while strategically connecting a network. It is important to incorporate livability goals in the planning process. Discussed was that MPOs have a lot of information but not much power and they must reach beyond their existing partners for HUD grants. The FHWA is holding five regional workshops on Livability. The speaker from CDTC, the MPO of the Albany region, discussed that while performance measures for quality of life are qualitative does not make it less real. In fact, it is important to remember that improving operations improves livability.

CH2MHill discussed Least Cost Planning and Benefit Cost Analysis at that travel time savings and accident cost savings can be monetized and measured. For discussion was whether livability is a subset of sustainability and that you have to find out what people care about in developing sustainability performance measures. There is often a disconnect with what people state they care about and their preferred preference.

Providing MPOs and DOTs with Guidance and Tools to Integrate Climate Change Issues into the Transportation Planning Process: Diane Turchetta, FHWA discussed the four – five legged stool regarding climate change: mitigation, vehicles, fuel, traffic flow and reduced VMT. She referenced the scenario planning website at FHWA. Stephen Lawe, from RSG, presented an efficient tool to analyze GHG emissions which incorporates outputs from MOVES. It is written in R, which is an open source language.

Washington Policy Briefing: Very interesting discussion led by Jennifer Hall, U.S. House Subcommittee on Highways and Transit. This was timely discussion on current transportation related bills as other factors that will influence the next authorization. One of the first forecasts she presented is that the amount of freight movement will double by 2035. She discussed the HIRE Act which made the Highway Trust Fund solvent to 2011. Important in the

upcoming legislation is project streamlining and the identification of projects of national significance. They are also concentrating on how to stabilize the HTF.

Livability and Performance Measures: The first part of the session discussed a Maine coast study and one of the most scenic and vulnerable stretches in the U.S. Incorporated in the discussion was sustainable transportation performance measures and how to monitor accomplishments and to communicate those to decision makers. Some measures included transit access (distance to the transit stop or destination access by transit), bike and pedestrian mode share, average vehicle occupancy (harder to measure), transportation affordability, safety by crashes by mode, bike and pedestrian level of service and percent change in VMT per capita. These measures can be incorporated in the long range plan. Also consider gap closures for all modes using the connectivity index.

Integrating Land Use, Transportation and Economic Development Planning: Discussed at length was the application of FHWA's Eco-Logical model. Focus was on focusing where infrastructure impacts could be avoided or where mitigation could be most advantageously sited. The Thomas Jefferson Planning and Development Commission mapped the eco-logical composite and the transportation plan to identify those with environmental impacts.

Joint AMPO and NADO Session – Explicit Consideration of Safety in the Transportation Planning Process: Susan Herbel, Cambridge Systematics, has worked on many statewide safety plans, including Alaska's. She cited Plan Safe, a Transportation Research Board report and safety performance measures to be used in safety criteria. Also cited was the NHI report for Transportation Safety Planning. The Director of Utah DOT also discussed their Zero Fatality Goal, as the loss of one life is too much. He cited five behaviors that need to be changed: drowsy, distracted, aggressive and impaired driving as well as not buckling up.

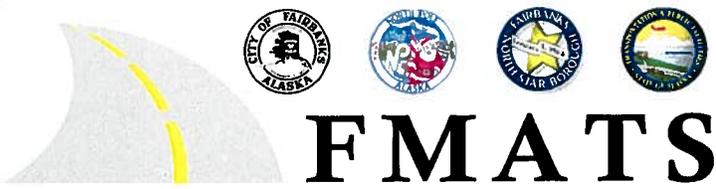
Social Media/Electronic Participation: The Changing Face of Communications and Public Involvement in Transportation: This was a very current and timely discussion of the use of social media in reaching all demographics. They discussed the importance of creating a social media policy and showed a video created to encourage economic development in the town.

FHWA and FTA Town Hall Meeting: This was a very good opportunity to raise MPO concerns to our U.S. DOT partners. Jim Cheetham, FHWA, discussed performance measures and their importance in a performance based Federal-aid program. There will be an AASHTO report released next spring on Performance Based Planning. Lead time will be provided for implementation and they will likely begin with targets based on data that already exists such as bridges, pavement and safety. Soft and hard targets will be considered. Changes to the population threshold for small MPOs was discussed at length as well as the MPO's inability to reduce GHG as a planning organization. Discussed with FTA was the need for the MPO to have access to TEAM so that the MPO is aware of all of the projects in the area but all entities.

Submitted by:


Donna J. Gardino


Date



**FMATS Technical Committee
Action Items
11.03.10 Meeting**

Motion: Take up the discussion on the SB230 Funding. (Carr/Hardesty). (Motion amended below).

Amended Motion: Recommend adoption of the SB230 funding levels as amended. (Carr/Hardesty).
None opposed. Approved. (See attached)

Motion: Recommend the SB230 Funding and the letter to the Governor/Delegation for the FFY12
Funding request, as amended. (Birkholz/Carr). None opposed. Approved.

Motion: To recommend approval of the initiation of Stage II Design of the FMATS Sign Replacement
Project using offset funding, not to exceed \$120,000. (Carr/Hardesty). None opposed. Ap-
proved.

Donna J. Gardino
Chair, FMATS Technical Committee

Date



BACKGROUND

Amount Received: \$5,000,000

Brief Summary and Statement of Need:

Supplement existing federal funding to fund projects within the approved FMATS TIP and continued funding to support the operations of the FMATS Coordinator's office. This funding will be directed to projects in the approved FMATS TIP to supplement the federal allocation, typically \$8 million annually. The TIP outlines four years of projects to be constructed within the Fairbanks urban area. The Policy Committee of FMATS will direct staff to utilize the appropriation to maximize the existing federal allocation while working to construct the high priority projects within the area. **This state funding improves the safety and efficiency of the multi-modal transportation system, which greatly enhances its value to the community.** It is flexible, and can meet the ever-changing funding needs that occur during the project development process.

For example, several projects that will be ready for construction within the four year time-frame of the TIP will not be constructed due to insufficient funding. Other projects will not begin development or continue development for the same reason. This funding would assist in getting those projects constructed. Most importantly, one of the most significant projects for downtown Fairbanks, Illinois Street Reconstruction, is going to bid in 2011. Funds will be needed to offset any change orders or conditions that may arise during construction.

Project Timeline:

All of the projects within the TIP are at various stages in the project development process, ranging from preliminary design through construction. If received, expenditures of these funds would be used to stretch the federal program and supplement projects that require unanticipated funding throughout the development process, as identified by FMATS' staff, vetted through the Technical Committee and approved by the Policy Committee. These funds will be used to keep these projects moving in the project development process.

POTENTIAL EXPENDITURES USING SB230 FUNDING OF \$5,000,000

PROJECT NAME	DESCRIPTION	PHASE/EXPECTED EXPENDITURE DATE	AMOUNT
Van Horn Road West (Cartwright Road)	Construct from Peger Road West, as funding allows; construction cost estimated at \$2.4M – depends on bid amounts. This project is a state funded project and may be slightly underfunded. This will allow for construction in 2011.	Construction/2011	\$300,000
Chena Small Tracts Road Multi-use Path Design and Planning	Planning and design funds would be utilized to design, procure right-of-way and fund utilities relocation for construction of a multi-use pedestrian path along the side of Chena Small Tracts Road. This funding will supplement a \$150,000 appropriation and allow for the preliminary engineering and design for the project.	Preliminary engineering/2011	\$270,000
FMATS Sign Replacement – Stage II	Replace additional regulatory signs that must occur due to a new national FHWA retroreflectivity requirement.	Construction/2011	\$300,000
LED Streetlights – Stage II	Install additional LED Streetlights at select locations within FMATS to take advantage of additional energy savings.	Construction/2011	\$500,000
South Cushman – Mitchell to Sanduri	Resurface South Cushman from the Mitchell Expressway to Sanduri. This project will be ready to construct this year and will be a contingency project in case other projects are delayed.	Construction/2011	\$1,000,000
Historic and Cultural Survey	Inventory historic and cultural assets to expedite the environmental process on TIP projects. Time and fund savings will be realized.	Planning/2011	\$50,000

POTENTIAL EXPENDITURES USING SB230 FUNDING OF \$5,000,000

PROJECT NAME	DESCRIPTION	PHASE/EXPECTED EXPENDITURE DATE	AMOUNT
Advanced Project Definition	Provide funding to the design group for scope, schedule and budget development. This advance planning work provides FMATS with the information it needs to develop new projects by providing current year estimates.	Planning/2011	\$25,000
South Cushman – 15 th to Mitchell	Finalize design efforts. Federal funding is currently not available for continued efforts on this project between 2011 – 2013. This funding will keep this project moving forward.	Design/2012	\$350,000
Birch Hill Bicycle and Pedestrian Facility	Finalize design efforts. Finalize design efforts. Federal funding is currently not available for continued efforts on this project between 2011 – 2013. This funding will keep this project moving forward.	Design/2012	\$160,000
Yankovich/Miller Hill Road Multi-Use Facility	Construct from Farmer’s Loop to the Experimental Station (\$500,000 available now). This will enable construction to occur from Ballaine Road to the Experimental Farm. Additional funding is still required to complete the path all the way down Yankovich Road to Miller Hill Road.	Construction/2014	\$1,800,000



Policy Committee Members

Fairbanks Metropolitan Area Transportation System
800 Cushman Street • Fairbanks, Alaska 99701 • 907.459.6786

Steve Titus, P.E., Chair
DOT&PF, Northern Region
Regional Director

November 10, 2010

Honorable Governor Parnell
P.O. Box 11001
Juneau, AK 99811-0001

Mayor Jerry Cleworth
City of Fairbanks

RE: Fiscal Year 2012: FMATS Surface Transportation Improvements: Priority Project Funding Request

Dear Governor Parnell:

Mayor Luke Hopkins
Fairbanks North Star Borough

The Fairbanks Metropolitan Area Transportation System (FMATS) Policy Committee respectfully requests \$15 million in General Funds to be allocated, in the Governor's 2012 budget to the FMATS Transportation Improvement Program (TIP) project priorities as determined by the FMATS Policy Committee.

Mayor Douglas W. Isaacson
City of North Pole

The funding will do many things. It will 1) help address local match requirements that are difficult for local governments without road powers to meet; 2) allow flexibility to meet estimate, scope, and scheduling changes; and 3) address FMATS priority projects within the Metropolitan Planning Area that are short-funded.

Mike Musick
Fairbanks North Star
Borough Assembly

State funding is needed for projects that cannot be completed with the available federal funding. Federal funding is expected to decrease at least 10-30% in the next fiscal year. In addition, the federal highway bill expired at the end of September 2009 and the current continuing resolution (CR) contains only an extension of federal surface transportation contract authority programs through 2010. To meet this shortfall, the FMATS Policy Committee requests a general fund authorization for FMATS be included in the capital budget.

Chad Roberts
Fairbanks City Council

We appreciate the \$5 million appropriation in the FFY11 Capital Budget for use on any project in our Transportation Improvement Program (TIP). Attached is our plan for the use of those funds. As you can see, those funds will enable us to complete the West Van Horn Project and advance several other projects so they will be ready for construction as funding allows. We also appreciate the \$4.5 million appropriation for College Road and will initiate construction in 2012.

Alice Edwards
DEC, Air Quality Division
Acting Director

However, many more projects to improve the safe and efficient movement of goods and people exist and cannot be built with current funding levels. The attached list of priority projects demonstrates needs identified in the TIP for the



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

www.fmats.alaska.gov

FMATS area. The FMATS Policy Committee encourages you to request language that would allow us the flexibility to prioritize funding based on project development needs, schedules and estimates, which are unpredictable.

Thank you for considering this critical request to improve the regional infrastructure of the Fairbanks area. We hope you will make it a priority when evaluating budget proposals. Contact the FMATS Coordinator, Donna Gardino, at 459-6786 with any questions or email her at djgardino@ci.fairbanks.ak.us.

Sincerely,

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

CC: Interior Delegation
Karen Rehfeld, Director, OMB

FMATS PRIORITY PROJECT FUNDING REQUEST FOR FY 2012

Gold Hill Road Bicycle and Pedestrian Facility (District 8) \$6.0 million
This project will improve pedestrian/bicycle safety, has well-documented support and was recently championed by a Boy Scout Troop. This project will be ready for construction in 2014.

Plack Road Bike/Pedestrian Facility (District 11) \$8.0 million
This project addresses safety concerns voiced by community members through a very well-supported petition. It will be ready for construction in 2014.

South Cushman Street Rehabilitation – Mitchell to Sanduri (District 10) \$3.5 million
This project is a high priority project that will facilitate freight movement from the industrial area of Van Horn Road to the Steese Expressway and the Richardson Highway. It will be ready to advertise for construction in late 2011.

Yankovich – Miller Hill Road Multi-use Path (District 7, 8) \$3.5 million
This project is currently funded with a state legislative appropriation. Additional funds are requested to complete the purchase of right-of-way and to construct the path. This project addresses pedestrian and bicycle safety concerns around the University. It will be ready for construction in 2012.

Noble Street Reconstruction (District 10) \$10.0 million
This project will address structural deficiencies and inadequate pedestrian facilities. It will be ready for construction in 2013.

Wendell Street Bridge (District 10) \$12.0 million
The bridge deck is structurally deficient and the pedestrian facilities are woefully inadequate. This project will be ready for construction in 2013.



FMATS 2012 - 2015 TIP DEVELOPMENT TIMELINE

Opportunity for Project Nominations – November 12—December 26, 2010

FMATS Policy & Technical Meetings
Public Notice/Newsletter Article

Technical Committee Recommends Draft Project Scores to Policy Committee – January 5, 2011

Draft TIP to Technical Committee to Recommend to Policy Committee – February 2, 2011

Policy Committee Approves Draft TIP for Public Review - February 16, 2011

Public Review / 30- day Public Comment Period – February 17—March 19, 2011

Public Notice/ Open House/Newsletter

Hold Interagency Consultation on Draft TIP for Transportation Conformity - February 23, 2011

Technical Committee Recommends TIP to Policy Committee – April 6, 2011

Hold Additional Interagency Consultation on Draft TIP for Transportation Conformity - if necessary,
on April 13, 2011

Policy Committee Approves TIP and Conformity - April 20, 2011

Final TIP Submitted to DOT&PF Headquarters – April 21, 2011

*(another 30 day review is not required; can incorporate into STIP by an
Administrative Modification)*

Final TIP Submitted to FHWA/FTA – May 5, 2011 or sooner



