

Fairbanks Metropolitan Area Transportation System
TECHNICAL COMMITTEE
800 Cushman Street, Council Chambers,
City Hall, Fairbanks, Alaska
Meeting Minutes – December 7, 2011

1. Call to Order

Chair Donna Gardino called the meeting to order at 12:01 pm

2. Introduction of Members and Attendees

The following were present:

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

Name	Representing
*** Donna Gardino	FMATS Coordinator
*** Michael Wenstrup (absent)	FNSB Planning Commission
*** Dave Sanches	Fort Wainwright
*** Scott Bell (absent)	UAF
*** (vacant)	Tanana Chiefs Conference
*** Ethan Birkholz	DOT&PF, Planning
*** Bill Butler	City of North Pole
*** Bruce Carr	ARRC
*** Joan Hardesty	ADEC, Air Quality Division
*** Bernardo Hernandez	FNSB, Planning
*** Jerry Colp for Mike Schmetzer (absent)	City of Fairbanks
*** Bob Pristash	City of Fairbanks
*** Glenn Miller	FNSB Transportation
** Kellen Spillman	FMATS Planner
** Margaret Carpenter	DOT Planning
Janet Brown	DOT&PF, Preconstruction
Linda Mahlen	DOT&PF, Planning

3. Public Comments:

There were no public comments.

4. Approval of the December 7, 2011 Agenda

- **Motion:** To approve the December 7, 2011 agenda. (Carr, Hernandez)
- **Vote on the motion:** None opposed. Approved.

5. Approval of November 2, 2011 Minutes

- **Motion:** To approve the November 2, 2011 minutes. (Birkholz, Sanches)
- **Vote on the motion:** None opposed. Approved.

6. Committee Reports

a) Preventive Maintenance Subcommittee Report and Discussion

Ms. Gardino said that Preventive Maintenance Subcommittee met and agreed on three projects to fund with the state funded Preventive Maintenance Program. Ms. Gardino said that those projects are Palo Verde Avenue, Graehl Subdivision, and East Fifth Avenue (North Pole). Ms. Gardino said that the City of Fairbanks is designing the Graehl Subdivision project and the DOT&PF will be designing the Palo Verde project and the East Fifth Avenue project. Ms. Gardino said that the total funding was \$1.8 million and the cost of each project is included in the meeting packet.

Ms. Gardino said that the Preventive Maintenance Subcommittee suggested a policy of focusing on collector and above roads rather than local roads. Mr. Hernandez asked if there are different definitions of collector roads between different entities. Ms. Gardino said that the FNSB has a different definition than FHWA, but typically FMATS uses the definition used by FHWA and the DOT. Mr. Birkholz asked why the Preventive Maintenance Subcommittee wanted to address collector roads and above in the future. Ms. Gardino said that the subcommittee wanted to address roads that serve a higher number of people. Mr. Hernandez asked if there are a high number of local roads that are being addressed in the Preventive Maintenance Program and Ms. Gardino said that many of the roads addressed in the Preventive Maintenance Program are local roads. Ms. Gardino continued on to say that Mr. Schmetzer brought up this issue. Mr. Birkholz said that the Preventive Maintenance funding is distributed between the City of Fairbanks, the City of North Pole, and the Fairbanks North Star Borough and if the City of Fairbanks wants to address collector roads with their Preventive Maintenance funding they can do so.

Mr. Hernandez said that each entity has their own Preventive Maintenance priorities and the entity should determine their priorities. Mr. Pristash said that this issue came up when comparing projects and it was suggested that the road benefitting the most people would get priority. Mr. Carr said that he feels that each entity should develop their priorities.

7. Old Business

There was no Old Business.

8. New Business

a) College Road Project Nomination

Ms. Gardino said that there was a presentation on College Road and possibly trying to reduce the road to three lanes. Ms. Gardino continued on to say that when the current College Road project began it was originally based on crash data and attempting to limit the number of rear-end crashes. Ms. Gardino said that in the meeting packet is an analysis of crash data on College Road and other major transportation corridors in the FMATS area, as well as the analysis from the Long Range Transportation Plan on the high number of crashes. Ms. Gardino said the International Roughness Index (IRI) rating for College Road, indicating that the pavement is in poor condition along the entire corridor, is also included in the meeting packet.

Mr. Spillman said that in the packet is an analysis of the accidents by type and location on the College Road corridor. Mr. Spillman continued on to say that he calculated the accidents rates per Vehicle Miles Traveled (VMT) on each section of College Road, as they appear in the DOT Northern Regional Annual Traffic Volume Report. Mr. Spillman said that the accidents per VMT, for the most part, are significantly higher on the east end of College Road. Mr. Spillman said that the Massachusetts DOT frequently uses accidents per million VMT's as an analysis tool. Mr. Spillman continued on to say that the average accident rate per million VMT's on an urban minor collector in Massachusetts is 3.72 compared to the 5.21 on College Road. Mr. Spillman said that

the national average of accident rates per million VMT's on all roads in the U.S. is 2.91. Mr. Spillman said that there is a comparison of total accidents on the major corridors in FMATS included in the meeting packet. Mr. Spillman noted that there are three routes in the FMATS area that have a higher accident rate per million VMT's and rear-end accidents per million VMT's, than College Road.

Mr. Hernandez asked how VMT's were determined and Mr. Spillman said that VMT's were calculated by the DOT and supplied to FMATS. Mr. Spillman said that the crash data was also supplied by DOT from the years 2002 – 2008. Ms. Gardino said that she is proposing a study on how to improve the safety on the College Road corridor. Mr. Hernandez said that Ms. Gardino brought up the concern, in the past, about the lack of a bicycle route on the College Road corridor. Ms. Gardino said that there is a bicycle route, but it is currently the sidewalk. Ms. Gardino said that she is looking at the corridor from a safety perspective noting that people are having difficulty navigating the College Road corridor. Mr. Hernandez said that the Planning Commission had the same concern about bicycles on the College Road corridor. Mr. Hernandez suggested adding a provision for bicycles on the College Road corridor as part of the project. Ms. Gardino said that the project would consider all users.

Ms. Gardino said that the suggestion is to complete a study on the entire College Road corridor. Ms. Gardino said that one of the reasons that the DOT did not consider reducing the typical section on College Road, from four lanes to three lanes, is because it would only be a portion of the road. Ms. Gardino said that the study would look at improving safety on the whole corridor for all users.

Mr. Pristash asked about the section of College Road from Hamilton Ave to the Steese Expressway and why the accidents per million VMT's were so high. Mr. Spillman said that College Road extended .105 miles past the Steese Expressway until it turns into another road. Mr. Spillman continued on to say that the accidents per VMT's are high because that section includes the Steese Expressway/College Road intersection. Mr. Pristash said that that segment might be more of an intersection problem. Mr. Spillman said that he also looked at the bike and pedestrian accidents on College Road and just over 12% of the total bike and pedestrian accidents in the FMATS area were on College Road. Mr. Birkholz asked if those were reported accidents and Mr. Spillman said that they were.

Ms. Gardino said that there is de-obligation funding available and she is proposing a study, similar to the one on Cushman Street and Barnette Street, that will increase the safety for all users on the College Road corridor. Mr. Miller asked why College Road is the focus if there are three routes in the FMATS area with higher accidents per million VMT's. Ms. Gardino said that there are currently proposed projects on the corridors with higher accident rates. Mr. Miller asked if the proposed projects are expected to fix the high crash rates. Ms. Brown said that the project on 3rd Street is mainly to address capacity, and the project on University Avenue is mainly to address crashes, particularly rear-end crashes. Ms. Brown continued on to say that the solution developed for University Avenue was a raised median in the middle. Ms. Brown said that the Old Steese was fixed a couple of years ago to Trainor Gate and is being considered from Trainor Gate to the Johansen Expressway currently.

Mr. Carr asked if the project on 3rd Street will address the accident rate or if it will just address congestion. Ms. Brown said that the purpose and need of the 3rd Street project is capacity and she would expect rear-end accidents to decrease.

Mr. Hernandez said that in the current College Road project it did not seem appropriate to add a bicycle facility to the project because it was so far along in the development process. Ms. Gardino said that the DOT commissioned an Airport Way Reconnaissance Study on how to improve safety,.

Ms. Gardino said that currently the DOT is doing a corridor study on the Richardson Highway from Badger Road to Chena Hot Springs Road to see what improvements should be made in that area. Ms. Gardino said that the current College Road project, that began in 2002, did originally state "to consider reducing to three lanes to reduce rear-end crashes." Ms. Gardino said that she feels that, with the exceptions of the right turn lane and the sidewalk connectivity, the current College Road project will not address safety. Mr. Hernandez said that the current project is basically a rehabilitation project. Ms. Gardino said that she is proposing to look at the whole corridor. Mr. Hernandez said that he feels that the Planning Commission would be very supportive of a study on College Road and several members expressed that they would like to see something more substantial done on College Road.

Mr. Carr asked if the current College Road project is expected to change as a result of the proposed study. Ms. Gardino said that she would not expect the current project to change as a result of a corridor study, but a new project could be started as a result of a corridor study. Ms. Gardino said that it has taken over 10 years to get the current College Road project to this point. Mr. Carr asked why not complete a study on the 3rd Street corridor, rather than the College Road Corridor.

Mr. Birkholz said that he is uncomfortable with the Metropolitan Transportation Plan that has carried forward a 1983 study of corridor improvements and every update on the Long Range Transportation Plan is built on the 1983 study. Mr. Birkholz said that the Planning and Environmental Linkage Study is basically going to look at what we want the corridor to look like in 20 to 30 years. Mr. Birkholz said that rather than trying to address the accidents and intersections perspective, the plan is going to address what we want the corridor to look like in the long term future. Mr. Birkholz said that the long term vision will consider three lanes, interchanges, overpasses, and mobility. Mr. Birkholz continued on to say that many of these issues are already addressed in the Long Range Transportation Plan, but it is more conceptual than how do we get there from here. Mr. Birkholz said that the plan will then look at and prioritize improvements for the next thirty years, which will act as a guide for the next Long Range Transportation Plan update. Mr. Birkholz said that looking at 3rd Street and how to improve the safety on it is a disingenuous way of looking at it. Mr. Birkholz continued on to say that what we want to do it look out 30 years and see what we want the corridor to look like.

Ms. Gardino asked Mr. Birkholz if they are not looking at accidents and safety. Mr. Birkholz said that they will be looking at accidents and safety as part of the existing conditions, but are not using that as a basis to go forward with the improvements. Ms. Gardino said that the Old Steese Highway has already been examined in the traffic study that has been done with FMATS funding and there were alternatives presented on how to improve the safety on the Old Steese Highway. Ms. Gardino said that on Cushman Street there are projects from Sanduri to the Old Steese and a traffic study on the Complete Streets.

Mr. Miller asked if the accident rate per million VMT's would be decreased if the 0.102 mile section of College Road near the Steese Highway were not considered. Mr. Spillman said that since that section of roadway was so short there were a very low number of VMT's that the corridor average would remain similar.

Mr. Birkholz said that DOT has many priorities and College Road is near the top of the list as far as safety goes. Mr. Birkholz said that maybe the east end of College Road should have been looked at before the west end, but it was not. Mr. Hernandez said that for a while there was a major College Road project out there, but it was never completed. Ms. Brown said that there was an EIS on College Road, but after the construction of the Johansen Expressway there was not a need for the project. Mr. Birkholz said that since the construction of the Johansen Expressway, the AADT

has declined significantly on College Road. Ms. Brown said that the purpose and need of the College Road project went away after the construction of the Johansen.

Ms. Brown said that looking at separate corridors is a piecemeal approach and it seems that to her FMATS should be looking at the big picture. Ms. Brown said that the planners in the 1980's were really good planners and came up with the Mitchell Expressway, the Johansen Expressway, and big projects that are carrying all of the traffic. Ms. Brown asked what is being done to plan for the next thirty years after Illinois Street, 3rd Street, and University Avenue are completed.

Mr. Hernandez asked if the Long Range Transportation Plan addresses the future vision. Ms. Brown said that the Long Range Transportation Plan does not address specific plans for the Richardson and she does not feel that there is a lot of forward vision for the next thirty years. Mr. Birkholz said that the Long Range Transportation Plan identified a need for two more interchanges, but did not specify on a specific location of the interchanges. Mr. Hernandez said that maybe the Long Range Transportation Plan is not serving the needs of the Fairbanks community.

Ms. Gardino said that the Long Range Transportation Plan sites the Airport Way Reconnaissance Study and does not site what specific recommendation to implement. Mr. Birkholz said that the Airport Way Reconnaissance Study came up with three basic alternatives and it does not point to a specific project. Mr. Birkholz said that there would have to be a project to look at and determine which of the priorities that would want to be built. Mr. Birkholz said that there is currently a project on Airport Way West, the University Avenue project, the Airport Way/Cushman intersection, and the PEL study will be looking at the Steese Highway/Airport Way intersection. Mr. Birkholz said that there are pieces along the corridor that are being addressed. Mr. Birkholz said strategically the main priorities of the DOT Northern Region are the Dalton Highway, the Parks Highway, and to a lesser extent the Richardson Highway, and the Alaska Highway. Mr. Birkholz said that those corridors present a need for significant amounts of funding. Mr. Birkholz said that there are needs along the Airport Way corridor, but from a Northern Region Perspective, there are other priorities.

Mr. Hernandez said that the vision for the Airport Way corridor from the Planning Commission is for Airport Way to become a boulevard. Mr. Hernandez said that people do not have a high regard for what Airport Way currently looks like. Mr. Hernandez said that it was his impression that the goal for Airport Way was to turn it into a boulevard and it does not seem like we are moving towards that. Mr. Birkholz said that the Airport Way Reconnaissance Study was just a study and to implement any of the recommended options a specific project would have to be started. Mr. Birkholz said that there is currently a lack of connectivity with the frontage roads on Airport Way, but right-of-way would be required to connect them.

Mr. Hernandez said that this is a good discussion to have because he was unaware that people thought that the Long Range Transportation Plan was unsatisfactory. Mr. Birkholz said that the Long Range Transportation Plan is a fluid document and its basic purpose is to show that we are proceeding ahead with a variety of project that are fiscally constrained. Mr. Birkholz said that there are pieces of the plan that are always changing and each generation looks at them differently.

Ms. Gardino said that the recommendation in the Long Range Transportation Plan is to look at the Airport Way Reconnaissance Study and create a new project with a lot of public involvement in trying to figure out what solution it is that will be recommended. Ms. Gardino said that the Long Range Transportation Plan does not go into the details and recommend anything, except to put out the alternatives.

Ms. Gardino said that College Road has issues that have been identified in the Long Range Transportation Plan and the Non-Motorized Transportation Plan. Ms. Gardino said that she does not see how looking at a corridor is a piecemeal analysis.

Mr. Birkholz asked if the suggestion is to do a study on the College Road Corridor similar to the study that was done in the Bentley Trust area. Ms. Gardino said that was correct. Ms. Gardino said that the Bentley Trust study found that after Helmericks is extended the Illinois Street/College Road intersection is going to be an issue. Mr. Pristash said that the DOT did a traffic study for the Bentley Trust area and the traffic study found that there is going to be a level of service F at the Illinois Street/College Road intersection, after the Helmricks extension is built. Mr. Pristash said that he sent an e-mail to Ms. Brown and Mr. Hooper asking them what was going to be done at the intersection. Mr. Pristash continued on to say that the response was that the intersection was just going to be built the way that it was designed and the Illinois Street Reconstruction project would not be changed. Mr. Pristash said that the study points to slightly changing the intersection at Illinois Street and College Road.

Ms. Gardino said that a project nomination was started on the College Road Corridor, but as she started the form she realized that there was a need for a study on the corridor. Mr. Birkholz said that he would support a traffic study for the corridor. Ms. Gardino said that one of the reasons that DOT said that they would not consider changing the striping from University to Danby is because the whole corridor was not considered.

Mr. Pristash asked if the current project would be changed if the study recommended changing the typical section from four lanes to three lanes. Mr. Birkholz said that the only way to get the required 46 feet, to put a bike lane in, would be to make the sidewalks narrower or buy significant right-of-way. Ms. Gardino said that there are ways to do it by reducing lane widths. Mr. Birkholz said that he is not sure if we want to go there. Ms. Gardino said that it is her understanding that the current project would not be changed, regardless of what a study showed. Mr. Pristash asked if the project would change even if a study showed that safety would increase if College Road was changed from four lanes to three lanes. Ms. Gardino said that her indication was that DOT did not want to change just half the corridor. Ms. Gardino said that a project could be created to address the poor pavement on the east end of College Road and the crashes on the whole corridor. Ms. Gardino said that the current College Road project is not expected to be constructed until 2014 and a similar timeline could be expected for a new project.

- **Motion:** To recommend to the Policy Committee to have FMATS Staff conduct a corridor analysis on College Road to determine alternatives for safety improvements for all modes of transportation, using offset funding. (Hernandez, Colp).
- **Vote on the motion:** None opposed. Approved.

b) Preventive Maintenance and Utility Conflicts

Ms. Gardino said that a copy of the requirements for Preventive Maintenance projects is included in the meeting packet. Ms. Gardino said that there is a table called vertical clearance stating that overhead utilities must be 20 feet, six inches over streets or highways. Ms. Gardino said that this became an issue in the 2011 Preventive Maintenance Program, when FMATS was told that any of the utilities that were under the recommended vertical clearance would have to be relocated. Ms. Gardino said that this could potentially turn Preventive Maintenance project into overhead utility relocation projects. Ms. Gardino said that the intent on Preventive Maintenance projects is to try to get them out in a year, but if overhead utility improvements are going to have to be made then it is going to add cost and time to these projects. Ms. Gardino said that many of the utilities on FMATS

are not 20 feet six inches over the street. Ms. Gardino said that state law only requires overhead utilities to be 18 feet six inches high, but the Alaska Preconstruction Manual requires overhead utilities to be 20 feet six inches high.

Mr. Colp said that the National Electric Safety Code requires overhead utilities to be 15 feet six inches high. Ms. Gardino said that the Alaska Preconstruction Manual is holding FMATS to a higher standard than state law or the National Electric Safety Code. Ms. Gardino said that this issue delayed last year's Preventive Maintenance project and that is why the project did not go to construction last year. Ms. Gardino said that this utility conflict with the Preventive Maintenance Program could be a very significant issue for FMATS in the future.

Mr. Butler said that the table in the meeting packet says recommended and not mandated. Mr. Butler continued on to say that electrical code is mandated and state law is mandated, but the Alaska Preconstruction Manual appears to be a recommendations. Ms. Gardino said that the DOT is telling FMATS that projects must be designed to meet the recommended vertical clearance in the Alaska Preconstruction Manual. Mr. Birkholz said that the Alaska Preconstruction Manual is an internal guidance from DOT Headquarters.

Mr. Birkholz expressed his displeasure in the recommended vertical clearance from the Alaska Preconstruction Manual and recommended that FMATS write a letter to DOT Headquarters. Mr. Birkholz said that the DOT Northern Region has the same issue in their Preventive Maintenance Program.

Mr. Carr said that it needs to be kept in mind that Alaska has a great deal of high loads and a corridor needs to be preserved for modules that are being trucked north. Mr. Birkholz said that the issue is not bridges and overpasses, and most of these conflicts are on local roads. Mr. Birkholz recommended writing a letter explaining the issues as FMATS sees them and ask DOT Headquarters to change their policy on Preventive Maintenance projects. Mr. Pristash said that he feels all projects should not have to follow the recommended vertical clearance in the Alaska Preconstruction Manual for overhead utilities.

Ms. Gardino suggested doing a design exception for Preventive Maintenance projects that have utilities that are not in compliance to the recommended vertical clearance in the Alaska Preconstruction Manual. Ms. Brown said that the Alaska Preconstruction Manual is the policy manual of the DOT and the DOT designs to the standards in the Alaska Preconstruction Manual. Ms. Gardino said that the Alaska Preconstruction Manual states that the clearance is recommended. Ms. Brown said if DOT does not design to the standard given in the Alaska Preconstruction Manual then they must explain why. Ms. Brown suggested FMATS recommending a change in the policy. Mr. Sanches said that he thinks that the issue is recommendations compared to requirement.

- **Motion:** To recommend to the Policy Committee to draft a letter to the DOT & PF Headquarters regarding the Preventive Maintenance guidance in the Preconstruction Manual as it relates to utility clearances. (Birkholz, Sanches).
- **Vote on the motion:** None opposed. Approved.

Mr. Hernandez asked who put this item on the agenda and Ms. Gardino said that she did. Ms. Gardino said that she went to a meeting last summer with DOT, the City of Fairbanks, and the City of North Pole about this issue. Ms. Gardino said that the main issue was the Preventive Maintenance projects were going to increase in cost because of the overhead utility requirement. Ms. Gardino said that fortunately the 2012 Preventive Maintenance Program only addresses

streets that are already in compliance with the recommended vertical clearance from the Alaska Preconstruction Manual.

Mr. Birkholz suggested having a special Preventive Maintenance Program for projects that will have utility conflicts. Ms. Gardino noted that the DOT is spending funds on the Edgerton Highway to measure utility crossings to see if there is an issue with the vertical clearance of the overhead utilities.

Mr. Butler said that when the issue comes up for the City of North Pole a letter will be written to GVEA stating that they must raise their overhead utilities. Ms. Gardino said that the issue is not as easy for the City of Fairbanks.

Mr. Colp said that the main issue is the communication cables and the National Electric Safety Code states that an insulated communication line only needs to be 15 feet six inches above ground. Mr. Colp continued on to say that uninsulated communication lines are required to be 16 feet and power lines are required to be 16 feet six inches. Mr. Pristash said that clearance is required between all of the overhead utilities also. Mr. Pristash said that South Cushman would be an issue if they are required to follow these utility height recommendations.

Mr. Colp suggested re-drafting the Recommended Vertical Clearance table and re-issuing it as an addendum to the 2005 Alaska Preconstruction Manual. Mr. Pristash suggested following the standards of the National Electric Safety Code on all projects.

c) 2012 – 2015 TIP Administrative Modification #2

Ms. Gardino said that a draft 2012 - 2015 TIP Administrative Modification #2 is available in the meeting packet, which is not fiscally constrained. Ms. Gardino said that she does not expect any action today on the 2012 – 2015 TIP Administrative Modification #2. Ms. Gardino said that the College Road project is slipping to FFY13 and the Noble Street project is slipping to 2014. Ms. Gardino said that with these changes FMATS will have a surplus of funds for FFY12 in the amount of \$2.5 million, a FFY13 surplus of \$2.9 million, a FFY14 deficit of \$6.5 million, and a FFY15 deficit of \$1.5 million. Ms. Gardino said that the early surplus and later deficit are due to projects originally scheduled for FFY12 and FFY13 being delayed. Ms. Gardino said that a 37% cut in federal funding is expected in FFY14 and FFY15.

Mr. Hernandez said that the College Road project is just a rehabilitation project and asked why it is being delayed. Ms. Gardino said that there is some right-of-way required and authority to proceed on the right-of-way acquisition has not been requested yet. Mr. Birkholz said that according to the project manager they are still waiting on the base mapping to be completed. Mr. Hernandez asked if the right-of-way is just one parcel and Ms. Brown said that it was.

Ms. Gardino said that on the Noble Street Reconstruction project the environmental document is complete, but there is utility work that needs to be discussed before a design study report can be completed. Ms. Gardino said that the final design on the Wendell Avenue Bridge is slipping from FFY12 to FFY13 and she moved the right-of-way phase on the Plack Road Bicycle and Pedestrian Facility from FFY14 to FFY13.

Ms. Gardino said at this point FMATS is not going to be able to fund projects in FFY14 and FFY15. Mr. Hernandez asked if it would be possible for the DOT to help fund FMATS in FFY14 and FFY15.

Mr. Birkholz said that the DOT&PF is waiting until the bids have been received on the Illinois Street Reconstruction project to discuss potentially banking FMATS funds for later years. Mr. Birkholz

continued on to say that the bids could come in over the engineer's estimate and there would not be a need to bank funds.

Mr. Hernandez said that it is frustrating that the College Road project is being delayed a year because of the right-of-way process on a single parcel. Mr. Hernandez said that the owner of the parcel is probably very willing to relinquish the parcel for the project. Mr. Birkholz said that the majority of the parcel owners in the Illinois Street Reconstruction project were supportive of the project, but many still went to condemnation.

d) Legislative Request Recommendations

Ms. Gardino said that the Governor released some of the priorities for his budget on December 6, 2011. Ms. Gardino continued on to say that his priorities include Roads to Resources, the Western Access project, and Ambler Mining District Access Project. Ms. Gardino said that she has a Legislative Briefing scheduled for Wednesday, December 14, 2011 with the Interior Delegation at the Legislative Information Office at 11:00 am. Ms. Gardino said that when she enters FMATS' requests into the CAPSIS system, she is required to prioritize the projects and she would like direction from the FMATS Technical Committee on project prioritization. Ms. Gardino noted that included in the meeting packet is the letter that FMATS sent to the Governor requesting funds, which also lists potential projects. Ms. Gardino said the list of potential project are all still in need of funding as well as the Noble Street Project.

Ms. Gardino said that last year, FMATS asked the Governor for \$15 million and received \$5 million from the Legislature. Ms. Gardino asked if there are any recommendations for the priorities of the CAPSIS requests. Mr. Carr said that FMATS has been funded in the past and he feels that FMATS should ask for \$15 million for TIP projects again. Mr. Carr said that he thinks that FMATS has a good track record of funding the projects that are most needed in the Fairbanks area. Ms. Gardino said that two years ago there was a general TIP request as well as many other requests and \$5 million was received for the general TIP request as well as \$4.5 million for College Road.

Mr. Hernandez said that if a lump sum for the TIP is just requested there is nothing for the legislators to argue over. Mr. Birkholz said that it is good to show what the state funding has been spent on in the past.

- **Motion:** To recommend to the Policy Committee to submit a CAPSIS funding request for a \$15,000,000 FMATS TIP Project making sure to detail previous funding requests, how the funds were spent and how many jobs were created. (Carr, Hernandez).
- **Vote on the motion:** None opposed. Approved.

9. Public Comments

Ms. Margaret Carpenter said that the Fairbanks Area CMAQ Project Evaluation Board is going to have to reconvene in the near future to allocate the \$1,555,000 in dedicated funding. Ms. Carpenter said that she will do a call for project nominations after she received the go ahead from the Fairbanks North Star Borough.

10. Other Issues

There were no other issues.

11. Informational Items

a) 11.16.11 PC Action Items

Ms. Gardino said that the action items from the 11.16.11 Policy Committee meeting are available in the meeting packet.

b) Surface Transportation Authorization Update/Summary

Ms. Gardino said that she has included a summary of the Senate version of the Transportation Authorization bill (MAP-21).

Mr. Carr said that this bill still has to go through the Senate Banking Committee and the Senate Commerce Committee. Mr. Carr continued on to say that there are also four drafts of the Transportation Authorization bill in the House.

Ms. Gardino said that earmarks will be eliminated and the core programs will be reduced from 90 to 30 in MAP-21. Ms. Gardino said that the pot of funding for FMATS would come from the Transportation Mobility Program, which 50% is allocated to places with a population of 200,000 or more and non-urban areas over 5,000 and the rest of the state.

Ms. Gardino said that in this bill, MPO's are required to have a population over 200,000, and FMATS could become a Tier II MPO if the state and the Secretary of Transportation agree. Mr. Hernandez asked if a letter was sent to Senator Begich regarding MPO's. Ms. Gardino said that this was correct and she will also send a letter to the other delegates.

Mr. Birkholz said that there is a continuing resolution until March 18, 2012. Mr. Carr said that Alaska is much better off without a new highway bill.

c) Legislative Briefing

Ms. Gardino said that FMATS will be having a Legislative briefing on December 14, 2011 at 11:00am at the Legislative Information Office.

d) Obligations/Offset List

Ms. Gardino said that an obligation report and offset list are available in the meeting packet. Ms. Gardino said that the obligation report is constantly changing and needs to be updated based on recent information.

Ms. Gardino said that the Surface Upgrades project was decreased to award so there is now approximately \$709,000 in offset funding available. Ms. Gardino said offset funding could be used to pay for a study on College Road as well as potentially cover high bids on the Illinois Street Reconstruction project.

12. Technical Committee Comments

Mr. Carr said that the annual Alaska Railroad open house will be held on January 12, 2012 and he will not be in attendance for the January 4, 2012 Technical Committee meeting.

Mr. Hernandez said that he wished people would cogitate on the fact that FMATS' Long Range Transportation Plan might not be satisfactory.

Mr. Sanches said that there is going to be increased traffic on Fort Wainwright over the next few months as the troops start to come home. Mr. Sanches continued on to say, due to budget cuts, winter maintenance on the roads in Fort Wainwright has decreased.

13. Adjournment:

- **Motion to Adjourn** (Hernandez, Pristash) Approved. Adjourned at 12:35 pm.

Next Technical Committee meeting Wednesday, January 4, 2012, Noon at Fairbanks City Hall, City Council Chambers.

Approved: _____


Donna Gardino, Chair
FMATS Technical Committee

Date: _____

1.4.12