

Fairbanks Metropolitan Area Transportation System
POLICY COMMITTEE
State of Alaska, DOT&PF, Main Conference Room
2301 Peger Road Fairbanks, Alaska 99701
Meeting Minutes – February 15, 2012 – February 16, 2012

1. Call to Order

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

2. Introduction of Members and Attendees

The following were present:

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

Name	Representing
* Steve Titus, P.E.	DOT&PF
* Mayor Jerry Cleworth	City of Fairbanks
* Mayor Luke Hopkins	Fairbanks North Star Borough
* Mayor Doug Isaacson	City of North Pole
* Chad Roberts	City of Fairbanks
* Alice Edwards (teleconference)	ADEC, Air Quality Division
* Mike Musick	FNSB Assembly
** Kellen Spillman	FMATS
** Margaret Carpenter	DOT&PF, Planning
*** Donna Gardino	FMATS Coordinator
*** Mike Schmetzer	City of Fairbanks
*** Ethan Birkholz	DOT&PF, Planning
*** Joan Hardesty	ADEC, Air Quality Division
*** Bruce Carr	ARRC
Bill Rogers	City of Fairbanks
Jeff Whipple	City of Fairbanks
Janet Brown	DOT&PF, Preconstruction
Sue Sprinkle	5 th Avenue Design Graphics/Advisory Committee
Jennifer Eason	DOT&PF, Planning
June Rogers	Fairbanks Arts Association/Advisory Committee
Mark Fejes	FMATS Art Selection Advisory Committee
George Lounsbury	Pioneers of Alaska, Igloo #4/Advisory Committee
Ron Inouye	FMATS Art Selection Advisory Committee
Jo Schlotfeldt	DOT&PF, Planning
Linda Mahlen	DOT&PF, Planning
John Rowe	Design Alaska
Kelley Hegarty Lammers	Chena River Front Commission/Advisory Committee
Marcella DeHill	Fairbanks Arts Association
Sheri Olesen	Chartreuse
Kris Riesenbergs (teleconference)	FHWA
Karen Stomberg	FNSB School District
Mary Ann Nichols	Public
Joan Hornig	Public
Gaile Mulir	Public
Hank Bartos	Public
Jim Allen	Public
Bill Sullivan	Public

3. Public Comments:

Mr. George Lounsbury said that the art feature that is going to be planned for in the triangle area is going to be very high profile. Mr. Lounsbury said that he hopes that the FMATS Policy Committee understands how high profile of a project this is and he would like to see that the project is properly funded.

Ms. Joan Hornig said that she supports the FMATS Art Selection Advisory Committee's motion that the budget of the art feature be restored to the original engineer's estimate of \$325,000. Ms. Hornig continued on to say that she would also like the geographic and timeline restrictions on the project removed, to allow for as many artists to respond as possible.

Ms. Sheri Olesen, owner of Chartreuse, said that her business is located across the Chena River from the triangle area and it is very important to her to see good art downtown. Ms. Olesen said that good art drives people to visit and shop downtown and that is very important to her as a business owner.

Mr. Jim Allen, FNSB Historic Preservation Commission, said that the Commission is looking at putting up a major historic piece in downtown Fairbanks so that resident and visitors can understand where certain areas of the city are located. Mr. Allen said that the triangle area came to his attention as a potential location for historical signage and he would like to see the area considered for both art and historical signage.

Mr. Mark Fejes, FMATS Art Selection Advisory Committee, said that he supports the reinstatement of the original budget, as well as the removal of geographic and time restrictions from the project. Mr. Fejes said that he would like to see the project start with a clean slate and he feels that the restrictions would limit the potential art for the area. Mr. Fejes said that he feels that there is a way to extend the project timeline and still meet DOT's schedule.

Mr. Ron Inouye, FMATS Art Selection Advisory Committee, said that the art selection process is very important to the community of Fairbanks. Mr. Inouye said that it is very important to involve the public in these types of processes, especially if this process is to be developed for use on future projects. Mr. Inouye said that having an ample timetable is very important because this is the first time a process like this has been done in the Fairbanks area.

Ms. Sue Sprinkle, FMATS Art Selection Advisory Committee, said that as a designer she likes limitations, but realistic limitations. Ms. Sprinkle said that she would like the time and budget expanded because these limits will could potentially limit the proposals from artists.

Ms. Rogers said that she is very appreciative of the process that is currently ongoing to decide on an art feature. Ms. Rogers said that people from around the state are expressing support of the process and the art that is currently in Fairbanks. Ms. Rogers said that she also appreciates the two public comment periods in the FMATS meetings.

Mr. Bill Sullivan said that he supports the motions of the FMATS Art Selection Advisory Committee. Mr. Sullivan said that he has become interested in the triangle area from a sculpture class and he would like to see a "moose garden" in the area.

Ms. Mary Ann Nichols said that she lives very close to the area being discussed and she has a problem with the feature being called a gateway. Ms. Nichols said that she feels Airport Way would be a more appropriate gateway area, but she does agree with the motions made by the FMATS Art Selection Advisory Committee. Ms. Nichols said that if Vision Fairbanks proceeds the triangle area would be located more in the center of downtown rather than on the edge.

Ms. Kelley Hegarty-Lammers said that she has owned a local city planning practice and worked on many urban and DOT projects in the past. Ms. Hegarty-Lammers said that the gateway feature project may be the single greatest opportunity for a meaningful landmark feature that Fairbanks will see in her lifetime. Ms. Hegarty-Lammers asked the FMATS Policy Committee to support the motions made by the FMATS Art Selection Advisory Committee. Ms. Hegarty-Lammers said that the FMATS Art Selection Advisory Committee feels that it is very important to get these requests in as soon as possible so the current Illinois Street Reconstruction contract can go as smoothly as possible. Ms. Hegarty-Lammers said that if the FMATS Policy Committee would not consider expanding the potential location of the new art to the entire triangle area, to at least consider expanding the location to the north half of the triangle. Ms. Hegarty-Lammers said that she also feels that pedestrian access is also very important to this area.

Mr. Hank Bartos said that Fairbanks is facing a crisis concerning Eielson Air Force Base and future energy. Mr. Bartos continued on to say that he supports the motions made by the FMATS Art Selection Advisory Committee because he feels that it is more important than ever to bring people to Fairbanks and the downtown area.

4. Approval of the February 15, 2012 Agenda

- **Motion:** To approve the February 15, 2012 Policy Committee agenda. (Isaacson, Hopkins)
- **Vote on the Amended Motion:** None opposed. Approved.

5. Approval of January 18, 2011 Minutes

- **Motion:** To approve the January 18, 2012 minutes. (Cleworth, Hopkins)
- **Vote on the Motion:** None opposed. Approved.

6. Committee Reports

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

Ms. Gardino discussed several of the highlights of the Coordinator's Office Staff Report including the following:

- Attended three Complete Streets Steering Committee meetings
- Attended the Safety Task Force meeting at University Park Elementary
- Attended a Streamlining Change Orders Subcommittee for the Illinois Street Reconstruction project
- Attended a teleconference for the Transit Corridor study for Interior Alaska
- Attended a Graehl Park coordination meeting with the City of Fairbanks and the FNSB
- Facilitated the first Art Selection Advisory Committee
- Attended the ARRC open house
- Completed the first quarterly report of the UPWP
- Reviewed the draft DSR for the Noble Street Upgrades project
- Developed a scope of services for the College Road Corridor Analysis
- Reviewed the draft prioritization of projects for the Non-Motorized Transportation Plan
- Worked with PDC to developed a draft grant application for Woodriver Elementary
- The City of Fairbanks received both SRTS grants that they applied for in the last grant cycle. The grant applications were for Nordale Elementary and Barnette Elementary.
- Worked with DOT to develop a memo on how to bank funds
- Worked on completing a Performance Measure report tracking measures in the MTP

b) FMATS Art Selection Advisory Committee Update and Action Items (Action Item)

Ms. Gardino said that the FMATS Art Selection Advisory Committee held its first meeting and the scope of the meeting was the action items from the January Policy Committee meeting. Ms. Gardino said that the action item from the January FMATS Policy Committee meeting was “to have the FMATS Coordinator establish a committee to pursue a selection process, including input from the Fairbanks community, for a public feature not to exceed the amount of \$100,000 and be included within the Illinois Street construction project timeline and have FMATS Staff report back one year from today, with a project.”

- **Motion:** To accept the FMATS Art Selection Advisory Committee as presented, with the Chair casting a vote only to break a tie. (Roberts, Hopkins).

Ms. Gardino said that she is the Chair of the FMATS Art Selection Advisory Committee. Mayor Hopkins asked if a quorum must be present to have action items. Ms. Gardino said that the Committee will follow a process as well as Roberts Rules of Order.

Ms. Gardino said that there will also be staff to the Art Selection Advisory Committee including Michael Bork, FNSB Parks and Recreation, Meadow Bailey, DOT, Maureen Carey, DOT, Margaret Carpenter, DOT, Kellen Spillman, FMATS, and Michael Schmetzer, City of Fairbanks.

- **Vote on the motion:** None opposed. Approved.
- **Motion:** To expand the potential location of the art work to the entire grassy area between Cushman and Barnette Street, just north of the Chena River. (Isaacson, Cleworth).

Mayor Isaacson asked if there was any reason not to expand the potential location of the art feature to the entire triangle area. Mr. Titus said that there is currently a permit with the Corps of Army Engineers and there could potentially be issues if the new art feature would compromise the permit. Mr. Titus said that this area is right-of-way that belongs to DOT and there are policies and regulations that go along with this area. Mr. Titus said that a beautification permit must also be approved by FHWA and the existing plans were approved by FHWA.

Mayor Isaacson said that if the FMATS Policy Committee approved a new location for the art work it would also be subject to review by other agencies. Mr. Titus said there could potentially need to be approval from other agencies.

Mayor Isaacson asked if pedestrian access would significantly change the Army Corps of Engineers permit. Ms. Brown said that it depends on what the proposed feature is. Ms. Gardino said that she received a call from the Army Corps of Engineers and they view this area as an opportunity to educate people on the second largest salmon habitat for the Yukon River. Ms. Gardino said that the Army Corps of Engineers and U.S. Fish and Wildlife Services would like to know if this area could be turned into an educational area.

- **Amendment to the Motion:** To insert the words “and add pedestrian access” after “art work” in the motion. (Isaacson, Musick).

Mayor Hopkins said that there have been a few changes to the triangle area, including modifications to the slope so that people could walk through the area. Mayor Hopkins said that he is concerned about the maintenance agreement as more features are added to the triangle area. Mayor Hopkins asked if the maintenance agreement was discussed by the Art Selection Advisory Committee. Ms. Gardino said that the impacts to the maintenance agreement are not known because there has not been a selected

feature yet. Ms. Gardino said that whatever feature is decided on for the area must be maintained and the Art Selection Advisory Committee will not suggest a feature that the FNSB will not maintain.

Mr. Titus said that he is not in favor of the amendment because he feels that it will provide guidelines that the Art Selection Advisory Committee might find restrictive. Mr. Titus said that there are many factors that could come into play if the motion requires that there be pedestrian access to the river. Mayor Isaacson said that his amendment was to add pedestrian access to the grassy area and said nothing about access to the river.

Mr. Roberts asked Mayor Isaacson what he envisions by making this amendment. Mayor Isaacson said that he envisions the Art Selection Advisory Committee choosing a feature, which the Army Corps of Engineers approves, that people can access. Mayor Isaacson said that the Committee will be able to decide on a feature that the public can access.

Mayor Hopkins asked if a longer period of time to have a feature in place would also extend the time of the RFP. Ms. Gardino said that the RFP would be completed in the same amount of time, but the artist may need two seasons to complete the work.

Mr. Roberts asked if there is a reason why this area is not being called a park, because it is essentially being turned into a park. Mr. Titus said that this area is right-of-way, and is not being referred to a park because there would be additional issues, such as 4(F) issues. Mr. Titus continued on to say that this area was originally developed as an enhancement feature and years down the road there is the possibility that the area could officially become a park, but not as part of this project. Ms. Brown said that if this area is zoned and managed as a park it would restrict the ability of the DOT to do project improvements in the future.

Mayor Isaacson asked if the words "pedestrian access" would make this area a park. Ms. Brown said that there are numerous sidewalks in DOT right-of-way, but it would become a park if it were zoned and managed as a park. Mayor Hopkins said that the maintenance agreement could be amended later if there are pathways that people are using.

Mr. Musick said that he feels that pedestrian access could be as simple as gradual slopes in an area and there is nothing in the amendment that would suggest gravel or concrete pathways.

Mr. Titus said that the Art Selection Advisory Committee is not forbidden from changing grades or adding pedestrian access.

Mr. Musick asked Mr. Titus if the Art Selection Advisory Committee needed the amendment to consider pedestrian access. Mr. Titus said that the Art Selection Advisory Committee could recommend anything they would like and the FMATS Policy Committee would consider it.

Mayor Isaacson said that he made the amendment so that the Art Selection Advisory Committee knows that the idea of pedestrian access is not being restricted.

Mr. Roberts asked if pedestrian access would come out of the budget of the Art Selection Advisory Committee. Mayor Isaacson said that he would like to leave that decision on how to fund pedestrian access up to the Art Selection Advisory Committee.

- **Vote on the Amendment:** Four opposed (Edwards, Hopkins, Roberts, Titus), three in favor. Amendment Fails.

Mayor Cleworth asked what the \$325,000 Engineer's estimate was for. Mr. Titus said that the \$325,000 was just for the arch itself. Mayor Cleworth asked what the contractor is required to do to the triangle

area, if the Art Selection Advisory Committee decides to move the feature. Mr. Titus said that there is a contract in place and the contractor is proposing to develop this entire area early in the contract. Mr. Titus said that if this area is going to be changed it must be done so immediately, which could increase the cost. Mr. Titus said that he did not interpret in the original Policy Committee motion that the Art Selection Advisory Committee was limited to the end of the triangle. Mr. Titus said that he would not speak in favor of giving the Art Selection Advisory Committee the entire area to design an art feature.

Ms. Gardino said that she believed that the contractor was completing the area first because seeding the area, to stabilize the bank, was required in the contract. Ms. Brown said that seeding the area was a requirement of the general contract and it in the best interest of the contractor to meet the requirements of the Corps permit as soon as possible.

Mayor Isaacson asked if the contractor did do the seeding, but did not do any of the other items in the triangle area there would be funding left over. Mr. Titus said that it would be very difficult to estimate the funding that would be received if the apex area was deleted and there will be other change orders on the Illinois Street Reconstruction project. Mr. Titus said that the available funding is at the discretion of the FMATS Policy Committee, not the Art Selection Advisory Committee. Mayor Isaacson said that the Art Selection Advisory Committee would at least like the northern half of the triangle area and asked Mr. Titus if that area would affect the Corps permits and the trees that are planned to be planted. Mr. Titus said that he interprets the original motion as not restricting the Art Selection Advisory Committee to the small area at the end of the triangle.

Mr. Roberts said that the concrete area that was left seemed, to him, to be a restriction. Ms. Gardino said that motion is intended to clarify that they have the entire triangle area available to them for a potential art feature.

Mayor Hopkins said that his original motion at the last meeting was intended to leave the concrete area and he does not have a problem clarifying to the FMATS Arts Selection Advisory Committee that they can put the art anywhere in the triangle feature that they would like.

Mr. Musick said that he was speaking in favor of the motion on the floor, to provide additional clarification to the FMATS Arts Selection Advisory Committee.

Mr. Titus said that he interprets the motion on the floor to give the FMATS Arts Selection Advisory Committee permission to move the art anywhere in the triangle feature that they would like and not to redesign the entire triangle area.

Mr. Roberts asked if the concrete apex area needs to stay and Mr. Titus said that last Policy Committee meeting it was decided that the concrete area would stay.

Mr. Musick asked if the concrete area could change or be removed and Mr. Titus said that it is a feature in the project and the FMATS Arts Selection Advisory Committee could make a proposal to remove it.

Mr. Roberts asked if the concrete apex area is going to be built this summer and Mr. Titus said that in conversations with Mr. Bill Hoople, the contractor intends to build out the apex area this summer. Ms. Gardino said that in the current schedule the contractor is planning on pouring the concrete apex on May 18, 2012.

- **Vote on the motion:** Five in favor, two opposed (Edwards, Titus). Approved.
- **Motion:** To extend the deadline of the art feature completion by one year, to September 2014. (Cleworth, Hopkins).

Mayor Isaacson said that he would like to confirm that lengthening the allowable time to have an art feature in place will not cause delays or cost increases in the Illinois Street Reconstruction project. Mr. Titus said that he would need to have staff look into the issue to see if this would fall under the same contract or a separate contract. Mr. Titus said that if the Illinois Street Reconstruction project is extended it would be costly, but it could be a separate contract. Mr. Titus said that the most efficient way to have the art work put in place is through the current contract.

Mr. Titus said that he hears that it takes two years to complete an art feature, but he does not know what the art feature is. Mr. Titus said that he views the January 2013 deadline as a worst case scenario and would like to see a feature selected before January 2013. Mr. Titus said that it all depends on what the feature will be and he does not think the deadline should be extended until a feature is decided upon. Mr. Titus said that the original motion called for a feature to be in place by the end of the current Illinois Street Reconstruction contract.

Mayor Hopkins asked what the expected completion date of the Illinois Street Reconstruction project was and Ms. Gardino said that it is September of 2013. Mayor Hopkins asked if this question could be taken up after a feature is decided on, in January of 2013.

Mayor Cleworth said that the FMATS Arts Selection Advisory Committee has to go through a public process and hopefully they could report back more quickly than January with an art feature. Mayor Cleworth said that he thinks it would be better if the timeline issue is revisited after an art feature is decided on, to see if it is even necessary.

Mr. Titus said that there is not anything that cannot be revisited by the FMATS Arts Selection Advisory Committee, like the scheduling. Ms. Gardino said that it has been suggested, by Art Committee staff, that it might be beneficial to wait until the current construction contract is completed to install the art feature, under a separate project. Ms. Gardino said that if the art feature was extended, the intent was not to extend the Illinois Street Reconstruction contract. Ms. Gardino continued on to say that if the timeline was not extended to two years it could possibly determine what type of art that you get.

Mayor Isaacson said that the Policy Committee does not want to limit artistic creativity and it should be specified in the RFP that if a project will take longer than September of 2013 then it will go back to the FMATS Policy Committee for consideration. Mayor Isaacson said that he does not want the FMATS Arts Selection Advisory Committee to say no on a great idea because it will go beyond the deadline.

- **Vote on the Motion:** Two in favor, five opposed (Cleworth, Edwards, Hopkins, Isaacson, Titus). Motion Fails.

Mr. Titus said that when more is known about the art feature and how long it will take there will be an opportunity to address it at a future date.

- **Motion:** To reinstate the budget for the gateway feature to the original Engineer's Estimate of \$325,000, submitted by the professional landscape architect at Design Alaska. (Isaacson, Hopkins).

Mayor Hopkins asked if it was possible to see a breakdown of the \$325,000 that was in the Engineer's Estimate. Ms. Gardino said that there was no breakdown and the engineer estimated that the arch would cost \$325,000. Mr. Titus said that the actual cost came in less, but the contractor could have spread his cost over other bid items. Mr. Titus said that the total contract was just under the Engineer's Estimate and the difference between the two amounts is not necessarily available for the art feature.

Mayor Isaacson said that he feels that if the \$325,000 is approved it is not instruction for the FMATS Arts Selection Advisory Committee to spend the funding, but rather to help them decide on a feature that is

pertinent and meaningful to the community. Mayor Isaacson said that he feels that it is necessary for the FMATS Arts Selection Advisory Committee to have a budget to accommodate all of the design features that they would like to include in the area. Mayor Isaacson said that his impression is that this funding will allow for not only artwork, but also access to the area.

Ms. Gardino said that when drafting an RFP there needed to be some type of parameter put on the proposals, and \$100,000 did not seem like enough to the FMATS Arts Selection Advisory Committee. Ms. Gardino said that the January timeline and the budget are being treated as “not to exceed” amounts.

Ms. Gardino said that there is funding available, even after the other actions that are expected today. Mr. Titus said that the funds also need to cover the change orders in the Illinois Street Reconstruction project.

Mr. Musick asked if the concrete circle was included in the original Engineer’s Estimate for the Gateway Feature. Ms. Gardino said that that the \$325,000 was for just the arch and Ms. Brown confirmed.

Ms. Gardino said that there is an offset list on the last page of the meeting packet. Ms. Gardino said that there is also the pending banking issue, but if the funding is needed for change orders on the Illinois Street Reconstruction project, it will trump banking. Ms. Gardino said that usually there are change orders equal to eight to ten percent of the total project cost. Ms. Gardino said that some of the funding that is going to be banked may have to be used for change orders on the Illinois Street Reconstruction project, unless another projects slips.

Mayor Hopkins asked if the FMATS Arts Selection Advisory Committee had a breakdown of the budget. Ms. Gardino said that the only expenditure that was discussed was that \$5,000 will be needed for advertising and everything else depends on the type of art chosen.

Mr. Titus said that his impression is that the FMATS Arts Selection Advisory Committee is saying that \$100,000 is not enough.

- **Motion to Amend:** To increase the budget for the FMATS Arts Selection Advisory Committee to \$200,000 rather than \$325,000. (Hopkins, Musick)

Mr. Roberts asked if \$200,000 would be the limit or if the FMATS Arts Selection Advisory Committee could come back for additional funding. Mayor Hopkins said that the \$200,000 would be the maximum unless the FMATS Arts Selection Advisory Committee came back again.

Mayor Cleworth said that he is speaking against the motion and he feels that the FMATS Arts Selection Advisory Committee needs a budget. Mayor Cleworth said that at the last meeting he threw out the number of \$100,000 just to get the project going and he feels that the \$325,000 will act as a do not exceed budget.

Mayor Isaacson said that he is leaning towards tabling the discussion until the FMATS Arts Selection Advisory Committee comes back with a detailed budget.

Mr. Musick said that he feels that \$325,000 is a more appropriate number. Mayor Cleworth said that if he were on the FMATS Arts Selection Advisory Committee he would want to have a budget. Mayor Cleworth said that there will be change orders on the Illinois Street Reconstruction project and there is other money that could be put on this project if need be.

- **Amendment Withdrawn:** (Hopkins, Musick)
- **Vote on the motion:** None opposed. Approved.

- **Motion:** To postpone and reconvene the FMATS Policy Committee meeting on February 16, 2012 at 1:00pm. (Hopkins, Titus)

c) Streamlining Change Orders Subcommittee Recommendations (Action Item)

The FMATS Policy Committee reconvened at 1:04 pm on Thursday, February 16, 2012.

- **Motion:** To approve the recommendations of the Streamlining Change Order Committee for Illinois Street. (Isaacson, Hopkins).

Ms. Gardino said that a subcommittee of the Technical Committee was formed to discuss how to minimize delays to the contractor during the construction season. Ms. Gardino said that Mr. Pristash, Mr. Birkholz, and she were on the subcommittee. Ms. Gardino said that her authority would be a percentage of the contract amount as opposed to the set dollar amount, which is in place on all projects. Ms. Gardino said that all authority levels will be cumulative and changes shared with both the Technical Committee and Policy Committee. Ms. Gardino said that DOT construction could give an update at the end of the season to see if this policy is something that FMATS would like to continue for the second construction season.

Mr. Titus said that since the Illinois Street Reconstruction project is such a large project he thinks that this is a good opportunity to minimize construction delays.

Mayor Hopkins said that he thinks that this is a good idea and asked if a new policy would be required for the next construction season. Mayor Hopkins continued on to say that a review of the current policy may be more beneficial than a new policy before next construction season. Ms. Gardino said that was the intention of the line item and she could amend the document. Mayor Hopkins said that he thinks that it would be appropriate to conduct a review of the policy after the first construction season.

Mr. Musick asked if there would be a reason to make this policy more broad than the Illinois Street Reconstruction project. Mr. Titus said that this policy has been reviewed a number of times and the dollar amounts do not work with large jobs and percentages do not work with small projects.

Mr. Titus said that this change in policy would help to ensure that the contractor is not waiting to do work until either the Policy Committee or the Technical Committee could meet. Mayor Isaacson said that he would like to make sure that the contractor is not trying to force Ms. Gardino into approving something that she is not sure of. Ms. Gardino said that if she is not sure of something she will either bring it to the Technical Committee or the Policy Committee.

Mr. Titus said that there is a high potential for change orders on this project because of the large amount of utilities and lack of as-built information. Mr. Titus said that if there is going to be a high amount of change orders it will be early in the project.

- **Amendment to the Motion:** To add the words “and this change order policy shall be reviewed by the FMATS Policy Committee after seasonal shutdown in 2012” to the motion. (Hopkins, Musick).
- **Vote on the Amendment:** None opposed. Approved.
- **Amended Motion:** To approve the recommendations of the Streamlining Change Order Committee for Illinois Street and this change order policy shall be reviewed by the FMATS Policy Committee after seasonal shutdown in 2012. (Isaacson, Hopkins).

- **Vote on the Amended Motion:** None opposed. Approved.

7. Old Business

There was no old business.

8. New Business

a) LED Streetlight Conversion PH2 and PH4 Increases (Action Item)

- **Motion:** To approve a PH2 increase of \$69,000 for the LED Streetlight Conversion project and a PH4 increase of \$750,000, using offset funding. (Cleworth, Roberts).

Ms. Gardino said that there is an e-mail in the meeting packet explaining the need for the funding increase. Ms. Gardino said that the phase 2 increase is due to hiring an electrical consultant and additional work required to finish up the design study report and to finalize the design and put it out to bid. Ms. Gardino said that the \$750,000 increase is due to the lack of available information when the original estimate was made, particularly in regards to the amount of conduit required. Ms. Gardino said that 33% of the lights that are going to be replaced have code issues that must be resolved.

Mayor Hopkins asked if the cost increases to the project will cover the known problems for the project. Mr. Schmetzer said that the City of Fairbanks hired an electrical consultant and this is a worst case scenario. Mr. Schmetzer continued on to say that there is existing PVC conduit in the ground that may be able to be reused, but the electrical consultant advised against expecting to use the existing conduit.

Mr. Titus asked what was missed in the phase 2 estimate. Ms. Gardino said that the design was complicated because of the electrical issues that arose.

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

b) FMATS ADA Curb Corner Upgrade PH2 Increase (Action Item)

Motion: To approve a PH2 increase of \$20,000 for the FMATS ADA Curb Corner Project, using offset funding. (Roberts/Hopkins).

Ms. Gardino said that \$155,000 was spent on the design of stages 1 and 2. Ms. Gardino continued on to say that this \$20,000 increase is being requested to finish final design and go out to bid. Mr. Pristash said that there was initially thought to be some right-of-way issues and there was just an underestimate in the design cost. Mr. Pristash said that there are many unique situations in Fairbanks and that the same sidewalk design does not work in all cases.

Mr. Titus said that in a director's briefing, he saw a review of the Stage 1 ADA Curb Corner Upgrade project and it was a great improvement to the curb corners.

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

c) Noble Street Upgrades PH3 and PH7 Increase (Action Item)

- **Motion:** To approve a PH3 increase of \$110,000 for the Noble Street Upgrades project and a PH7 increase of \$500,000, using FCTP funding. (Hopkins, Musick).

Ms. Gardino said that in the meeting packet, there is a page from the Noble Street Upgrades draft DSR

and an open house on the project will be held tonight from 4:00 pm to 6:00 pm at the Morris Thompson Cultural and Visitor's Center. Ms. Gardino said that phase 3 is expected to increase to \$410,000 and there is \$300,000 in the TIP. Ms. Gardino said that phase 7 is expected to increase to \$1,000,000 and there is \$500,000 in the TIP. Ms. Gardino said that the phase 4 estimate is expected to decrease to \$8 million and there is \$8.7 million in the TIP. Ms. Gardino said that this is really the first time that an estimate has been developed, other than a planning level estimate.

Mayor Isaacson asked if the funding is being reallocated to different phases and Ms. Gardino said that the funding is being reallocated, but it is going to be across different years.

Mr. Titus asked who is designing the project and Ms. Gardino said that PDC is designing the project and Russ Johnson is the project manager.

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

d) TIP Administrative Modification #2 (Action Item)

- **Motion:** To approve TIP Administrative Modification #2 as presented. (Isaacson, Musick).

Ms. Gardino said that the TIP Administrative Modification #2 is available in the meeting packet along with three pages summarizing the changes. Ms. Gardino said that there are projects that are slipping, which are having significant impact on the TIP and she has been working with Mr. Birkholz to set up a "banking" system. Ms. Gardino said that the College Road Rehabilitation project, the Noble Street Upgrades project, and final design on the Wendell Avenue Bridge are slipping a year, which is resulting in a funding surplus in 2012 and 2013. Ms. Gardino said that she added funding to the College Road Rehabilitation project, the Noble Street Upgrades project and changed the funding on the North Pole Interchange Pedestrian Facilities project. Ms. Gardino said that there is currently \$2,055,000 to program in FFY12, which FMATS is planning on trying to bank to 2014. Ms. Gardino said that on December 27, 2011 she was informed that the FMATS allocation was going to be \$2.4 million higher than the amount in the TIP. Ms. Gardino said that with projects slipping and a higher allocation the only option was to bank funds. Ms. Gardino said that the funding is going to be needed in 2014 to fund the construction of the Noble Street Upgrades project, because it slipped to 2014. Ms. Gardino said that FMATS is planning on banking \$2.6 million in FFY13, to bring the total banking amount to \$4,698,300 in FFY14.

Ms. Gardino said there were also some minor changes in regards to the match sources on the Noble Street Upgrades project, which are broken down in a document that Ms. Gardino handed out.

Mr. Musick asked what the concept of banking entailed and if it could be assured that all of the funding would be returned to FMATS. Mr. Birkholz said that essentially FMATS would give a portion of its allocation to the state this year and next year resulting in the state spending FMATS funds. Mr. Birkholz continued on to say that if a new authorization bill passes and Alaska receives less funding, it would not affect the funding that is to be returned to FMATS in FFY14. Ms. Gardino said that she thinks that it is a good deal. Mr. Birkholz said that this is an estimate that could change if there is a large change order on the Illinois Street Reconstruction project.

Mayor Isaacson asked why such a high number of projects are slipping. Mayor Isaacson continued on to say that he thinks this is an issue because FMATS asks the State Legislature for funding every year and cannot get projects out. Mayor Isaacson said that with such large projects getting delayed, he is worried about the small projects, such as the North Pole Interchange Pedestrian Facilities project.

Mayor Hopkins asked if the North Pole Interchange Pedestrian Facilities project could be funded with Federal funding to save the state funding. Ms. Gardino said that there is not enough federal funding available in FFY14 to put on that project. Ms. Gardino said that in FFY14, if there is excess federal

funding, it will be put on the project. Mayor Hopkins suggested moving the North Pole Interchange Pedestrian Facilities project to FFY13 and putting federal funding on the project. Ms. Gardino said that the project will not be ready to go to construction until FFY14. Ms. Gardino said that if the funding is not banked there are a number of projects that will not be able to be constructed or designed in FFY14. Ms. Gardino said that she did swap out some federal funds for state funds, including \$500,000 for the Preventive Maintenance Program and \$430,000 from the Noble Street Upgrades project. Ms. Gardino said that she attempts to spend federal funding before state funding, where ever she can.

Mr. Titus said that with a large number of projects, a number of projects are inevitably going to slip and that FMATS is very fortunate to have the banking concept with the State of Alaska. Mr. Titus said that Ms. Gardino is freeing up state funding wherever she can and the purpose of the state funding is to expand the FMATS program.

Mayor Hopkins said that he is okay with the banking concept and asked if it would be harmful to postpone the banking issue. Ms. Gardino said that she was told to get the contingency plan to the State by the end of February. Mr. Birkholz said that a preliminary concept is needed, but the specifics could be worked out at a later time. Ms. Gardino said that she does not agree with Mr. Birkholz. Mr. Titus said that he would like to keep the banking concept moving forward.

Mayor Isaacson asked why such a high number of projects are slipping and Mr. Titus said that the DOT needs more people and more funding. Mr. Titus said that subcontracting is always an option, but staff is still needed to manage the projects. Mr. Titus said that the last two years at DOT there has been a record number of projects designed and obligated each year. Mr. Titus said that there are often delays associated with lengthy right-of-way issues and condemnations on projects. Mr. Titus said that DOT is doing as much as they can and FMATS projects are not the only projects slipping.

Mayor Hopkins said that the FNSB is also having a difficult time finding local designers to design their projects, because every design firm has a full work load.

Mayor Isaacson asked if there is any harm in waiting to approve the 2012 – 2015 TIP Administrative Modification #2. Ms. Gardino said that the phase 2 of the University Avenue Widening project is sitting at DOT Headquarters and they typically want to see the approved TIP that the project is in. Ms. Gardino said that, ultimately, if action is delayed on the approval of the TIP, there is a possibility that phase 2 of the University Avenue Widening project could be delayed.

Mayor Isaacson asked what the harm would be if the banking concept is not approved. Mr. Titus said that the federal funding would be lost and not carried over to FFY14.

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

e) TIP Contingency Plan (Action Item)

Ms. Gardino said that the FMATS Technical Committee did not have an opportunity to review the Contingency Plan.

- **Motion:** To approve the TIP Contingency Plan draft dated February 7, 2012, Revision 1. (Hopkins, Musick).

Mayor Hopkins asked if FMATS could be assured that all of the funding would be available to FMATS in FFY14. Ms. Gardino said that if the funding is not available in FFY14 it would be given to FMATS in FFY15 and FMATS could just advance construct the project.

Ms. Titus said that there is a document in writing from DOT Headquarters.

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

f) College Road Corridor Analysis (Action Item)

- **Motion:** To approve the College Road Corridor Analysis Scope of Services, as amended, and to provide offset funding of up to \$150,000 for the project. (Hopkins, Edwards).
- **Amendment to the Motion:** To delete the words “making College Road a Complete Street (see www.completestreets.org)” from the College Road Corridor Analysis Scope of Services. (Cleworth, Roberts).

Mayor Cleworth said that the term “complete streets” is beginning to mean different things to different people and he would like the term removed until there is an official definition. Ms. Gardino said that an amendment passed in the Senate Commerce Committee requiring all states to have a complete streets policy. Mayor Cleworth said that along with the amendment there is going to be a definition of complete streets. Mayor Cleworth continued on to say that the City of Fairbanks has a complete streets project right now and one of the consultants presented many options for a complete street. Mayor Cleworth said that the first proposal from the consultant showed Cushman shrinking from three lanes to two and the lane width reducing to ten feet. Mayor Cleworth said that issues such as emergency vehicles and bus turning radiuses really do not make this possible. Mayor Cleworth said that the consulting firm responded by saying that not every street needs to be accessible by busses. Mayor Cleworth said that the Steering Committee found this option to be unacceptable.

Mayor Cleworth said that he would like to accommodate all modes of transportation, but would like to do so with some common sense. Mayor Cleworth said that he thinks that on the College Road Corridor Study, all modes should be looked at, but does not want to be tied into a complete street concept, until it is better defined.

Mayor Isaacson said that he also sees an issue with only one of the scenario being constrained to the existing right-of-way and sees a problem with taking four lanes down to three lanes. Mayor Isaacson continued on to say that College Road is a busy corridor. Ms. Gardino said that on the west end of College Road there are only about an AADT of 8,000 and the Project Engineer on the current College Road project has said that College Road could function as a three lane typical without reducing capacity, west of the Johansen. Ms. Gardino said that in the Non-Motorized Transportation Plan, Kittelson recommends reducing College Road to three lanes west of the Johansen.

Mayor Isaacson said that he used to drive that area every day and he thinks that if you reduce the lanes you will stifle development.

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

Ms. Gardino said that currently College Road is not an adequate design for bicycles and pedestrians because the sidewalk is not the acceptable minimum for a shared use facility. Ms. Gardino said that there are a great number of bicycles and pedestrians that use College Road as well as a high number of rear-end crashes. Ms. Gardino said that College Road and Airport Way have a similar number of rear-end crashes and Airport Way has about three times the traffic. Ms. Gardino said that with no center turn lane there are many vehicles that must weave around turning vehicles resulting in a high number of crashes. Ms. Gardino said that there are safety issues for the vehicles as well as bikes and pedestrians on College Road.

Mayor Hopkins said that he would like to keep different scenarios in the study and he is ready to vote on the motion.

Mr. Roberts said that Van Horn Road is the center for industrial activity in Fairbanks, with a high amount of truck traffic, and it seems to function adequately to him. Mr. Roberts said that in his opinion College Road would work just as well as a three lane typical and reduce some of the weaving that occurs, due to lack of a center turn lane. Mr. Roberts said that he supports the three lane typical section, as an option.

Mayor Cleworth said that it is virtually impossible to purchase right-of-way on the College Road corridor and he feels that the only options are to keep it the way it is or reduce the typical section to three lanes. Mayor Cleworth asked if this is a study that can be completed internally, because there are only two options. Mr. Birkholz said that he feels that some type of traffic expertise is necessary and the current College Road project was originally scoped to look at a three lane typical. Mr. Birkholz said that the east end of College Road has more traffic and a higher number of accidents. Mr. Birkholz continued on to say that a study has merit and he does not think that it can be accomplished internally. Mr. Birkholz said that if the analysis was done internally, the DOT would have to hire a consultant.

Ms. Gardino asked if the current College Road Rehabilitation project would preclude that section from a study, because the project is partially federally funded. Mr. Birkholz said that a study on College Road would help guide the next Metropolitan Transportation Plan and he does not feel that the current project would prevent that section from being included in a study.

- **Amendment to the Motion:** To specify in the College Road Corridor Analysis Scope of Services that all three scenarios shall be constrained to the existing right-of-way, unless incidental to a specific need. (Cleworth, Isaacson).

Mr. Musick said that there are certain factors such as bus stops that might require small right-of-way acquisitions. Mayor Cleworth said that the amendment could consider right-of-way acquisitions that are incidental to a specific need. Mayor Cleworth said that he just does not want a consultant to come in and suggest purchasing right-of-way all the way down a corridor.

- **Vote on the Amendment:** None opposed. Approved.
- **Amended Motion:** To approve the College Road Corridor Analysis Scope of Services, as amended to delete the words “making College Road a Complete Street (see www.completestreets.org)”, and to specify in the College Road Corridor Analysis Scope of Services that all three scenarios shall be constrained to the existing right-of-way, unless incidental to a specific need, and to provide offset funding of up to \$150,000 for the project. (Hopkins, Edwards).
- **Vote on the Amended Motion:** None opposed. Approved.

9. Public Comments:

Ms. Rogers said that she is working with FMATS on the art selection process for the triangle area and with the City of Fairbanks on the Cushman and Barnette Complete Streets project. Ms. Rogers thanked the FMATS Policy Committee for their assistance on both of those projects.

Mr. John Rowe, Landscape Architect from Design Alaska, said that his firm designed the gateway feature and the accompanying concrete apex area. Mr. Rowe said that the plaza is still going to be included in the Illinois street Reconstruction project. Mr. Rowe asked for the FMATS Policy Committee to strongly consider removing the concrete apex feature, which is currently designed from the Illinois Street Reconstruction project. Mr. Rowe said that the apex area was designed around the steel archway, which was removed, and he feels that there is no major reason for having the concrete apex feature. Mr. Rowe said that he feels the entire raised plaza should be removed from the project. Mr.

Rowe said that if the plaza is to remain it will hinder the current art process aimed at developing a new feature.

10. Other Issues

There were no other issues.

11. Informational Items

a) North Pole Road-Rail Crossing Reduction Quarterly Update

Ms. Gardino said that the quarterly report from the North Pole Road-Rail Crossing Reduction project is included in the meeting packet. Ms. Gardino said that the project has a new Project Manager and the project is expected to be finished by the end of June.

Mayor Isaacson said that there have been a few issues with this project and the FHWA. Mayor Isaacson continued on to say that this project may be in front of FMATS again and he feels it is a very important project, even though the AADT counts may possibly jeopardize the project.

b) Cushman and Barnette Complete Streets Update

Mayor Cleworth said that he would like to put this on the agenda for the next Policy Committee meeting because more information will be available at that time.

c) Helmericks Extension Update

Mr. Michael Schmetzer, City of Fairbanks, gave an update on the Helmericks Avenue Extension & Bentley Trust Road Upgrade project. Mr. Schmetzer said that the City of Fairbanks is expecting to go to bid in eight to ten weeks and to construct this project in the summer of 2012. Mr. Schmetzer said that the City of Fairbanks is still working with DOT and the ARRC on the final location of the railroad crossing. Mr. Schmetzer said that the project is funded with the \$15 million GO bond funding that the voters approved back in 2008. Mr. Schmetzer said that whatever is left on the GO bond will go to improvements on the Old Steese Highway.

Mayor Hopkins asked if there had been discussions about possibly moving transit routes to the new extensions. Mr. Schmetzer said that Mr. Glenn Miller has reviewed the plans, but he is unaware of any future changes to the transit system. Mr. Schmetzer said that the plans could accommodate a pullout if needed.

d) Surface Transportation Authorization Update

Ms. Gardino said that there are 241 Amendments that have come out on the House bill. Ms. Gardino said that the bill appears to be struggling. Ms. Gardino said that she received an e-mail from Senator Murkowski's office saying that they are supporting an amendment to the Senate bill to preserve existing MPO's. Ms. Gardino said that she received a copy of the amendment from Senator Begich's office and it will preserve small MPO's if the Governor and the MPO agree.

Ms. Gardino said that they have asked her to check the bill, but it is 600 pages long. Ms. Gardino said that Senator Begich's office said that they believe the most likely option is a long term extension of SAFETEA-LU. Ms. Gardino said that Alaska receives a healthy allocation in SAFETEA-LU.

Mr. Titus said that the best thing for the state of Alaska would be a continuing resolution of SAFETEA-LU. Ms. Gardino said that in the House bill the State of Alaska would have a 40% funding cut in 2013.

Ms. Gardino said that she would send out copies of the amendment to preserve MPO's as well as the funding tables for each bill.

e) Obligations/Offset List

Ms. Gardino said that the obligation report and offset list are available in the meeting packet and phase 2 of the University Avenue Widening project is at DOT Headquarters for the amount of \$5 million.

12. Committee Comments.

Mayor Isaacson said that he does not want to see FMATS get in a situation where all of the federal funding cannot be obligated and potentially lost. Mayor Isaacson said that he believes that the Illinois Street Reconstruction project is going to be a better project because of the Art Committee and the decisions that they are making. Mayor Isaacson said that he believes that the platform at the end of the apex is a good aspect of the project, but asked that the Art Committee consider reducing the platform, so that funding is not spent needlessly.

Mayor Hopkins said that he is pleased that the FMATS Policy Committee passed motions in regards to the Art Committee's recommendations. Mayor Hopkins said that he hopes the Art Committee could move forward with speed. Mayor Hopkins said that he understands the position that DOT is in with limited resources and a high number of projects.

Mr. Titus said that he is comfortable with the resolution of the gateway feature and he hopes that the Art Committee moves quickly and does not squander their time.

Mayor Cleworth said that the only motion from the Art Committee that was not approved was the time extension motion. Mayor Cleworth said that it might be possible for the Art Committee to work quickly and have a feature decided upon by the end of the summer and a feature in place by September of 2013.

Mr. Roberts said that he believes that the art feature is very important and he feels that the FMATS Policy Committee made the right action in funding the feature.

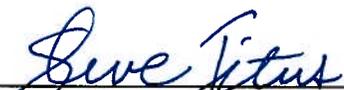
Mayor Cleworth thanked Ms. Gardino for entering the FMATS projects in the CAPSIS.

13. Adjourn

- **Motion to adjourn:** (Musick, Roberts). Approved. Adjourned at 3:05am.

Next Scheduled Policy Committee Meeting, 10:00 am, Wednesday, March 15, 2012 at the DOT&PF Main Conference Room.

Approved: _____


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

Date: _____

