

Fairbanks Metropolitan Area Transportation System  
**POLICY COMMITTEE**  
**800 Cushman Street, City Council Chambers**  
**City Hall, Fairbanks, Alaska**  
Meeting Minutes – April 18, 2012

**1. Call to Order**

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

**2. Introduction of Members and Attendees**

The following were present:

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

<b>Name</b>	<b>Representing</b>
* Steve Titus, P.E.	DOT&PF
* Mayor Jerry Cleworth	City of Fairbanks
* Bill Gryder (for absent Mayor Luke Hopkins)	Fairbanks North Star Borough
* Mayor Doug Isaacson	City of North Pole
* Chad Roberts	City Council of Fairbanks
* Cindy Heil 10:12am (for absent Alice Edwards)	ADEC, Air Quality Division (telephonically)
* Mike Musick	FNSB Assembly
** Margaret Carpenter	DOT&PF, Planning
*** Donna Gardino	FMATS Coordinator
*** Ethan Birkholz	DOT&PF, Planning
*** Bruce Carr	ARRC
*** Joan Hardesty	ADEC, Air Quality Division
*** Mike Schmetzer	City of Fairbanks
** Kellen Spillman	FNSB, Planning
Todd Boyce	FNSB, Planning
Janet Brown	DOT&PF, Pre-Construction
Kris Riesenber	FHWA (telephonically)
Linda Mahlen	DOT&PF, Planning
Frank Eagle	Lavelle's Bistro
Meadow Bailey	DOT&PF, Public Information Officer
Jo Schlotfeldt	DOT&PF, Planning
Brian Lindamood	Alaska Railroad Corporation
Bruce Carr	Alaska Railroad Corporation
Rodney Rutherford	Public
Anna Plager	Chena Riverfront Commission
June Rogers	Fairbanks Arts Association

### 3. Public Comments:

Frank Eagle commended the committee for their hard work on the downtown projects to help make Fairbanks a vibrant and more hospitable place. He understood the construction has logistical considerations and asked the committee to consider instead of closing Cushman Street Bridge going southbound, that it be closed northbound. He understands the need for a one way closure but the Cushman Street Bridge is the only real access to downtown from the north side of town. There are other detour routes around Wendell Street, but it would certainly be a lot more user friendly to have the doors to downtown Fairbanks open. He would rather have the exit doors closed and the entrance doors open on the premise it is easier to get into downtown. He would like people to stay downtown to have a meal or a shopping opportunity. He said he is sure there are ideas to find a way to have a one way street welcoming people downtown while the street construction is going on. There were some public meetings but he was unaware they were shutting it down. The impact to downtown merchants will be very serious.

### 4. Approval of the April 18, 2012 Agenda.

- **Motion:** To approve the April 18, 2012 agenda. (Roberts/Cleworth)
- **Vote on the motion:** None opposed. Motion Approved

### 5. Approval of the March 15, 2012 Minutes.

- **Motion:** To approve the March 15, 2012 minutes. (Cleworth, Isaacson)
- **Vote on the motion:** None opposed. Motion Approved.

### 6. Committee Reports

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

Ms. Gardino provided a written report in the meeting packet. She also attended three Complete Streets committee meetings. She attended the Woodriver PTA, University Park PTA and the College Service Area meetings. The Borough will pursue the Woodriver grant application which FMATS started for a sidewalk on Palo Verde and they will work out the issues regarding maintenance. The school is possibly willing to move the fence back to allow an area for the snow to be plowed. The service area is hesitant to put the sidewalk there until an area for snow is available.

For University Park, Kittleson and PDC brought the results and the comments they received at the open house on the different alternatives which were part of the Safe Routes to Schools Report. 93% wanted a sidewalk on Birch Lane between Fairbanks Street and Loftus, on the south side. The service area commissioners want speed humps and agreed to allow that to be engineered in place. Mr. Gryder said PDC and Kittleson presented the study and they discussed the possibilities for funding for a sidewalk as the major expense with a direct legislative grant or a second Safe Routes to Schools grant application and the Borough has a 90/10 matching grant program. The borough has state funds appropriated for service area growth projects and money could be available for a safety project like sidewalks. The commissioners will consider the sidewalk and what funding to pursue at their May meeting.

Ms. Gardino said thank you to Shawn Staker of DOT&PF for his work on the website for the FMATS Art Selection Committee. He did a great job of pulling that all together.

Interviews were conducted for a planner to replace Kellen. An offer was made to and accepted by Jessica Smith, who will start on May 14.

The FMATS Art Committee website address is: [FMATS.Alaska.Gov](http://FMATS.Alaska.Gov) with a link on the side for the art committee. Another way to find it is: [FMATS.Alaska.gov/art.shtml](http://FMATS.Alaska.gov/art.shtml). Cards were provided at the meeting to answer questions to send ideas to the Art Committee.

#### **b) FMATS Art Selection Advisory Committee Update**

The committee meets every other week. The big events on April 28 include one at 1pm at the Morris Thompson Center where Julie Decker, the curator for the Anchorage Museum, will teach about public art and land marking and why public art is important for the City of Fairbanks. The next event is the kickoff launch event from 2 to 5pm at the Big I property where the committee will be posing questions to the public and from the answers to those questions; they will glean out those concepts most important to the community about the greenspace project. Those are the concepts which will be included in the RFP to go out to the artistic community. Several radio and television interviews are scheduled; posters and postcards are going out and to the Fairbanks Arts Association, Downtown Association, Festival Fairbanks and Pioneers mailing lists through the Art committee members.

They approved the public participation plan and authorized up to \$2,500 for the event, mostly for supplies and advertising. The Art Committee has recommendations on the guardrail and grade to bring to the Technical Committee.

### **7. Old Business**

#### **a) Illinois Street Reconstruction Update**

Included in the meeting packet is a change order summary of all the change orders to date on Illinois Street. The only change is the temporary chain link fence – a safety measure to keep people from falling into excavations. They are working on storm treatment unit installations near the Chena and another at Noyes. They are starting on the sewer work. Meadow Bailey published a public notice about the closures. She said there is a small closure this week on Slater Drive which should be opened by April 20. The larger, long term closures starting the end of this week will be on Driveway and Doyon Street, Doyon and Terminal for utility work which will last between 45 to 60 days, until about the end of June. Starting April 23, Illinois from 1<sup>st</sup> Avenue to Phillips Field Road will be closed southbound for the remainder of the 2012 construction season. Utility work requires extensive digging and work in that area. Ms. Bailey said they attended the Downtown Association meeting to talk about this closure. There were requests from business owners about not having a southbound closure. This issue had been extensively reviewed prior to setting the plans for the southbound closure. Some of the decisions were based on: 20% more traffic travels northbound than southbound so less drivers would be impacted, the drivers will be on a familiar route so there is less chance they will avoid downtown, the plan is able to provide the larger volume of traffic past the businesses directly impacted by the long term closure. Ms. Bailey sent this information to the Downtown Association. She said it is not ideal for everyone, construction seldom is and the planners are trying as hard as they can to minimize it as much as possible, especially for those businesses right

along the route. Phillips Field is still open for access to the Borough building and other businesses in that area.

Mayor Cleworth said it is up to DOT&PF regarding changing the one way lane direction. The traffic going north on Cushman still can go into the downtown. But it is a shame to lose that because it eliminates one of the three main arterials in downtown. He said he thinks the comments are justified.

Mr. Titus asked if, aside from the recent opportunity for the businesses downtown for getting this information, there were other opportunities for them to be aware of the project and traffic control issues. Ms. Bailey said an open house was held two weeks prior to the Downtown Association meeting. A project field office is open downtown where many people call or stop by to ask questions and make comments.

Mayor Isaacson asked about the additional chain link fence on the change order. He asked if it was unknown a chain link fence was needed around an open pit or if the price went up. The public perception is of how companies can nickel and dime projects which add to a greater total expense. Ms. Gardino said it was a new pay item, apparently due to safety, DOT&PF felt it was necessary to add the fence where it was not included previously. Mr. Titus said it was not in the contract but is viewed as a safety item and is now included as a change order.

## **8. New Business**

### **a) North Pole Bike Path Rehabilitation and Connections Ph2 Increase**

Ms. Gardino said \$850,000 was in the project for construction Phase 4 but the new estimate for construction is \$750,000 or \$100,000 less. However, in order to get the project to construction, they need \$15,000 for Phase 2 to complete permits and get through the advertising for construction bids.

- **Motion: To move \$15,000 from Phase 4 to Phase 2 of the North Pole Bike Trail Rehab and Connections project and reduce the remaining de-ob funding by \$75,629 to cover the lower and latest engineers estimate. (Isaacson/Roberts)**

Mr. Roberts asked about the bid amounts. Ms. Gardino said this was for the engineer's estimate and would revisit this if necessary when the bids came in. Mr. Roberts asked to have the wording changed. A change to the motion was discussed regarding the wording of **putting the remaining funds in the de-ob offset** and not naming the number. The change was agreed to by Mayor Isaacson and Mr. Roberts as maker and second of the motion.

- **Vote on the Amended motion: To move \$15,000 from Phase 4 to Phase 2 of the North Pole Bike Trail Rehab and Connections project and reduce the remaining de-ob funding to cover the lower and latest engineers estimate. None opposed. Motion passed.**

### **b) College Road Rehabilitation Ph4 Delay**

Ms. Gardino said the project was first moved to 2013 and now is moved to 2014 because ROW expects to have to go to condemnation, which will take longer. The engineer estimates not making it to Phase 4 until 2014; there are \$4.5 million in GO bonds and \$2.5million in federal funds. To offset the impact, Mr. Birkholz has been working to expedite the North Pole Pedestrian Interchange project. Mr. Birkholz said the project could possibly go next year. According to the project manager, if the bike path part is separated out and the culvert is done the following year as a separate project, it could possibly be a little more expensive. Ms. Gardino said they will try to offset most of the delay on College Road through trying to obligate the \$2 million project in North Pole.

Mayor Cleworth asked about the condemnation possibility on College Road. Ms. Gardino said it is going to be the same rehabilitation project with the same configuration, but some ROW is needed at the intersection of College and Aurora. They want to add some sidewalk where it is currently missing near Alaska Way and a dedicated right turn lane into the fairgrounds. Mayor Cleworth asked about whether it will remain four lanes with the same sidewalk widths. Ms. Gardino said DOT&PF is not looking at reducing it to three lanes. They will still be looking ahead at the corridor study. Mayor Isaacson asked about when it will come up and when the money will be obligated. Ms. Gardino said an administrative modification to the TIP can be done, but is not necessary this year. Mayor Isaacson wanted to make sure the North Pole project is all lined up for his successor.

Mr. Roberts asked about the corridor study on College Road. Ms. Gardino said they believe there are safety issues to be addressed and it takes a higher view of the whole corridor. A road diet has been suggested in the long range plan and in the non-motorized plan as a possible solution to the safety issues. Mr. Roberts asked about the justification of studying the overall picture and on the other hand taking right of way to make a four lane road. Mr. Titus said the condition of the area of the College Rehab project is such that something needs to be done with the GF funding from 2010. If it waits until the corridor study is complete, which has not been started yet, the project area asphalt and intersection work still needs to be done. Mr. Roberts asked if the ROW has to happen either way. Mr. Titus said it does for the rehab to the intersection and turn pocket.

Mr. Musick asked about the road diet for the College Road project. Ms. Gardino said it is one lane going in each direction and would be similar to Van Horn with two lanes and a two-way turn lane in the middle. It allows for some shoulders with some space between the vehicles and pedestrians on the sidewalks. There is a question if there is enough room to provide an adequate shoulder for the bikes to use the shoulder instead of the sidewalk, which is currently not the recommended size to accommodate both pedestrians and bikes. This issue needs a more detailed look and a possible revision to the project scope, in order to accommodate all modes of transportation. The whole configuration of College Road changes east of Johansen. The pavement east of Danby is in dire need of rehabilitation as well. The whole corridor needs to be studied for a consistent view to make sure work can be planned for safety and to provide for all users. The corridor goes from the New Steese to University.

### **c) 2010 Urban Boundary Changes**

Ms. Gardino provided maps of the boundaries in the meeting packet. The US Census Bureau released the new urban areas on March 26. The Borough mapped out the 2010 Urban Census Boundary and the 2003 MPO Boundary. The MPO has to contain the whole urbanized area which means FMATS has to expand the boundary out to where they anticipate the urbanized area will be 20 years from now. This drives how much planning funds FMATS will receive. The state uses a formula to calculate how much funding AMATS and FMATS each receive. The statute says which criteria can be included by DOT&PF to determine the formula: vehicle miles traveled, miles of sidewalk, lane miles and population, for example. The state decides the formula in consultation with the MPOs. The state should revise their intrastate formulas for PL funds allocations to MPOs. The UPWP is due to FHWA and FTA the middle of August. The new boundaries need to be created and agreed to and the state has to have the new formula done by that time.

Mr. Spillman created a new map which illustrates the 2000 urbanized areas overlain with the 2010 areas. It needs to be studied for differences; the number of road miles inherited, service areas or parts not in service areas, what type of arterials or collectors exist, etc. In North Pole, the 2010 urban area is significantly larger than previously. Eielson is an urban cluster as it is not connected to the other urban areas and does not have to be included in the MPO boundary. A boundary sub-committee will meet at the Borough at 9:30 am on May 2. The borough will break down the population changes.

Ms. Carpenter and Mr. Boyce were heavily involved with the MPO boundary formation in 2003. Ms. Carpenter said they knew they had two issues: the non-attainment areas, Fairbanks and North Pole. FHWA said the whole CO boundaries did not have to be included, but there would be much more reporting. She provided maps of the minimum and maximum boundaries. The recommended boundary for 2003 was also mapped. The state formula for funding allocation was not known back then. Mr. Boyce said if a larger area is selected, the money is spread thinner so they started with a relatively compact boundary.

Mayor Isaacson asked for clarification regarding if a maximum area is selected, is the funding increased in today's dollars. But if a project qualifies separately, would that actually increase the money. Ms. Carpenter said if the boundary is increased, one of the criteria is the population of the MPO. To have a larger boundary, it would not increase the funding. Mayor Isaacson said if a boundary projects 20 years of growth, they don't want to make it so big they can't take care of the projects. He suggested Eielson Farm Road is going to be an industrial area; Eielson itself will have an expanded mission. He said when connecting Eielson with North Pole, there would be greater say in some of the railroad corridor issues with the realignment and expansion down to the Tanana Bridge and Delta. He is interested in having a say in DOT&PF projects that have to do with the railroad and North Pole because of the growth in that corridor. He specifically does want to have an effective voice in road/rail realignment such as an overpass at Moose Creek when an overpass at 9 Mile could better serve. He said he would like to have the connection there for a project at 9 Mile without jeopardizing other projects. Ms. Gardino said they would be looking at Eielson, but the air quality issue is something to consider. Mr. Titus asked about the makeup of the subcommittee. Ms. Gardino said it is from the Technical Committee and staff: Ethan Birkholz, Scott Bell, Kellen Spillman and Bernardo Hernandez. Ms. Gardino said Bill Butler could be added to the committee if Mayor Isaacson requests it. FHWA is updating guidance on how to proceed with this boundary change. Mr. Riesenbergs said there is a new draft of the revision process to go to the MPO this month.

### **c) Non Motorized Transportation Plan**

Ms. Gardino sent out the large plan on April 2. Comments are due to her by the end of April. She has not seen any significant changes to the plan. The plan will help them make decisions about what projects should be funded next and is a sub-set of the Long Range Plan.

### **d) STIP: Moose Creek and Mile 9 on the Richardson Highway**

Ms. Gardino included the MP 345 Moose Creek RR Overpass project information page in the meeting packet. It is a \$15 million illustrative project in the STIP for FY 13. Ms. Gardino said if Mayor Isaacson wanted a project at 9 Mile, he would have to get a nomination together. It would be up to the DOT&PF as to which projects they will put in the STIP for the NHS routes. Mr. Musick asked about the wording on the project information page - "to support the construction of a natural gas pipeline." Mr. Birkholz said that language was included in many of the projects at the time in support of AGIA.

## **9. Public Comments**

Mr. Eagle said the downtown association called another meeting because several people came away from the public hearing on the Illinois Street project with misconceived notions. They didn't understand there was going to be a southbound closure. The merchants professed their request to have northbound closures instead of southbound closures. They certainly appreciate DOT&PF's efforts to mitigate the impacts, but whether it goes northbound or southbound, the same mitigation procedures can still be handled. They certainly understand northbound traffic may be 20% more than southbound. But he believes they are not trying to get out of Fairbanks, but it is more because more people are going through Fairbanks. The downtown merchants and DOT&PF both want to move people. The merchants want to move people downtown and have them stay there and come to the businesses there. If people need to go through town, let them go around town and go to Wendell, Peger or College or University. He said he could not understand the actual logistical differences and problems it would take to close northbound as opposed to southbound. This bridge is a major doorway to downtown to people who want to come to his business. If the door is slammed, he said he may as well slam the door on his business and close it down because virtually 50% of the access to downtown is over that bridge. He implored the committee to reconsider, keep the door open and have it open southbound. Mr. Titus said it is not an FMATS Policy Committee issue; it is a DOT&PF construction issue. He said he heard the message and will carry the message forward to construction and will see what they can do. Mr. Musick asked about the practical difference between which lanes are closed. Mr. Titus said everyone is used to going that direction on that lane. Ms. Bailey said the work needs to be done in the southbound lane because they are doing considerable utility work in that lane. If it was changed, people would be in a situation with which they are not familiar and it would require more logistical set up to change the direction of traffic.

Mr. Spillman said the department has asked for local government approval for the North Pole Pedestrian Interchange Project and will go to the Borough Planning Commission for approval to the DOT&PF at a public hearing on May 15. They will be notifying City Hall and all the property owners along that project about the public hearing.

Mr. Carr of the Alaska Railroad said the Railroad open house is May 12 at the Fairbanks Depot; a very fun event to attend. He also commented about the original boundary where Eielson was discussed, but at the time, Eielson was collapsed and was just coming up on the missile command. Now the

missile command has been ramped up. He asked the committee to remember before a decision is made on Eielson; the 2020 census will be coming up. Those 20 year boundaries need a rest period in that time. If anything does happen to Eielson, it would be reflected in 2020. The air quality comments are extremely critical as the Air Force is still going to be flying jets there.

June Rogers of the Fairbanks Arts Association said thank you to the committee for all the support given. She encouraged members to participate in the event on April 28. She attended part of the Downtown Association meeting and wanted to thank Mr. Titus again for taking this message further.

Jo Schlotfeldt said this is her last FMATS meeting as a DOT&PF employee as she is retiring the end of April. She wanted to let the committee know she appreciated the effort they all put into FMATS. She said they have intelligent comments and questions and in transcribing the minutes over the last few years, she said she learned so much more about this town she has lived in for the past 44 years. She appreciated the input and insight afforded her in this experience. She appreciated how the state, borough and both city governments work together. More people should take advantage of coming to the meetings and making comments and to hear how things work because it is a learning process for any public citizen and a very enjoyable one for her.

## **10. Other Issues**

### **11. Informational Items**

#### **a) North Pole Road/Rail Crossing Reduction EA - Comments Due 4/25/12**

Ms. Gardino introduced Brian Lindamood of the Alaska Railroad, who presented slides used at the project open house. The railroad, in cooperation with the FNSB and others over the last three or four years, had a higher level look at the Fairbanks North Star Borough area and the possible relocations they could do. It was broken into three phases with a MOA with the borough. The first phase is in North Pole, phase 2 goes from about Mile 9 to 3 Mile Gate at Wainwright and Phase 3 is Fairbanks proper. They looked at seven or eight alternatives for the area of Mile 9 and Reynolds Street where the highway, railroad and levee come together, two of which were carried forward, Alternative A and Alternative C, of which C is recommended. Alternative A puts the railroad on the levee. Alternative C puts the levee, borough access road, GVEA and the railroad in that order. This maintains access to the levee and trails and provides multiple points of egress. At Flint Hills, which is served through the middle of downtown North Pole, the track would move so there would be no interference with traffic.

At issue is the levee, which is used as a trail, but was never designed as a trail and the owners do not want it used as a trail. In Alternative A, a new trail corridor would be built on the inboard side of the GVEA line to get it off and away from railroad operations and flood control structures. For Alternative C, the railroad will be on the inside of the GVEA line, the trail would stay where it is and the railroad would maintain access to the line. On a grade separation at Mile 9 with Alternative A, the railroad would be on the levee. Alternative C has the highway over the railroad. Pedestrian crossings are planned and Alternatives A and C would both have underpasses. Mr. Lindamood discussed concerns with building on the levee with changed federal regulations since Hurricane Katrina. Private property takes also present an issue. The railroad is taking comments through April 25 and a FONSI should be out late this summer. They do not have the funding to move this project forward at this time. But once the EA is finished, the next step is design, complete the permitting,

initiate right of way acquisition and then on to construction. They do not have the final estimated project cost at this time but it may be about \$50 million without the grade separations, with another \$15 million for the grade separations.

**b) Complete Streets Project update**

Ms. Gardino asked Mike Schmetzer, City Engineer and Public Works Director to present information on the Complete Streets study. He said Randy Kinney, a consultant in traffic modeling, and Crandall & Arambula put together a presentation for the steering committee. They looked at the Cushman and Barnette corridors downtown to determine if these streets will function as two lane roads. They concluded these two streets can easily function as two lane roads with level of service of B or better, projected out 20 to 25 years. Cushman will be on a road diet starting north of Gaffney with 26' to 27' curb face to curb face. Wide pedestrian and sidewalk facilities, planters, trees with tree wells, and banners are planned. No parking on Cushman due to safety, right of way space and limiting sidewalk size. Mr. Roberts asked about the two lane area. Mr. Schmetzer said a short one lane southbound on Cushman at 12<sup>th</sup> Avenue could be signed to allow emergency vehicles access to the south. At the Cushman Bridge, there is a three lane road going to a four lane bridge going back to some modifications on the north side of the bridge. Mr. Musick asked how it lines up with Illinois Street. Ms. Gardino said the existing project after the bridge going north is basically restriping and repaving the section to Terminal Street. Whatever is done on the bridge needs to transition into the new Illinois construction. Ms. Brown said it will take it from a two way existing road to one way with three lanes when Illinois opens.

Mayor Isaacson asked about the funding source. Ms. Gardino said the project start will be in the TIP next year to begin reconstruction on the Cushman Street Bridge. An SSE revamp needs to be done based on what is happening on the south side of Cushman so it is compatible through both projects. At this time, it will start with federal funding.

Mr. Schmetzer said Barnette Street is four lanes. At several steering committee meetings, they worked through dozens of issues on the features. Both Cushman and Barnette will function as two lane roads with good pedestrian facilities from Airport to 1<sup>st</sup> Avenue. They are asking DOT&PF to incorporate this with Noble to Barnette from 1<sup>st</sup> to Airport with consistent lighting, crosswalks, street furniture. Noble will not have trees due to lack of adequate right of way. The planters will have pruned spruce trees which will bring green in the winter, with lighting. Mayor Isaacson asked about MUTCD clearance. Mr. Schmetzer said they are comfortable with it and it is state funded so it is not needed.

Mr. Musick asked about bicycle facilities. Mr. Schmetzer said there will be a dedicated bike lane southbound on Barnette. The northbound bike traffic could use the wide sidewalks on the west side of Barnette. They are also working on a signed bike route from Airport possibly, Cushman and 12<sup>th</sup> to Lacey. Lacey does not have as much vehicle traffic so there would be Share the Road signs there.

Mayor Cleworth said they found there are two different types of bicyclists: recreational and serious. The serious bicyclists like to be on the road, following regular traffic. The recreational bicyclists prefer the sidewalk with their children and feel safer than being in the street. Both types can be accommodated on Barnette and it will be maintained all winter long. Mayor Isaacson asked about maintaining the road so it is not down to one lane in the winter. Mayor Cleworth said they were

cognizant of snow storage, bus and emergency vehicles turning and the lanes will be 2 -3' wider. Mr. Schmetzer said in an average year, the snow berms are 5' wide so there is room on the sidewalk. The gooseneck streetlights are pointing downward to avoid more light pollution. There are banner and flower basket options. The tactile surface at the intersections will alert people with limited sight.

Mayor Isaacson asked if snowplows would be damaged or would damage the planters and trees. In North Pole, they are trying to create a similar concept but are constrained by some federal rules.

Ms. Gardino said at the tabled intersections the bollards protect pedestrians but it is always a maintenance issue all winter long.

#### **c) Surface Transportation Authorization Update**

Ms. Gardino said the authorization has been extended to June 30. Mr. Carr said it looks like the US House will try to add the Keystone pipeline language to the bill.

#### **d) Obligation/Offset List**

Ms. Gardino included the list in the meeting packet and there are no significant changes. Next month the North Pole Bike Path and some preventive maintenance projects will be going to construction.

#### **e) FY13 Capital Budget Update**

Ms. Gardino said the legislators have finished the session with several last minute additions for the Fairbanks area. The \$7.5 million is still in the budget with \$14.4 million added for the Wendell Avenue Bridge. \$298,000 was added for the Chena Road Bike and Pedestrian Facility. Also added was \$5 million for Plack Road and \$24.4 million for the Old Steese Reconstruction and Extension, which would go from Trainor Gate to McGrath Road. The GO bond projects are for Plack, Old Steese Highway to McGrath and the Wendell Street Bridge replacement totaling \$43.4 in additional funds.

### **12. Policy Committee Comments**

Mayor Cleworth said he has had experience recently with the Planning Commission during a work session. The commissioners themselves were asking why the city was there. The head of the Planning Department said there is an agreement with the state which goes back to 1988, before the MPO and is why that protocol was established. The agreement says the local community has input and was done at a time when the city would have some say about what DOT&PF was supposed to be doing. The agreement says it is to be reviewed by the local governing bodies, including the cities. Mayor Cleworth said he thought the agreement is out of date and obsolete, an ambiguous and cumbersome system. He does not know whether the commission has the right to change a project if it is in full compliance for zoning. The Helmericks extension is using state GO bond funds. Even though they have a TORA with them, because of the source of money, it would send them to the Planning Commission.

Mayor Cleworth said they are very fortunate to have four major road maintenance projects in the city. Slaterville roads have severely deteriorated and they are now funded. The Rickert area project, Lemeta, Arctic Park area and Council subdivision have been funded. If all this stays in the budget and survives a veto, with the \$5 million the governor put in, for the first time the city will be able to take a major step to improving the roads inside the city. This summer, through DOT&PF, the city has Executive Park and Taku area work.

Mr. Roberts said he appreciated the presentations from Mr. Schmetzer and Mr. Lindamood. He also congratulated Jo Schlotfeldt on her retirement.

Mayor Isaacson thanked Jo Schlotfeldt for her help to FMATS. He said he appreciates the work of the MPO and values what it has been able to accomplish for local projects. Before it existed, he was in the transition during 2006, and afterward the transitional activities were hammered out. He appreciates the ability of DOT&PF and the municipalities to work together. But there is still an issue – the committee is still constrained by sources of money and by state documents on what can be done in the municipalities. He is concerned and feels more should be brought through the MPO or directly to the cities to streamline on behalf of the citizens what can be done. The North Pole Complete Streets project on St. Nicholas is a thematic desire to not only promote public safety but also to promote the identity of North Pole. But they are not able to do things because of the MUTCD regulations. He asked help from the Policy Committee to figure out how to constructively enter into that conversation. What Mr. Lindamood had brought up with the railroad, about how the federal models work in the lower 48 but do not take into account how it works here is true. He appreciated working with DOT&PF and the committee and being able to help resolve these things. Ms. Carpenter's presentation of the boundary was excellent and he will get North Pole involved in those discussions.

Mr. Titus said he also appreciated the presentations and public testimony today.

Mr. Gryder said it is very interesting to be at these meetings, it is quite educational.

### 13. Adjourn

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

Meeting adjourned at 11:57 am.

Approved: \_\_\_\_\_

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

Date: \_\_\_\_\_

