



POLICY COMMITTEE MEETING

Wednesday, May 21, 2008, 10:00 AM – 12:00 P.M.

State of Alaska, DOT&PF, 2301 Peger Rd, Main Conference Room

1. Call to Order
2. Introduction of Members and Attendees
3. Public Comment Period (3 minute limit)
4. Approval of the May 21, 2008 Agenda
5. Approval of the April 16, 2008 Minutes
6. Committee Reports
 - a. FMATS Coordinator's Report (Donna Gardino)
7. Old Business
 - a. Draft Public Participation Plan
 - b. Draft 2009 – 2012 TIP Project Nomination Criteria
8. New Business
 - a. TIP Administrative Modification No. 8 (action item)
 - b. 2009 – 2012 TIP Development Process
 - c. 2009 – 2012 Unified Planning Work Program
 - d. Coordinator's Office – FFY 09 Budget
 - e. Cushman Street/Barnette/Illinois Project Summary
 - f. Public Notice Policy Update
 - g. GO Bond and Capital Bill (action item)
9. Public Comment Period (3 minute limit)
10. Other Issues
11. Informational Items
 - a. STIP Draft Amendment 17 Status (Ethan Birkholz)
 - b. Safe Routes to Schools
 - c. July Policy Committee Date
12. Adjourn

Next Scheduled Policy Committee Meeting (tentative) 10:00 a.m., June 18, 2008 at DOT&PF Main Conference Room

**FAIRBANKS METROPOLITAN AREA TRANSPORTATION SYSTEM
POLICY COMMITTEE**
State of Alaska, DOT&PF, Main Conference Room
2301 Peger Road
Fairbanks, Alaska

**Meeting Minutes
April 16, 2008**

1. Call to Order

Chair Steve Titus called the meeting to order at 10:03 a.m.

2. Introduction of Members and Attendees

The following were present:

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

NAME	REPRESENTING
* Steve Titus, P.E.	DOT&PF Regional Director, Northern Region
* Mayor Terry Strle	City of Fairbanks
* Mayor Jim Whitaker	Fairbanks North Star Borough
* Luke Hopkins	FNSB Assembly Representative
* Chad Roberts	Fairbanks City Council Representative
* Mayor Doug Isaacson	City of North Pole
* Tom Chapple	DEC, Director, Air Quality Division
*** Donna Gardino	FMATS Coordinator
*** Ethan Birkholz	DOT&PF Planning Manager
*** Joan Hardesty	DEC
*** Bob Pristash	City of Fairbanks
*** Glenn Miller	FNSB, Transit Director
*** Mike Schmetzer	City of Fairbanks
*** Bruce Carr	ARRC
*** Bernardo Hernandez	FNSB Director Community Planning
** Jeff Roach	DOT&PF, Fairbanks Area Transportation Planner
** Alexa Greene	DOT&PF, Fairbanks Area Assistant Transportation Planner
** Todd Boyce	FNSB, Planning
Peter Serrano	Federal Highway Administration
Alice Edwards	Alaska DEC
Bob Duller	Sierra Research
Emma Wilson	Downtown Association
Mike Schmetzer	City of Fairbanks
Kevin Fitzgerald	City of Fairbanks
Bob Tilly	
John Phillips	
Dave Bloom	DOT&PF, D&ES Chief
Jerry Colp	City of Fairbanks
Jaime Schwartzwald	DOT Public Information Officer
Jo Schlotfeldt	DOT&PF
Bill Stringer	
Guy Sattley	FNSB Assembly
Bruce Carr	Alaska Railroad

3. Public Comments

Steve Titus presented a plaque and certificate of appreciation from FMATS to Tom Chapple, involved since the beginning of the MPO, for his years of service to FMATS. This was Tom's final FMATS meeting.

4. Approval of the April 16, 2008 Agenda with the addition of General Obligation and Capital Bill information, Cushman Street Reconstruction and CO Modeling as informational items.

- **MOTION** to approve the April 16, 2008 agenda with the additions. (Hopkins/Isaacson). No opposition. Approved.

5. Approval of March 19, 2008 Policy Committee minutes

- **MOTION** to approve the March 19, 2008 minutes as written. (Roberts/Strle) No opposition. Approved.

6. Committee Reports

a. FMATS Coordinator

Donna Gardino presented a written report detailing her work since she started in her new position on April 2, 2008. She has been meeting with city and state officials to check on the status of projects, budget issues and working on the new TIP administrative modification the Technical Committee will review next month. She also thanked the City of Fairbanks for their assistance with her office.

b. FMATS Technical Committee

Ethan Birkholz presented a written report proposing several action items from the Technical Committee for Old and New Business.

7. Old Business

a. CMAQ PM 2.5

Jeff Roach explained the CMAQ PM 2.5 Reductions Project spreadsheet where an allocation of an additional \$1.5 million was presented to the Policy Committee at a previous meeting. Further review and definition of the scope for that additional funding was requested. The report included the second increment of funding and some additional increases in scope totaling \$2.641 million for PM 2.5 Air Quality studies in the FMATS area for FFY2008. There will be additional funding estimated at \$2 million for FFY2009 studies and implementation for this program.

Alice Edwards gave a perspective of how the CMAQ projects fit within the context of the air quality plan. In the mid '90s, the federal government set the air standard at 65 micrograms of particulate matter per cubic meter of air over a 24 hour period. In September 2006, the standard was changed to 35 micrograms. With the more stringent standard, the monitoring data is clearly showing that Fairbanks has a problem, which is why these projects have been moving forward. As far as the health standard, the

State has made a recommendation to EPA that Fairbanks be designated as a non-attainment area for fine particulates. EPA is reviewing that request at this time for a final ruling in December. Non-attainment triggers responsibility under the Clean Air Act, which requires the community to formulate an air quality plan and demonstrate what controls can be put in place to bring the concentrations of particulate matter in Fairbanks down to a level that will meet the standard by an attainment date, usually 3-5 years ahead. It must be demonstrated that emissions in the community are down to a level where the monitors are no longer showing violations.

Standards are set nationwide, based on the impact on the health of individuals. Fine particles do not usually include dust issues, like that coming off the Tanana River. These are mostly man-made sources of emissions, combustion issues – burning wood, coal, power plants, vehicles. There are multiple sources of combustion in the area; this study will characterize the relative contribution of these sources. A CMAQ study planning schedule was presented.

- **MOTION** to approve the CMAQ PM 2.5 Reductions project scope and a funding increase of \$400,000 which will be moved from the Wendell Street ADA project phase 4 to the CMAQ PM 2.5 Reductions project. (Isaacson/Roberts) No opposition. Approved.
- b. Policy & Technical Committee Bylaws Amendment No. 1**
Policy and Technical Committee Bylaws changes were presented as written for second reading.
- **MOTION** to accept Policy & Technical Committee Bylaws Amendment No. 1 (Strle/Hopkins) No opposition. Approved.
- c. STIP Draft Amendment 17 Comments**
Comments regarding FMATS projects submitted to the State April 14 were related to grandfathering and the increase to the Illinois Street project.
- d. TIP Obligation Status**
Ethan Birkholz presented a summary of changes to the FMATS 2006-2009 TIP Administrative Modification #8 Working Draft, and the 2nd and Wilbur funding increase. This discussion combined the agenda action items 7d in Old Business and 8a in New Business. The report listed projects which were not obligated FFY08, with the addition of College Road. Included in the report are projects based on the Technical Committee recommendations for proposed changes. The final section of the report lists other projects for consideration now or in the future.
- The \$123,134 listed for the 2nd and Wilbur Widening is for change orders accrued over the summer of 2007. There is also a projected cost increase of \$191,866 for Wilbur for the summer of 2008. The total authorization requested is \$315,000.

- Wendell Street ADA can be CTP funded.
- City of Fairbanks requested increased design cost estimate for Wendell Street ADA to \$550,000.
- Preventive maintenance requires \$502,200 additional funding.
- Homestead Road Earmark total increase is \$219,100. Looking at speed mitigation on Homestead Road.
- Illinois Reconstruction will use balance unobligated FCTP funds not obligated for Phase 3 Right of Way, estimated at more than \$744,000.

Mayor Strle requested \$20,000 additional funds for the Cowles Street design. Bob Pristash reported that Cowles Street upgrades would be a two year project. The \$20,000 additional funds for Cowles Street were added to the recommended motion information.

Luke Hopkins – Sidewalk improvement issues were discussed at Technical Committee meeting. Utility poles at the Wendell Street ADA project will be one foot in from street edge, but he asked the committee to consider increasing funding so poles could be moved further in from the curb. Buried utilities would be part of the solution. \$40,000 would be taken out of the deobligated funds. This was added to the recommended motion information.

Jeff Roach – Technical Committee did not recommend moving the power poles at this time because of the significant cost increase to the project.

Mayor Whitaker – How would the \$40,000 in design work, \$315,000 in utility work and paving for some underground utilities benefit the area?

Bob Pristash – Distances would still meet ADA requirements. Poles would be put in the back of the sidewalk. The underground portion comes in when the secondary work is being done. The aerial lines come from distribution then go to the service entrances on buildings. Relocating seven poles costs \$315,000, including Right of Way. Poles would be moved four feet, an aesthetic movement.

Mike Schmetzer, City of Fairbanks – It is also a big maintenance issue now. If the poles are moved out of the curb, a blade can be used on the sidewalk to remove snow. We do not have crews or front end loaders to take up on the sidewalk.

Luke Hopkins – The Dawson Road Connector that will reduce emergency response time is in the TIP and is currently scheduled out in FFY11 for the initial design start. Could the design work start this year instead?

Ethan Birkholz – It cannot be started in 08 until after the major amendment is complete as it is outside the fiscal constraints. It could be considered by FMATS later.

- **MOTION** to approve the funding changes to the FMATS 2006-2009 TIP Administrative Modification #8 Working Draft as follows:

1. \$20.0 Cowles project
2. \$40.0 Wendell Street pole move design
3. \$315.0 2nd and Wilbur
4. \$861.9 Homestead Road Earmark
5. \$502.2 Preventive Maintenance
6. \$622.0 Van Horn Anticipated
7. \$550.0 Wendell Street ADA
8. \$744.0 Illinois Street
9. \$3082.5 Grandfathered to Illinois

(Strle/Whitaker) No opposition. Motion Approved

e. Safe Routes to Schools

From discussions with the Borough Grant Writer, Mayor Whitaker reported there would be considerable upfront work for about \$5,000 grant outcome per project.

Donna Gardino – Grants are available for items such as reflective clothing for crossing guards and bike racks at the school; schools do not have to have a walking plan for those items. She will consult with the grant writer and report back to the committee.

8. New Business

a. Public Participation Plan Update

The Technical Committee recommended to the FMATS Policy Committee the approval of the Public Participation Plan as written.

Jeff Roach reported FMATS is developing the 2009-2012 TIP. FMATS has a four-year TIP that is updated every three years so there is an overlap of the last year of the previous TIP in the new TIP. That TIP timeline has requirements for ensuring the public process is up to date with current federal requirements. The Public Participation (formerly *Involvement*) Plan is required to be available 45 days for public review and comment prior to approval of the document and/or further TIP actions. The changes to the previous plan are required because of changes in SAFETEA-LU.

Mayor Whitaker - In order to comply with the intentions of the Open Meetings Act for accountability and a public record, an email vote would require an affirmative vote rather than the notion that no reply means the vote is affirmative.

Bernardo Hernandez had a concern regarding the appearance of not following the Open Meetings law.

Luke Hopkins – Technical Committee could draft changes relevant to the FMATS voting methods in the bylaws and operating agreement.

Donna Gardino is continuing to work on bylaws and operational agreement updates and will do so with committees and appropriate legal counsel

After discussion, the “*stipulation that no email voting will be done until the Operational Agreement and Bylaws are changed to include a policy that pertains to email voting*” was withdrawn from the written motion.

- **Motion** to approve the Public Participation Plan as written. (Whitaker/Hopkins) No opposition. Motion approved.

b. Project Nomination Process (2009-2012 TIP)

Jeff Roach provided documents in meeting packets including the Cover Letter, Project Scoring Criteria, Project Nomination Form and comment sheets for the Project Nomination Process and the Public Participation Plan which will go out together for a 45 day public comment period. These documents are all required to initiate the Project Nomination Process for the 2009-2012 TIP. Public meetings will be conducted in Fairbanks and North Pole to explain the process for commenting. The Technical Committee put forth a timeline with one public comment period for the draft TIP as required by the operating agreement.

The FMATS Technical Committee is setting up a sub-committee to review the scoring criteria during the public comment period.

- **Motion** to approve the Project Nomination Plan and Milestones. (Hopkins/Isaacson) No opposition. Motion Approved.

c. LRTP Update/UPWP Amendment

Jeff Roach – DOT Headquarters requires FMATS to modify the Task 400 Long Range Transportation Plan Upgrade description in the Unified Planning Work Program. Changes have been proposed, including additional products and milestones which spell out in greater detail what FMATS intends to do during the LRTP Update Process. Part of the update process is to incorporate additional funding for the LRTP. In the current STIP, there is \$150.0 in federal funding for the update, which, if the proposal is approved, would be separated in two phases: \$50.0 in FFY08 and \$100.0 in FFY09.

- **Motion** to approve Amendment No.1 to the UPWP. (Strle/Roberts) No opposition. Motion approved.

d. Coordinator's Office Budget

Donna Gardino presented a proposed budget of \$71,350 for the remaining fiscal year, April-June 2008. A budget for the next fiscal year will be presented in May.

- **MOTION:** To approve the budget as proposed for the Coordinator's office for the time specified for \$71,350. (Whitaker/Hopkins) No opposition. Motion approved.

9. Public Comments

Guy Sattley paralleled the PM2.5 project and the IM program. He recalled that the IM program was loaded on the Borough because the City did not want to or could not do it. It ended up that the entire Borough was dragged into the IM program, even if they lived in Salcha, North Pole or Fox. The question he would want asked is if it is loaded on home heating systems and wood stoves, would these potential rules that are a year or two down the road be loaded on everybody in the Borough, like the IM program? Or is it possible that it be loaded on people only in a smaller geographic area that really does have a PM2.5 air pollution problem? Assuming the problem isn't vehicles, assuming that this is fixed stuff, smelly power plants; can it be shrunk down, so it does not affect everybody in the Borough?

Emma Wilson – Regarding the Public Participation Plan, commented it is a real shame that the public are only allowed to comment on matters on the agenda under public comments. It is not enough since we would like to share what our organizations are doing.

10. Other Issues

11. Informational Items

a. GO Bond & Capital Bill Information

Steve Titus presented a list of projects in the Capital Bill SB 221. All of these are subject to the Governor's veto. Included on the list are allocation changes submitted on the Cushman Street Reconstruction and Farmer's Loop to Chena Hot Springs Road Trail Connection. Some of these projects come to the City and some to the Borough.

The general obligation bond projects include \$30,000,000 for the University Avenue Widening. If the \$5,000,000 is sustained in the capital bill, there will be approximately \$35,000,000 for that project on University Avenue from Thomas Avenue to near the Airport Way intersection, including the bridge and an at level railroad crossing.

b. Tom Chapple's Last Meeting

After many years in State service, he is leaving to take a position with Chevron in Anchorage involved with their Cook Inlet operations, before he

retires. The committee members expressed their appreciation and words of good luck in his future endeavors.

c. Cushman Street Construction

Mayor Strle spoke regarding changing Cushman into a two-way street and the impact that may have on other streets in the downtown area.

Bob Pristash - the City of Fairbanks received \$500,000 in design funding for Cushman Reconstruction. The roundabout proposed by Vision Fairbanks has not had a good traffic analysis, which it needs. It is necessary to decide how big the roundabout should be and coordinate with the utilities designed under Illinois Street. New information the City received shows if Barnette does not go to two-way when Cushman goes to two-way, the level of service will be much lower.

Steve Titus - The City of Fairbanks vision, the Vision Fairbanks and the current design DOT has are moving forward. The roundabout implementation or consideration has major right of way issues. T

Mayor Strle - The plan has to be approved by the Borough, then how much that plan moves forward, is not known at this time.

Ethan Birkholz – With the Reappropriation of Gaffney, to allow expenditures on Cushman, DOT's perspective is that the City is still going forward with the Gaffney project at some level.

Steve Titus – Sometime last year, the Design Crew came back to this committee, which approved adding \$700,000 to the Barnette Street Bridge so that it could be two-way in the future, making it wider. The design work would continue for one-way Cushman Street. The roundabout would cost a lot more money and add considerable time to the project. This committee wanted to move forward as planned until such time Cushman two-way became a reality. The possibility was that could be a reality prior to Illinois Street. There could be design changes made, not going to a roundabout, but that intersection from the bridge to Driveway Street area could be re-done.

Mayor Whitaker asked if FMATS would commit to two-way Cushman leading to two-way Barnette. If so, from where would funding come? Should the decision be made to commit? Grandfathered funds from University Avenue are still available. He would hate to see one thing designed, move forward, then stop and say now it will be done another way.

Steve Titus - The Gaffney funding allocation can be used on Cushman, if the City decided to do so.

Mike Schmetzer – The City has taken the Gaffney project, pulled it in very tight, and reoriented it north and south, which will get the project from Airport Way to 10th Avenue, with some additional funding which would then be used to work further north. In the TIP, there is \$6,000,000 for additional conversion to Cushman. The Vision Fairbanks mission was for two-way traffic on Cushman, without immediate amenities like sidewalks.

Dave Bloom – The design right now is Barnette one-way south with Cushman one-way north. It would not be too hard to modify signals to accept Cushman as two-way traffic and continue with Barnette one-way south which would force a roundabout, which would delay Illinois Street.

Mayor Whitaker – This project is a priority and it is moving one-way Cushman and one-way Illinois right now. There was a subsequent discussion and conclusion that FMATS move forward with the consideration of two-way Illinois and two-way Cushman, the bridge already expanded to accept that, a five-way intersection at Driveway and Church Streets, and there was not enough money to build a roundabout. In order for that to proceed, Cushman and two-way Illinois need a funding source. In order for a clear direction for that scope, that design and that estimate, FMATS needs to make it clear; FMATS cannot afford a roundabout to be part of that decision-making process right now. The funding simply is not available. The design perspective right now is one-way, now the question becomes if FMATS wants to expand that to two-way, how will it be funded and what are we waiting for in order to get that?

Ethan Birkholz - Grandfathered money is federal money that can be used on Illinois, but not on Cushman reconstruction, which is state funded. To use the money on Cushman reconstruction, the project would have to start from scratch and that project could possibly begin in 2012.

Mike Schmetzer – The City of Fairbanks understands FMATS has adopted the Vision Fairbanks and is incorporating it with the LRTP. The City is trying to follow that approach with changes, not including a roundabout, for an intersection signalized with Cushman one-way and Barnette resignalized to allow two-way traffic. The funding would be spent getting Barnette ready for two-way traffic.

Bob Pristash – The intersection as designed now can be tweaked to take two-way traffic on Cushman. The problem comes when the design is adjusted to take two-way traffic on Barnette, then the existing design cannot be used or tweaked enough and that is when a roundabout comes into play. If Cushman goes two-way without Barnette going two-way, that is when the level of service goes to F.

Steve Titus – When it was discussed prior, even Vision Fairbanks agreed the concessions that were made on Illinois were acceptable and the

roundabout and two-way Barnette could be future projects. There was no funding to do all of it.

Jim Whitaker – Now it seems Barnette and the roundabout are part of the overall consideration, but no, we do not have the money to do it. That decision needs to be made now; we have run out of patience on this as we have seen this year after year. We finally have the funds in place and if we are looking at the perfect plan, we will never get it. This is a very good project and it needs to move forward.

Steve Titus – The City of Fairbanks needs to decide what they want to do. There is \$6,000,000 to put into Cushman two-way or into Gaffney; the City needs to decide. The roundabout, as far as this group had decided, is off the table and has been off the table. The City can do the analysis, but trying to incorporate it into a design and trying to get money for it seems a little late. That is the vision of Vision Fairbanks, but they understood when they made their presentation that probably was not going to happen. If the two-way Cushman has consequences for Barnette, the City has design money to look at those, but DOT is going ahead with this project.

Chad Roberts – Two-way Cushman forces Barnette two-way unless we want to live with service level F, which we do not want. Two-way Barnette creates a roundabout. The way it was developed was Cushman one-way and Barnette one-way and that works, but is in opposition to the Vision Fairbanks. The question is does FMATS want to go with the vision or with what works and what FMATS has allocated funds to develop.

Doug Isaacson – Recalled the discussion for the vision was for a two-way street, but it was important to do the other land use issues associated with redeveloping downtown and bringing that revitalization with it. Emma Wilson from Downtown Fairbanks could weigh, in an informational way, on some of these implications. The CO Modeling will give more information. How much of a decrease of service can you afford to accomplish your whole vision?

Steve Titus – Proposed receiving a detailed briefing as a new business item for the next MPO meeting on this subject. This will make it clear where FMATS is going as a result of some of the capital budget changes and the City of Fairbanks has more time to decide where they want to go with it. FMATS does not want to derail Illinois Street now and wants to be good partners with Vision Fairbanks.

d. CO Modeling

Kenny Engineering was asked to do an analysis of the CO impact of the Vision Fairbanks projects. The traffic analysis was prepared for 2025 and that point, there were no problems. Information was needed looking at an interim time period. Kenny Engineering was then tasked with an interim scenario. The results of that analysis showed there would be substantial

congestion on Cushman Street if Barnette Street was inconsistent with the flow of Cushman - one-way vs two-way. This is a key issue. A report will be distributed.

e. Ethan Birkholz

Steve Titus expressed thanks from FMATS to Ethan Birkholz for chairing the Technical Committee and all he has done for FMATS. He has been a wealth of information and speaks his mind on issues, which is appreciated.

12. Adjourn

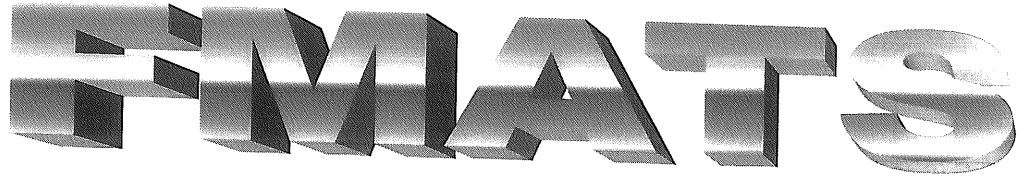
- **Motion to Adjourn** (Isaacson/Hopkins) No opposition. Approved. Adjourned at 1:10 pm.

Next Scheduled Policy Committee Meeting is May 21, 2008 at 10:00 am.

Approved: _____
Steve Titus, Chair
FMATS Policy Committee

Date: _____

**FAIRBANKS
METROPOLITAN
AREA
TRANSPORTATION
SYSTEM**



POLICY COMMITTEE MEMBERS

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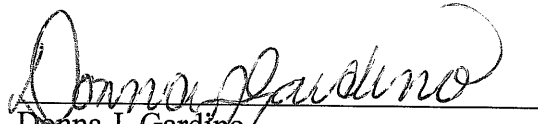
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**FMATS Technical Committee
Action Items
5-7-08 Meeting**

Motion: To approve the addition of \$20.0 for Advance Project Definition funding as a General Fund line item to the State Funded section of the TIP.
(Birkholz/Pristash). None opposed. Approved.

Motion: To recommend to the FMATS Policy Committee the approval of Transportation Improvement Program (TIP) Administrative Modification #8 with the addition of \$20.0 for Advanced Project Definition in FFY08 using state funds.
(Birkholz/Bratcher). None opposed. Approved.


Donna J. Gardino
Chair, FMATS Technical Committee

5/9/08
Date



May 2008 MPO Coordinator's Staff Report

Technical and Policy Committee Meetings

- ✚ Attended the Technical Committee Meeting and Policy Committee Meeting in May, 2008; reviewed and corrected meeting minutes
- ✚ Prepared all meeting backup documentation; developed the Action Items for the Technical Committee
- ✚ Posted ads on the State's online public notice system, created and requested paper advertisements; requested the Cities and Borough provide links to the FMATS website on their websites; prepared all Title VI reports
- ✚ Advertised and conducted a Sub-Committee Meeting on the UPWP Development; developed Task 400 tasks for sub-committee consideration
- ✚ Conducted a subcommittee meeting on the Project Nomination Criteria

Correspondence

- ✚ Sent a letter to DOT & PF Construction Engineer to provide guidance on changes during construction on FMATS projects

Filing

- ✚ Filed all meeting items and correspondence

Organization

- ✚ Researched the Open Meetings Act and met with the Fairbanks North Star Borough and Counsel regarding the same

Identify New Project Needs and Develop Project Scopes

- ✚ Reviewed the North Pole Pavement Rehabilitation project scope in the field with DOT&PF and the City to finalize scope and initiate the project
- ✚ Met with the DOT&PF and City regarding a potentially new project nominations

Public Outreach

- ✚ Hosted two public open houses on the 2009 – 2012 TIP Development; one in Fairbanks and one in North Pole; prepared all handouts; requested maps and updated Project Status Booklet from DOT&PF; prepared the Title VI reports
- ✚ Created the ad order and online public notice; North Pole posted the meeting on their website and around town
- ✚ Updated the FMATS website to include meeting notices

Intra-Agency Relationships

Inter-Agency Relationships

- ✚ Attended Three Chamber of Commerce Transportation Committee meetings: Topics were the Joint Tanana Range Access Rail Project, Resource Development Council on the initiative to shut down mining in Alaska, and Arctic Atmospheric Chemistry

- ✚ Attended the Noble Street and College/Antoinette Open Houses held by the DOT&PF
- ✚ Contacted the Fairbanks North Star Borough Grant Writer regarding Safe Routes To School; emailed the School District Superintendent information on the program
- ✚ Attended two Sustainable Infrastructure meetings at the Borough
- ✚ Met with the DOT&PF regarding the upcoming 2009-2012 UPWP; requested updates from the FNSB on their areas of responsibilities

Strategic Planning

- ✚ Coordinated with the City and State to develop a funding plan for converting Cushman/Gaffney/Barnette to two-way

Communication

Short-Range and Tactical Planning

- ✚ Drafted TIP Administrative Modification #8 and backup documentation for review by the Technical Committee including a summary of the changes on state funds
- ✚ Compiled minutes of previous meetings regarding the Cushman Street project and Vision Fairbanks
- ✚ Updated the Project Nomination criteria based on the recommendations of the sub-committee; provided the Technical Committee public comments received to date
- ✚ Reviewed the Draft Public Participation Plan and provided comments to the Technical Committee as well as public comments received to date; updated Plan based on the recommendations of the committee
- ✚ Researched the Transportation Enhancement Program and OMB Circular A-87 (regulates the use of federal funds)
- ✚ Requested updated Scope, Schedule and Estimates, accident histories and AADTs for the TIP projects

Funding

- ✚ Prepared a draft July 2008 – September 2009 for the Coordinator's Office

Legislation

- ✚ Prepared a draft letter to the Governor regarding the FMATS projects included in the proposed FY09 Capital Budget

Finance

- ✚ Had a brief training session on the new City procurement system
- ✚ Drafted a Proposed FY2009 MPO Coordinator's Office Budget for the Policy Committee's approval

Submitted by:

Donna J. Gardino

Date

APPROP EXP & ENC BY ACCT
LEDGER CODE EXPENDITURES BY PROGRAM
30069681 8FMATS COORDINATORS
COA:2008

RRN:0003653 RSN:06951 05/14/2008

ENTITY NUMBER - DESCRIPTION		TOTAL APPROP	EXPND & EN TO DATE	BALANCE
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D**	57801 PLAN AND RESEARCH	.00	8541.81	8541.81-
D**	57900 COST ALLOC PLAN BILL	.00	410.19	410.19-
=====> COLUMN TOTALS		400000.00	8952.00	391048.00

FOR NEXT SECTION ENTER==> NUMBER _____ YEAR _____ LEVEL LIMIT _____
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FMATS Coordinator's Office

Ledger Code: 30069681 - 8FMATS COORDINATORS

Account	Program Number	Date Processed	Posting Month	Transaction Desc L1	Vendor Name	Collocation Code	Actual
73169 - 1/A FED INDR RT ALLO	57900	04/08/08	10	MAR 2008 ICAP AKSAS 430-11 TXNS		24424640-08	410.19
TOTAL ACCOUNT 73169 - 1/A FED INDR RT ALLO:							
73451 - ADVERTISING	57801	03/03/08	09		CITY OF FAIRBANKS	24424640-08	1,196.80
	57801	03/03/08	09		CITY OF FAIRBANKS	24424640-08	7,208.66
TOTAL ACCOUNT 73451 - ADVERTISING:							
74229 - BUSINESS SUPPLIES	57801	05/01/08	11		CORPORATE EXPRESS OFFICE	24424640-08	21.43
	57801	05/07/08	11		CORPORATE EXPRESS OFFICE	24424640-08	22.00
	57801	05/08/08	11		CORPORATE EXPRESS OFFICE	24424640-08	76.93
	57801	05/08/08	11		CORPORATE EXPRESS OFFICE	24424640-08	13.89
TOTAL ACCOUNT 74229 - BUSINESS SUPPLIES:							
74700 - ELECTRICAL	57801	05/12/08	11	T&I TRANSFER FY08 COSTS TO THE		24424640-08	2.10
TOTAL ACCOUNT 74700 - ELECTRICAL:							
							2.10
TOTAL LEDGER CODE 30069681 - 8FMATS COORDINATORS:							8,952.00

TOTAL LEDGER CODE 30069681 - 8FMATS COORDINATORS:



**FAIRBANKS
METROPOLITAN AREA
TRANSPORTATION SYSTEM**

Public Participation Plan

April 16, 2008 - Draft Version

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Chapter I

Introduction

The purpose of this document is to set procedures that the Fairbanks Metropolitan Area Transportation System (FMATS) will use to comply with the public involvement requirements of the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), the Transportation Equity Act for the 21st Century (TEA-21), the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), and Executive Order 12898 on Environmental Justice.

ISTEA and TEA-21 required a proactive public involvement process as an integral part of the transportation planning and project development process used by Metropolitan Planning Organizations. SAFETEA-LU established additional requirements for proactive public participation. The public participation process must provide timely public notice, complete information, and opportunities for early and continuing involvement. Employing visualization techniques and making information available in an electronically accessible format is also required.

In addition, the Federal Highway Administration (FHWA) Order (DOT 5610.2) Environmental Justice in Minority Populations and Low-income Populations established policies and procedures to use in complying with Executive Order (EO) 12898: Federal Actions to Address Environmental Justice in Minority Populations. EO 12898 requires “each federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies and activities on minority and low-income populations”.

The public involvement process is part of the development of the FMATS Long Range Transportation Plan (LRTP), the Transportation Improvement Program (TIP) and other reports that are needed to complete transportation planning process.

As required by 23 CFR 450.316 (a) (3) this document will have a 45-day public comment period.

Chapter II

Federal Public Involvement Requirements

The following is a summary of Federal requirements for public participation in transportation planning as presented in ISTEA, TEA-21, SAFETEA-LU and Executive Order 12898.

ISTEA/TEA-21

ISTEA and TEA-21 include the following requirements for Metropolitan Planning Organizations (MPO's) regarding public involvement:

1. Provide timely information about transportation issues and procedures to citizens, affected public agencies, representatives of transportation agencies, private providers of transportation, other interested parties and segments of the community affected by transportation plans, programs and projects.
2. Provide reasonable public access to technical and policy information used in the development of plans and Transportation Improvement Programs (TIP's) and open public meetings where matters related to the Federal-aid highway and transit programs are being considered.
3. Consider the needs of those traditionally underserved by existing transportation systems, including, but not limited to low-income and minority households.

SAFETEA-LU

SAFETEA-LU added the following requirements Metropolitan Planning Organizations (MPO's) regarding public participation:

1. Holding public meetings at convenient and accessible locations and times.
2. Making public information available in electronically accessible formats and means, such as the World Wide Web.
3. Demonstrating explicit consideration and response to public input received during the development of the Plan and TIP.
4. Providing an additional opportunity for public comment, if the final Plan or TIP differs significantly from the version that was made available for public comment by the MPO and raises new material issues which interested parties could not reasonably have foreseen from the public involvement efforts.
5. Coordinating with the statewide transportation planning public involvement and consultation process.
6. Periodically reviewing the effectiveness of the procedures and strategies contained in the participation plan to ensure a full and open participation process.

Executive Order 12898: Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations

Executive Order 12898 includes the following two principles of environmental justice:

1. Ensure the public involvement of low-income and minority groups in decision making.
2. Prevent disproportionately high and adverse impacts of decisions on low-income and minority groups.

It is FHWA mandated (DOT 5610.2) for any program or activity, in which any federal funds will be used, the agency receiving the federal funds (including states, cities, and MPO's) must address both of these issues.

Chapter III

General Public Access to the Planning Process

The Fairbanks Metropolitan Area Transportation System, also referred to as FMATS, was established in May 2002 when the Department of Commerce Bureau of the Census released the Federal Register of Qualifying Urban Areas for Census 2000 that identified Fairbanks as a newly urbanized area. The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) require establishment of an MPO in designated urbanized areas. The Code of Federal Regulations (23 CFR) and the U.S. Codes (Title 23) require FMATS to meet regulations to continue receiving Federal funding.

The FMATS Policy Committee is responsible for developing regional transportation policies, plans and programs and directing the continuing, comprehensive and cooperative transportation planning process in the Fairbanks and North Pole areas. The committee is composed of the Mayor of the Fairbanks North Star Borough (FNSB), the Mayor of the City of Fairbanks, the Mayor of the City of North Pole, the Regional Director of the Department of Transportation & Public Facilities (DOT&PF) Northern Region, a representative of the Department of Environmental (DEC) Conservation Air Quality, a representative of the FNSB Assembly and a representative of the Fairbanks City Council. Assisting the Policy Committee is the FMATS Technical Committee.

The FMATS Technical Committee advises the Policy Committee on matters relating to policy, plans and programs. It is made up of city engineers, planners, transit operators, and regional and state agency representatives.

FMATS Policy Committee Meetings

Scheduled Policy Committee meetings are held monthly on the 3rd Wednesday although additional meetings can be scheduled at the discretion of the Policy Committee Chairman. Two Public Comment Periods are included as agenda items at each meeting. The following guidelines shall apply to public comment presented to the FMATS Policy Committee.

1. Public comment shall be limited to items listed on the agenda for that meeting.
2. A sign-in sheet will be available prior to the meeting. Members of the public will be encouraged to sign in so that they may be able to receive notifications of future meetings.
3. Public comment will be limited to three minutes. Additional time allotted will be at the discretion of the FMATS Policy Committee Chairman.

4. Each member of the public is encouraged to provide concise comments.
5. Groups wishing to address the FMATS Policy Committee should select a representative to present the group's position to the committee.
6. The opportunity for public comment at the FMATS Policy Committee is not intended nor should members of the public expect to initiate debate with the committee, an individual member or presenter, or members of the FMATS Technical Committee. Likewise, members of the public should not expect immediate responses to any questions, concerns or comments provided.
7. It should be noted that items listed on the agenda may be voted on, action may be deferred, tabled or referred back to the committee for further consideration at the Policy committee's discretion. The official position on all matters will be adopted at the appropriate time by a majority of the members.
8. Those members of the public who would like to present written comments to the committee, but do not wish to address the committee may submit their comments at any time prior to the committee meeting.
9. Policy Committee meeting notices will be published in the Fairbanks Daily Newsminer. The advertisement will include date, time, meeting place and anticipated agenda items.

FMATS Technical Committee Meetings

Scheduled Technical Committee meetings are held monthly on the 1st Wednesday although additional meetings can be scheduled at the discretion of the Policy Committee or the Technical Committee Chairman. A Public Comment Period is included as an agenda item at each meeting. The following guidelines shall apply to public comment presented to the FMATS Technical Committee.

1. Public comment shall be limited to items listed on the agenda for that meeting.
2. A sign-in sheet will be available prior to the meeting. Members of the public will be encouraged to sign in so that they may be able to receive notifications of future meetings.
3. Public comment will be limited to three minutes. Additional time allotted will be at the discretion of the FMATS Technical Committee Chairman.
4. Each member of the public is encouraged to provide concise comments.
5. Groups wishing to address the FMATS Technical Committee should select a representative to present the group's position to the committee.

6. The opportunity for public comment at the FMATS Technical Committee is not intended nor should members of the public expect to initiate debate with the committee. Likewise, members of the public should not expect immediate responses to any questions, concerns or comments provided.
7. Those members of the public who would like to present written comments to the committee, but do not wish to address the committee may submit their comments at any time prior to the committee meeting.
8. Technical Committee meeting notices will be published in the Fairbanks Daily Newsminer. The advertisement will include date, time, meeting place and anticipated agenda items.

Chapter IV

Fairbanks Metropolitan Area Transportation System Plan

A primary responsibility of FMATS is to prepare and maintain a Long Range Transportation Plan (LRTP) which meets the travel needs of the Fairbanks and North Pole areas. The LRTP insures that transportation improvements proposed for the area are coordinated and support area-wide goals and objectives. This plan addresses projected socio-economic development and traffic forecast for at least 20 years with proposed transportation improvements that will support the development of the area. The Plan is updated or reviewed every three years.

FHWA requires the LRTP to act as a guide to local officials in implementing transportation improvements with Federal funds. A project must be included in the LRTP in order to qualify for funding assistance from the FHWA or the Federal Transit Administration (FTA).

The LRTP is basically broken down into three steps:

1. Identify transportation problems and determine possible solutions.
2. Develop a series of recommendations (Draft Plan).
3. Adopt the list of recommendations (Plan).

FMATS will conduct a public participation process in the development and decision-making process leading to the publication of the LRTP.

Update of the FMATS Long Range Transportation Plan

FMATS shall review and update the LRTP at least every four years (with a 20-year planning horizon) to confirm the transportation plans validity and consistency with current and forecasted transportation and land use conditions and trends. The development of the LRTP will be coordinated with the process for development of air quality transportation control measures in the State Implementation Plan. During development of the LRTP, a public meeting will be held and an opportunity for public comments will be provided to comment on local and regional

transportation problems and offer alternatives for solving the problems. A public meeting will be publicized by the following actions:

1. FMATS will place an advertisement in the Fairbanks Daily Newspaper to announce a public meeting.
2. Notification of the public meeting will be posted on several websites. (DOT, Borough, FBKS, and North Pole)
3. Notification will be sent to all citizens that request notification of the public meeting.
4. Comments received from this process will be documented so that the Policy Committee may consider all comments.

The public will be provided the opportunity to express their opinion on the Draft LRTP document. This document will have a 30 day public review period. This will be accomplished in the same manner as listed above. All comments received from this process will be presented to the Policy Committee for consideration in the development of the final Plan.

If the final LRTP differs significantly from the one made available for public comment and raises new material issues, which the FMATS Policy Committee could not reasonably have foreseen from the public involvement efforts, FMATS will provide an additional opportunity for public comment on the revised LRTP. A public meeting will be publicized and held as necessary.

Notification of the Policy Committee action on the final Plan will take place at a scheduled FMATS meeting.

The LRTP may be viewed during normal working hours at the DOT&PF Planning Department, the FNSB Planning Department, Fairbanks City Hall and at North Pole City Hall. The LRTP will also be available on the FMATS Website during all public comment periods and upon final approval.

Periodically, the FMATS Policy Committee may request that the approved LRTP be modified, or that a project be dropped or added. Such requests will be identified as either an Amendment or Administrative Modification.

Amendments involve transportation projects that are not consistent with the existing transportation plan or that have a measurable impact on air quality. Amendments qualify as regionally significant for public participation purposes.

If the Policy Committee agrees that the proposed amendment is regionally significant, then a 30-day public involvement process will be initiated. Comments received from the public will be presented to the Policy Committee for consideration.

Administrative modifications are minor revisions that involve minor changes to transportation projects that are air-quality neutral and are consistent with the adopted transportation plan. Administrative modifications do not qualify as regionally significant and a simplified public participation process will be initiated. An administrative modification is a revision that does not require public review and comment, redemonstration of fiscal constraint or a conformity determination. The administrative modification will be added to the agenda of the Policy Committee meeting. Comments can be presented to the Policy Committee for consideration.

Chapter V

Transportation Improvement Program

A key publication resulting from FMATS transportation planning and project development activities is the Transportation Improvement Program (TIP). The TIP is updated on a triennial basis and is a comprehensive listing of specific transportation improvement projects over a four-year time span. FHWA specifically requires a proactive public involvement process in the development and decision-making process leading to the publication of the TIP.

During development of the TIP, a comment period of 30 days will be provided for comments to be received addressing the draft TIP criteria document, a 30-day public comment period will be provided for the draft TIP, and after comments are considered by the Policy Committee, another 30-day comment period may be considered for the final draft TIP. A public meeting will be publicized by the following actions:

1. FMATS will place an advertisement in the Fairbanks Daily Newspaper to announce a public meeting.
2. Notification of the public meeting will be posted on several websites. (DOT&PF, Borough, Fairbanks, and North Pole)
3. Notification will be sent to all citizens that request notification of the public meeting.
4. Comments received from this process will be documented so that the Policy Committee may consider all comments.

FMATS will develop and maintain a mailing list of active members of the general public, environmental interest groups, neighborhood and community groups and other public and private agencies who have express interest in transportation planning for use in announcing TIP public involvement activities. Comments received from this process will be documented so that they may be considered by the Policy Committee.

The TIP may be viewed during normal working hours at the DOT&PF Planning Department, the FNSB Planning Department, Fairbanks City Hall and at North Pole City Hall. The LRTP will also be available on the FMATS Website during all public comment periods and upon final approval.

Comments generated during the TIP review process will be presented to the Policy Committee for consideration in the development of the final TIP.

Periodically, the FMATS Policy Committee may request that the approved TIP be modified by adding a project or dropping a project. Such requests will be identified as either an Amendment or Administrative Modification.

Amendments involve a major change to a transportation project that are not consistent with the existing transportation plan or that have a measurable impact on air quality. Amendments qualify as regionally significant for public participation purposes and a 30-day public involvement process will be initiated. Comments received from the public will be presented to the Policy Committee for consideration.

Administrative modifications are minor revisions that involve minor changes to transportation projects that are air-quality neutral and are consistent with the adopted transportation plan. Administrative modifications do not qualify as regionally significant and a simplified public participation process will be initiated. An administrative modification is a revision that does not require public review and comment, redemonstration of fiscal constraint or a conformity determination. The administrative modification will be added to the agenda of the Policy Committee meeting. Comments can be presented to the Policy Committee for consideration.

The TIP development process will satisfy the public hearing requirements of 49 U.S.C. Sec. 5307(c). The public notice of public involvement activities and time established for public review and comment on the TIP will satisfy the program-of-projects requirements of the Urbanized Area Formula Program. See 23 C.F.R. Part 450 and 49 C.F.R. Part 613 (specifically Subpart B, "Statewide Transportation Planning," and Subpart C, "Metropolitan Transportation Planning and Programming"). The public participation process is described at 23 C.F.R. Section 450.316(b).

Chapter VI

Other Reports

In addition to the LRTP and the TIP, FMATS may produce other reports as part of the continuing transportation planning process. Such reports will be presented at scheduled Technical Committee meetings for comments, but do not require advance public notice prior to Policy Committee actions. All comments will be forwarded to the Policy Committee for consideration.

Chapter VII

Summary

The Fairbanks Metropolitan Area Transportation System is committed to providing early and continuing opportunities for full public access to the transportation decision-making process, consistent with SAFETEA-LU and Executive Order 12898. Accordingly, the preceding public involvement procedures were developed. Public participation procedures are specified for the Long Range Transportation Plan and the Transportation Improvement Program. Special efforts to involve minority and low-income populations are included in these procedures, in support of Environmental Justice requirements.

Whenever possible visualization techniques will be employed to describe plans and the TIP. All documents available for public review will incorporate maps and drawings detailing project information.

This public participation process is only the first step in an open-ended and evolving public involvement process that will be refined and revised as public comments and further regulatory guidance is received. This public participation process will be periodically reviewed to determine its effectiveness in assuring that the process provides full and open access to everyone.

FMATS
DRAFT PUBLIC PARTICIPATION PLAN
COMMENTS RECEIVED BY 4-30-08
COMPILED FOR REVIEW BY THE TECHNICAL COMMITTEE

The Table of Contents does not match the Chapter headings.

Chapter III, FMATS Policy Committee, Item 1: The public should be able to comment on non-agenda related items. Other organizations would like to share what they are doing with the Committee.

Chapter III, FMATS Technical Committee, Item 1: The public should be able to comment on non-agenda related items. Other organizations would like to share what they are doing with the Committee.

Change Chapter III, #9 under Policy Committee Meetings to “Policy Committee meeting notices will be published in the Fairbanks Daily Newsminer or broadcast on radio. The City of Fairbanks, City of North Pole, Fairbanks North Star Borough and the State of Alaska DOT & PF will post meeting notices on their websites and utilize the State’s Online Public Notice system for all meetings.”

Location of the meetings is not addressed in the PPP. It may be wise to start a rotation schedule of meetings, at least between North Pole and Fairbanks. In addition, the meeting times are convenient for the political and agency representatives, not the public. This needs serious and deliberate consideration.

Change Chapter III, #8: to read as #9 above.

Change Chapter III: Add #9: Special meetings of subcommittees of the Technical Committee may be held to address specific tasks outside of a regularly scheduled meeting. The work of all subcommittees will be presented to the Technical Committee at a regularly scheduled meeting. Notice of subcommittee meetings will be 3-5 days in advance of the meeting using the methods described in #8 above.

Change Chapter IV, title from “Plan” to “Plans”: Combine Chapter IV and V. Section 1: Air Quality Plan, Section 2: FMATS LRTP, Section 3: TIP, Section 4: FMATS UPWP

Insert an introductory paragraph, such as:

There are four primary planning or programming activities that FMATS is responsible for developing. This section summarizes these key plans and programs, which include the Air

Quality Plan, FMATS Long-Range Transportation Plan, Transportation Improvement Program, and FMATS Unified Planning Work Program.

Then develop the four plans in separate Sections. The Air Quality Section will need to be developed.

Consistently note in each section the availability of the documents on various websites, public notice methods, etc.. Provide the same type of information for each section.

Chapter IV, first paragraph, last sentence: change three to four

Chapter V, add to #2 and the State of Alaska Online Public Notice System

Chapter V, third paragraph: add the following to the first sentence: representatives of the disabled, representatives of users of bicycle and pedestrian facilities

Chapter V, last sentence: Change the citation to 23 CFR 450.316

Chapter VII: Move the summary to the beginning of the new Chapter IV.

FMATS TIP Project Scoring Criteria
DRAFT TECHNICAL COMMITTEE DRAFT RECOMMENDATIONS

Scoring Criteria		(5) - (4)	(3) - (2)	(1) - (0)	(-3)	(-5)
1.	HEALTH AND QUALITY OF LIFE (Weight = 3)					
	Air and Water Quality, Pedestrian and Bike Path, Neighborhood Continuity, Intermodal Connections, Aesthetically Pleasing Transportation Corridor, Reduces Congestion, Improves LOS, Supports Sustainable Infrastructure, Enhances Environment, Conserves Energy	This project provides a significant contribution to improved health or quality of life, or reduces or removes a significant existing negative factor.	This project provides a moderate contribution to improved health or quality of life, or reduces or removes a significant existing negative factor.	This project will have no affect either positive or negative on quality of life issues.	This project provides a moderate degradation to health or quality of life.	This project provides a significant degradation to health or quality of life.
2.	SAFETY (Weight = 5)					
	Geometrics such as Width, Grade, Alignment, Safety, and Accident History	This project will correct an area that has a history of accidents involving damage to life or property and significantly improves safety for motorized and non-motorized users.	This project will correct design / condition deficiencies and moderately improves safety for motorized and non-motorized users.	This project area has a history of safety complaints from the public not supported by design criteria. (1 point) No Complaints (0 points)	N/A	N/A
3.	PUBLIC SUPPORT & CONTRIBUTION (Weight = 3)					
		Broad-based area-wide support (Project is in approved Transportation, Comprehensive or State Plan)	Local area support for project (resolution of local government support 3 Points;)	Limited support only (neighborhood petition, non-profit support) (1 Point) No Support (0 Point)	N/A	N/A
4.	COST / LENGTH / AADT (Weight = 3)					
	Divide project cost (in thousands) by length (in miles) and further divide result by Average Annual Daily Traffic	Between: \$.00 - \$.55 = 5 points \$.56 - \$.80 = 4 points	Between: \$.81 - \$1.10 = 3 points \$1.11 - \$1.50 = 2 points	Between: \$2.51 - \$3.00 = 0 points \$1.51 - \$2.50 = 1 point	Between: \$3.01 - \$4.00 = -1 point \$4.01 - \$6.00 = -2 points \$6.01 - \$10.00 = -3 points	Between: \$10.01 - \$54.00 = -4 points >\$54.00 = -5 points
5.	FUNCTIONAL CLASS (Weight = 1)					
			Urban Collector = 2 points Arterials = 3 points	Local Road = 1	N/A	N/A

FMATS TIP Project Scoring Criteria
DRAFT TECHNICAL COMMITTEE DRAFT RECOMMENDATIONS

Scoring Criteria		(5) - (4)	(3) - (2)	(1) - (0)	(-3)	(-5)
6.	Maintenance and Condition (Weight = 2)					
	Improves Drainage and/or Surface, promotes efficient system management and operations, decreases operating costs	This project provides a significant contribution to improve drainage, surface condition or significantly lowers operational costs.	This project provides a moderate contribution to improve drainage, surface condition or significantly lowers operational costs.	This project will have little (1 point) no affect (0 points) either positive or negative on maintenance or condition.		
7.	SPECIAL CONSIDERATIONS (Weight = 1; Up to 10 points)					
	Supports economic development, regional balance, security and national defense, utility conflict resolution or has significant pre-project development study					

**FMATS TIP TRAAK Project Scoring Criteria
DRAFT TECHNICAL COMMITTEE DRAFT RECOMMENDATIONS**

Scoring Criteria		(5) - (4)	(3) - (2)	(1) - (0)	(-3)	(-5)
1.	HEALTH AND QUALITY OF LIFE (Weight = 3)					
	Air and Water Quality, Pedestrian and Bike Path, Neighborhood Continuity, Intermodal Connections, Aesthetically Pleasing Transportation Corridor, Reduces Congestion, Improves LOS, Supports Sustainable Infrastructure, Enhances Environment, Conserves Energy	This project provides a significant contribution to improved health or quality of life, or reduces or removes a significant existing negative factor.	This project provides a moderate contribution to improved health or quality of life, or reduces or removes a significant existing negative factor.	This project will have no affect either positive or negative on quality of life issues.	This project provides a moderate degradation to health or quality of life.	This project provides a significant degradation to health or quality of life.
2.	SAFETY (Weight = 5)					
	Geometrics such as Width, Grade, Alignment, Safety, and Accident History	This project will correct an area that has a history of accidents involving damage to life or property and significantly improves safety for motorized and non-motorized users.	This project will correct design / condition deficiencies and moderately improves safety for motorized and non-motorized users.	This project area has a history of safety complaints from the public not supported by design criteria. (1 point) No Complaints (0 points)	N/A	N/A
3.	PUBLIC SUPPORT & CONTRIBUTION (Weight = 3)					
		Broad-based area-wide support (Project is in approved Transportation, Comprehensive or State Trails Plan)	Local area support for project (resolution of local government support 3 Points)	Limited support only (neighborhood petition, non-profit support) (1 Point) No Support (0 Point)	N/A	N/A
4	Maintenance and Condition (Weight = 2)					
	Improves Drainage and/or Surface, promotes efficient system management and operations, decreases operating costs	This project provides a significant contribution to improve drainage, surface condition or significantly lowers operational costs.	This project provides a moderate contribution to improve drainage, surface condition or significantly lowers operational costs.	This project will have little (1 point) no affect (0 points) either positive or negative on maintenance or condition.		
5	SPECIAL CONSIDERATIONS (Weight = 1; Up to 10 points)					
	Supports economic development, regional balance, security and national defense, utility conflict resolution or has significant pre-project development study; meets eligibility requirements					

FMATS CMAQ Scoring Criteria

Scoring Criteria		5	3	1	0
1.	MANDATED PROGRAMS/ MEASURES (Weight = 5)				
		Project supports a federal/ state mandated air quality program. Project supports a control strategy in an approved or final draft SIP.	Project supports a contingency measure in an approved or final draft SIP.	N/A	Not required
2.	PROJECT SUPPORT (Weight = 4)				
		Project nominated by DEC and presented to EPA for consideration as a future control measure or contingency measure.	Project reviewed and supported by the FMATS Policy Committee for priority funding consideration.	Project nominated or supported by borough or city resolution.	N/A
3.	LIFE OF PROJECT BENEFITS (Weight = 2)				
		Long-term benefits (10+ years)	5-10 year	N/A	Less than 5 years
4.	PROJECT READINESS (Weight = 2)				
		Ready to start implementation in the current or coming fiscal year.	Ready to start in 1-2 years.	N/A	Ready to start in more than 2 years
5.	FUNDING CONTRIBUTIONS (Weight = 2)				
		Local or other contribution of 10% or more.	5% - 9%	1% - 4%	Minimal or none.
6.	OTHER PROJECT BENEFITS (Transit, Safety, Pedestrian, Traffic, Etc) (Weight = 2)				
		Project provides significant non-air quality benefits.	Project provides moderate non-air quality benefits.	N/A	No identifiable other benefits.
7.	SPECIAL CONSIDERATIONS (Weight = 3)				
		Points assigned only by the FMATS Policy Committee to a limited number of projects in recognition of any special needs or			

FMATS Open House SCANNED.txt

From: Matthew Reckard [mkreckard@yahoo.com]
Sent: Sunday, May 04, 2008 2:00 PM
To: Donna J. Gardino
Subject: FMATS Open House [SCANNED]

Hi Donna. It was a pleasure meeting you the other day at the FMATS Open House. Thanks for listening to me talk about the FHWA's Transportation Enhancement program (aka "TRAAK" in Alaska) and the Sternwheeler Nenana.

You asked that I write to remind you of the major points I raised. They were basically two: TRAAK scoring criteria and the Steamer Nenana project.

A few years ago scoring criteria for TRAAK projects were changed so that only one of the 12 project categories eligible for FHWA TE funds can possibly score well. The current system has four scoring criteria, but one carries almost half the total scoring weight (5 out of the total of 11). That one is "Safety & Condition" which, according to the internet listing, is concerned with "Width, Grade, Alignment, Safety, Surface, Drainage". Such considerations apply to "Pedestrian and Bicycle Facilities" (bike paths), but none of the other 11 TE categories, which include:

Pedestrian and Bicycle Safety Education Acquisition of Scenic or Historic Sites
Scenic or Historic Highway Programs Landscaping Historic Preservation Rehabilitation of Historic Transportation Facilities Rail-Trails
Outdoor Advertising Archaeological Planning and Research Environmental Mitigation Transportation Museums

I suggest that all types of eligible TE projects should compete for "TRAAK" funds on an equal footing. The present scoring system is not a level playing field, and I think violates the spirit (if not the letter) of the federal law apportioning FHWA funds.

A good place to find more about the TE project categories is at the website: www.fhwa.dot.gov/environment/te/principles_pt1.htm.

My second major concern is with the Steamer Nenana project. \$600,000 for the vessel's renovation was included in FMATS' first TIP. The first \$150,000 was to be available in federal fiscal year 2006 (i.e. beginning October 2005). This was the plan through all TIP revisions through February 2005. That fall, however, project funding was cut in half, to \$300,000, and all of it was pushed completely beyond the planning period to some unspecified time after FFY 2011. The Nenana project (#3831) still exists on paper, technically still in the TIP but with no funding commitment or timetable.

The funding cut, presumably a result of the adoption of the current scoring criteria, shocked many of us.

The Steamer Nenana is a National Historic Landmark, the highest recognition our country gives to cultural resources, and the only National Landmark under local public control in the Interior. She served the Interior's

FMATS Open House SCANNED.txt

towns and native villages, the tourist industry, and the military with distinction. I think her stewardship is our duty and its present neglect is a disgrace.

A lot of good work was done on the Nenana in the '80s and '90s. If we fail to finish her restoration that substantial investment, both public and private, will be wasted. For the past decade or more the Nenana has been neglected. In her present condition she falls far short of her potential to enrich our community, stimulate the tourist industry, and educate our youth. She also falls far short of her potential to draw admissions revenue that could offset the cost of its maintenance.

It seems to me that by any objective criteria the Steamer Nenana project should rate highly under three of the 12 TE project categories: Historic Preservation, Rehabilitation of Historic Transportation Facilities, and Transportation Museums. If our community's leaders cannot find a way to restore the project in FMATS' TIP, I would urge them to find another way to take care of this part of our heritage.

Thanks for your attention. Once again, it was a pleasure to meet you.

Matthew Reckard
Post Office Box 12
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DRAFT FMATS 2006-2009 TIP Administrative Modification #8

NID	AKSAS	Score	Project Description	Fund Code	Sponsor	Phase	FFY06	FFY07	FFY08	FFY09	FFY10	FFY11	B'yond
FCTP=FMATS CTP & TRAAK GCTP= FMATS Grandfathering GTI=Governors Transportation Initiative GF=General Fund CMAQ=Congestion Mitigation Air Quality 1702=SAFETEA-LU Earmark High Priority 1306=SAFETEA-LU Earmark Freight Intermodal 3044=SAFETEA-LU Earmark Bus related 115=2005 Section 115 Earmark 3037=FTA JARC 381=HB 381 Tobacco bill Y381=HB 381 Yankovich/Miller Path FEDCTP=Fed share only CTP & TRAAK M381=HB 381 used as match NCPBD= National Corridors and Border Development UNF=Unfunded DEOB=FMATS project deobligations TBD=To be determined													
CTP - Projects													
3868	63237	99	2nd/Wilbur: Fairbanks	FCTP	FMATS	2	250.0						
			Reconstruction of 2nd Avenue (Wilbur to Stewart Street) and Wilbur Street (Airport Way to 2nd Avenue) to include shoulders, curb and gutter, sidewalks and bikepaths.	FCTP		3	306.0						
			Deob from Old Rich Hwy	DEOB		4		35.0					
			From NID 19395 Fairbanks Road Earmark	1702		4		415.1					
				FCTP		4		4,314.1	315.0				
			Project Total				556.0	4,764.2	315.0				
21059		99	Barnette Street Traffic Revision: Fairbanks	FCTP	FMATS	2					200.0	200.0	
			Convert Barnette street to 2 way traffic from Airport way to the intersection of Illinois, Barnette and Cushman Streets with consideration for a roundabout at this intersection.	FCTP		3							500.0
				FCTP		7							500.0
				FCTP		4							2,000.0
			Project Total								200.0	200.0	3,000.0
9946		52.6	Bradway Rd Reconstruction: FNSB	FCTP	FMATS	2							480.0
			Reconstruct Bradway Road (in the North Pole area) between Dennis Road and Badger Elementary School.	FCTP		3							30.0
				FCTP		7							380.0
				FCTP		4							3,140.0
			Project Total										4,030.0
12422	62971	53.0	Chena Pump / Chena Small Tracts Safety: FNSB	FCTP	FMATS	2	600.0						
			Widen Chena Pump Road from Palo Verde Avenue to Despain Lane, including a new five-lane bridge and replacement of the existing pedestrian bridge.	FCTP		3			0.0	120.0			
				FCTP		7					0.0	500.0	
				FCTP		4							4,300.0
			Project Total				600.0			120.0	0.0	500.0	4,300.0
6359		40.4	Chena River / Wendell St Bridge: Fairbanks	FCTP	FMATS	2							400.0
			Repair bridge deck.	FCTP		3							100.0
				FCTP		7							
				FCTP		4							4,500.0
			Project Total										5,000.0
13699	62164	99	College Road Rehab (Univ. to Danby) & Intersection: Fairbanks	FCTP	FMATS	2			0.0	250.0			
			Rehabilitate and repave College Road between University Avenue and Danby Street. Including intersection improvements along the route.	381		3				300.0			
				381		7				150.0			
				FCTP		4							7,018.0
			Project Total							700.0			7,018.0

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19103	77194	99	Cowles Street Reconstruction: Fairbanks	FCTP	FMATS	2							1,370.0
			Reconstruct Cowles Street from 1st Avenue to 10th Avenue.	FCTP		3							160.0
				FCTP		7							3,000.0
				FCTP		4							5,670.0
			Project Total										10,200.0
16103	60434	99	Cowles Street Upgrade: Fairbanks	FCTP	FMATS	2	149.1	129.0					
			Upgrade Cowles Street (19th Avenue to 23rd Avenue) and 21st Avenue (Cowles - Lathrop). Work will include grading, paving, drainage and illumination improvements, and construction of new sidewalks.	M381		2		3.6					
				381		2		20.6					
			Deob funding is not added into the TIP	DEOB		2			20.0				
				FCTP		3	206.0						
				FCTP		7	550.0						
				FCTP		4			4,012.4				
			Project Total				905.1	153.2	4,012.4				
21057		54.2	Dawson Extension: FNSB	FCTP	FMATS	2						300.0	
				FCTP		3						200.0	
				FCTP		7							100.0
				FCTP		4							1,000.0
			Project Total									500.0	1,100.0
19105		44.0	Davis and Snowman Rehabilitation: North Pole	FCTP	FMATS	2						125.0	
			Rehabilitate Davis Blvd and Snowman Lane. Upgrade pedestrian facilities.	FCTP		3							50.0
				FCTP		7							50.0
				FCTP		4							625.0
			Project Total										725.0
16104		58.8	Gillam St Upgrade: Fairbanks	FCTP	FMATS	2				0.0	450.0		
			Upgrade Gillam Street from Airport Way to 19th Avenue.	FCTP		3						125.0	
				FCTP		7						400.0	
				FCTP		4							2,400.0
			Project Total							0.0	450.0	525.0	2,400.0
3846	63869	99	Holmes Road Reconstruction (FMATS): FNSB	FCTP	FMATS	2							300.0
			Reconstruct Holmes Road from Dennis Road to Badger/Peede Road and construct a drainage ditch from Holmes Road to the Chena River.	FCTP		3							500.0
				FCTP		7							600.0
				FCTP		4							9,200.0
			Project Total										10,600.0

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3847	63102	99	Illinois Street Reconstruction: Fairbanks	FCTP	FMATS	2		250.0					
				GCTP		2		750.0	500.0				
			Reconstruct Illinois Street (1st Ave. - College) including the Chena River and Noyes Slough crossings.	FCTP		3	1,775.0		441.6				
				GCTP		3	5,325.0		1,082.5				
			2007 GF appropriation	GF		3			2,000.0				
				FCTP		7	852.2						
				GCTP		7	2,556.6						
				FCTP		4			2,185.2				25,400.0
			From FNSB Road Improvements & Upgrades earmark	1702		4			2,000.0				
			Advance Construct (AC)	GCTP		4			8,038.9	13012.5			
			FMATS Project Total				2,627.2	250.0	2,441.6	4,185.2			25,400.0
			Grandfathered Project Total				7,881.6	750.0	1,582.5	8,038.9	13,012.5		
			Project Total				10,508.8	1,000.0	4,024.1	12,224.1	13,012.5		25,400.0
6587		49.0	McGrath Rd Upgrade: FNSB	FCTP	FMATS	2						150.0	
			Upgrade lower McGrath Road (Farmer's Loop-Crystal Drive).	FCTP		3							
				FCTP		7							
				FCTP		4							2,780.0
			Project Total									150.0	2,780.0
17975	61725	99	Noble Street Reconstruction: Fairbanks	381	FMATS	2		200.0					
				FCTP		2			0.0	860.0			
			Reconstruct Noble St. from 1st Avenue to Gaffney Road.	FCTP		3			0.0	200.0			
				FCTP		7				800.0			
			Advance Construct (AC)	FCTP		4					5800.0		3,800.0
			Project Total					200.0	0.0	1,060.0	800.0	5,800.0	3,800.0
20815			NPHS Blvd - Eighth Ave. and Old Rich Intersection Improvements: North Pole	FCTP		2							75.0
				FCTP		3							20.0
				FCTP		7							100.0
				FCTP		4							500.0
			Project Total										695.0
9947	62166	99	Nordale Road Pavement Rehabilitation: FNSB	FCTP	FMATS	2							
			Rehabilitate and resurface Nordale Road.	FCTP		7							25.0
				FCTP		4							2,800.0
			Project Total										2,825.0
6261		99	Old Richardson Highway Improvements: North Pole	FCTP	FMATS	2							
			Upgrade approximately 3 miles of the Old Richardson Highway (Laurance Road to Richardson Highway).	FCTP		3							
				FCTP		7							
				FCTP		4	285.7						
			Project Total				285.7						

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3839	65199	99	Phillips Field Road Upgrade: Fairbanks	FCTP	FMATS	2							
			Upgrade Phillips Field Road between Illinois Street and Peger Road.	FCTP		3							
				FCTP		7							
			Note: NID 20595 Phillips Field Road Improvements incorporated into this project.	381		4				0.0			
				FCTP		4				2,068.0			
			Project Total							2,068.0			
15102	77249	54.2	Plack Rd Upgrade: FNSB	FCTP	FMATS	2			475.0		400.0		
			Construct a separated bicycle/pedestrian facility on Plack Rd	FCTP		3						1300.0	
				FCTP		4							3,820.0
			Project Total						475.0		400.0	1,300.0	3,820.0
19096	76717	99	Preventive Maintenance Program: FMATS	FEDCTP	FMATS	2	98.5						
			Pavement surface maintenance, traffic control signal upgrades, street light load center rehab, storm drain maintenance, reclaim/double chip, seal coat, crack sealing, roadway striping, dust control, signage replacement and intersection upgrades.	M381		2	9.8						
				381		2		75.8					
				FCTP		3							
				FCTP		7							
				FCTP		4			1,360.0	620.4			
			Project Total				108.3	75.8	1,360.0	620.4			
3843	63216	99	S. Cushman (Gaffney - 17th): Fairbanks	FCTP	FMATS	2							
			Reconstruction and widening of Cushman Street from Gaffney Road to Van Horn Road to five lanes.	FCTP		3							2,200.0
				FCTP		7							3,400.0
				FCTP		4							4,200.0
			Project Total										9,800.0
16205		55	S. Cushman (17th - Mitchell): Fairbanks	FCTP	FMATS	2							720.0
			Reconstruction and widening of Cushman Street from Gaffney Road to Van Horn Road to five lanes.	FCTP		3							4,000.0
				FCTP		7							1,550.0
				FCTP		4							4,775.0
			Project Total										11,045.0
3829		54.6	S. Cushman (Mitchell - Van Horn): Fairbanks	FCTP	FMATS	2							500.0
			Reconstruction and widening of Cushman Street from Gaffney Road to Van Horn Road to five lanes.	FCTP		3							400.0
				FCTP		7							3,500.0
				FCTP		4							4,400.0
			Project Total										250.0
17089		34.6	Tanana Dr Extension (UAF): FNSB	FCTP	FMATS	2							
			Extend and realign Tanana Loop Drive to connect with North Tanana Drive.	FCTP		3							
				FCTP		7							100.0
				FCTP		4							1,100.0
			Project Total										1,450.0

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18005	63213	99	University Avenue Widening: Fairbanks	FCTP	FMATS	2		225.0		1,000.0			600.0
				GCTP		2		675.0					
			Widening of University Avenue to five lanes between Mitchell Expressway and College Road, and intersection improvements at Airport Way and Geist Road.	FCTP		3	597.5		0.0	478.4			
				GCTP		3	1,792.5		0.0	6,125.0			
				FCTP		7				0.0	5,000.0		7,000.0
				GCTP		7				0.0			
				FCTP		4					0.0		34,300.0
			FMATS Project Total				597.5	225.0	1,478.4	5,000.0			41,900.0
			Grandfathered Project Total				1,792.5	675.0	6,125.0	0.0			0.0
			Project Total				2,390.0	900.0	7,603.4	5,000.0			41,900.0
12425	61175	99	Van Horn Road Rehab / Safety Improvements: F	FCTP	FMATS	2	32.1						
				381		2		192.0					
			Reconstruct, widen and illuminate Van Horn Road.	FCTP		7	550.0						
			NID 19397 Freight Intermodal Earmark	1306		4		2657.6					
			Note: the 622.0 in FFY08 to be AC'd in FFY07	FCTP		4		3,421.0	622.0				
			Project Total				582.1	6,270.6	622.0				
3869	67052	99	Wendell Street ADA: Fairbanks	CMAQ	FMATS	2	90.0						
			Pedestrian facility improvements to meet Americans with Disabilities Act standards.	DEOB		2			21.0				
			Deob funding is not added into the TIP	FCTP		2			40.0				
				381		2		87.0					
				381		3		70.0					
				FCTP		4			550.0				
			Project Total					157.0	590.0				
10568		50.8	Yankovich / Miller Hill Rd Upgrade: FNSB	FCTP	FMATS	2				0.0	855		
			Reconstruct Yankovich and Miller Hill Roads between Ballaine Road and Sheep Creek Road. Work includes widening with shoulders, drainage improvements, and paving.	FCTP		3							275.0
				FCTP		7							450.0
				FCTP		4							4,600.0
			Project Total						0.0	855.0			5,325.0
TRAAK - Projects													
20816			Gold Hill Road Bike / Ped Path	FCTP	FMATS	2							350.0
			Construct a bicycle / Pedestrian Facility aalong Gold Hill Road	FCTP		3							150.0
				FCTP		7							50.0
				FCTP		4							2,500.0
			Project Total										3,050.0
19108		99	NR Bike Path Rehabilitation(Chena River Bend): Fairbanks	FCTP	FMATS	4	574.8						
			Improve existing bike paths along streets and highways throughout the Northern Region to bring them up to current standards and maintainable condition.										
			Project Total				574.8						
8721	60669	38.4	North Pole Bike Path Rehab /Connections	FCTP	FMATS	2			90.0	60.0			
			Construct and Rehab bike paths in North Pole.	FCTP		3					50.0		
				FCTP		7							
				FCTP		4							1,500.0

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19107	76719	99	Richardson Highway North Pole Interchange Pedestrian Facilities: North Pole	FEDCTP	FMATS	2	181.9						
			Construct pedestrian facilities along St. Nicholas Drive between Dawson Interchange and the Santa's Village Project, and along 8th Avenue from the St. Nicholas intersection to the existing gravel path.	M381		2	18.1						
				381		2	220.0						
				381		3			0.0	190.0			
				381		7			0.0	50.0			
				FCTP		4					1,070.0		
Project Total							420.0	0.0		240.0	1,070.0		
3831		35.8	Steamship Nenana Renovation: Fairbanks	FCTP	FMATS	2							150.0
			Additional restoration work on sternwheeler Nenana.	FCTP		3							
				FCTP		7							
				FCTP		4							150.0
Project Total													300.0
CMAQ Projects													
18022	62295		FNSB / CMAQ - Advanced OBD-II Training	CMAQ	FMATS	all							
3854	62333		FNSB / CMAQ - Bus Stop Shelters	CMAQ	FMATS	all	315.0						
17087			FNSB / CMAQ - Bus Fleet Replacement	CMAQ	FMATS	all							
12424	60342		FNSB / CMAQ - Coordinated Transit	CMAQ	FMATS	all							
18790	62094		FNSB / CMAQ - Low Sulfur Fuels (LSF) Impact Study	CMAQ	FMATS	all			0.0				
12519	77111		FNSB / CMAQ - New Buses / New Routes	CMAQ	FMATS	all	1,265.0	1,235.0					
19110			FNSB / CMAQ - North Pole Park and Ride	CMAQ	FMATS	all				725.0			
13201	62624		FNSB / CMAQ - Oxy-Sensor Program	CMAQ	FMATS	all	330.0						
6401			FNSB / CMAQ - Paratransit	CMAQ	FMATS	all		365.0					
20878			FNSB / CMAQ - PM 2.5 Reductions	CMAQ	FMATS	all		0.0	2,640.7	1,275.0			
Project Total							1,910.0	1,600.0	2,640.7	2,000.0			
Earmark Projects													
17545	62437		Dennis Road Extension: North Pole	NCPBD	FNSB	2	1,100.0						
				M381		3		27.5					
			Extend Dennis Road from Badger Road to Seawolf Drive, to provide public access to an existing residential area. Project to include pedestrian facility from Badger Road to the north side of the Chena River.	NCPBD		3		304.0					
				NCPBD		7							
				NCPBD		4							
				UNF		4							
Project Total							1,100.0	331.5					
19396			FNSB Road Improvements & Upgrades	1702	FNSB	all	6,959.3						
*For Project #62803 Richardson Hwy MP 348-357 Repave													
19397			Fairbanks Intermodal Distribution Pilot Grant Program	1306	DOT&PF								
			AK RR Danby Street Improvements			2			241.2				
			Note: See Van Horn Road Project for balance of earmark			4			934.4	824.4			
Project Total									1,175.6	824.4			

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19395			Fairbanks Road Improvements										
			(\$415.1 shown in 2nd & Wilbur)										
21062	60745		23rd Avenue Improvements	1702	FBKS	2			314.0	300.0			
			From Lathrop Street to Cushman Street	1702	FBKS	3				100.0			
				1702	FBKS	4					2,406.0		
			SubTotal						314.0	400.0	2,406.0		
16105			Leisure Subdivision Improvements	1702	FBKS	2			200.0	130.0			
			Reconstruct up to 3.0 miles of gravel surfaced road	1702	FBKS	3				50.0			
				1702	FBKS	4					756.8		
			SubTotal						200.0	180.0	756.8	1,136.8	
			Project Total						929.1	580.0	3,162.8		
2263			Fairbanks Alternate Realignment Analysis (Proj. # 2263)	1702	FBKS	2	200.0						
			Project Total				200.0						
19315			Morris Thompson CVC Intermodal Parking Facility (FTA)	3044	TCC	all	575.0	600.0	650.0	675.0			
19394			North Pole Citywide Pavement Rehabilitation	1702	NP	all		560.6	186.9	186.9			
19102	63025		North Pole Homestead Rd/NPHS Blvd Extension	1702	NP	2	120.0						
			Note: additional Phase 2 costs funded with FMATS deob (\$76.0)	1702	NP	2		9.0					
			Construct a paved extension of Homestead Road and a paved extension of North Pole High School Boulevard to connect to Homestead Road Extension. Construct a paved pedestrian path along the new roadways.	1702	NP	4							
				FCTP	NP	4				338.1			
										861.9			
			Project Total				120.0	9.0		1,200.0			
18201	61357		North Pole Road Lighting	115	NP	4	892.3						
			Provide roadway illumination in the residential areas within the City of North Pole.										
19398			North Star Borough, AK Transit Purposes	3044	FNSB	all	283.4						
18625			North Star Borough Transit JARC, Alaska 3037 JARC FNSB (NP)	3037	NP	all			148.6				
			GF - Projects										
19099	62054	99	2nd / Moore Street Realignment & Airport Way Intersection: Fairbanks	GF	DOT&PF	2	375.0						
			Realign 2nd Avenue/Moore Street from Wilbur Street to the Airport Way frontage road.	GF		3							
				GF		7							
				GF		4				2,125.0			
			Project Total				375.0			2,125.0			
	21934	99	Advance Project Definition	381					20.0				
			Provide funding to the State and City to develop new estimates for TIP projects.										
			Project Total						20.0				
19998		99	Bentley Trust Traffic Circulation Study	381		2	250.0						

DRAFT FMATS 2006-2009 TIP Administrative Modification #8

NID	AKSAS	Score	Project Description	Fund Code	Sponsor	Phase	FFY06	FFY07	FFY08	FFY09	FFY10	FFY11	B'yond
FCTP=FMATS CTP & TRAAK GCTP= FMATS Grandfathering GTI=Governors Transportation Initiative GF=General Fund CMAQ=Congestion Mitigation Air Quality 1702=SAFETEA-LU Earmark High Priority 1306=SAFETEA-LU Earmark Freight Intermodal 3044=SAFETEA-LU Earmark Bus related 115=2005 Section 115 Earmark 3037=FTA JARC 381=HB 381 Tobacco bill Y381=HB 381 Yankovich/Miller Path FEDCTP=Fed share only CTP & TRAAK M381=HB 381 used as match NCPBD= National Corridors and Border Development UNF=Unfunded DEOB=FMATS project deobligations TBD=To be determined													
			Project Total				250.0						

DRAFT FMATS 2006-2009 TIP Administrative Modification #8

NID	AKSAS	Score	Project Description	Fund Code	Sponsor	Phase	FFY06	FFY07	FFY08	FFY09	FFY10	FFY11	B'yond
<small> FCTP=FMATS CTP & TRAAK GCTP= FMATS Grandfathering GTI=Governors Transportation Initiative GF=General Fund CMAQ=Congestion Mitigation Air Quality 1702=SAFETEA-LU Earmark High Priority 1306=SAFETEA-LU Earmark Freight Intermodal 3044=SAFETEA-LU Earmark Bus related 115=2005 Section 115 Earmark 3037=FTA JARC 381=HB 381 Tobacco bill Y381=HB 381 Yankovich/Miller Path FEDCTP=Fed share only CTP & TRAAK M381=HB 381 used as match NCPBD= National Corridors and Border Development UNF=Unfunded DEOB=FMATS project deobligations TBD=To be determined </small>													
9943	61175	40.4	Cartwright Road Improvements: Fairbanks	GF	DOT&PF	2	547.0						
			Reconstruct Van Horn Road West (Cartwright Road) from Peger Road towards Fairbanks International Airport, as far as funding allows.	GF		3			250.0				
				GF		7			500.0				
				GF		4				2,450.0			
			Project Total				547.0		750.0	2,450.0			
19098		99	Cushman Street Reconstruction: Fairbanks	GTI	DOT&PF	2			500.0				
			Convert Cushman two way from 1st Avenue to 10th avenue. Revise traffic signals, pavement and sidewalk rehabilitation.	TBD		3				200.0			
			Note: NID 19097 Fire Station / Police Station Traffic Revision project is incorporated into this project and the Gaffney Road Reconstruction Project.	TBD		7				100.0			
				TBD		4				6,000.0			
			Project Total						500.0	6,300.0			
6598	76710	41.8	Farmers Loop - Chena Hot Springs Rd Trail Connection: FNSB	GF	DOT&PF	2	100.0						
			All season trail connection.	GF		3			100.0				
				GF		7							
				GF		4			400.0				
			Project Total				100.0		500.0				
3853	76713	29.4	Farmers Loop - Dogmushers Sanitary Wayside: FNSB	GF	DOT&PF	2	20.0						
			Sanitary facility to serve bike path and dog mushing trailhead.	GF		3							
				GF		7							
				GF		4			130.0				
			Project Total				20.0		130.0				
		99	FMATS Coordinators Office	381					400.0	400.0	400.0	1,515.9	
			Project Total						400.0	400.0	400.0	1,515.9	
63030		99	FMATS Organizational Study	381		8	35.0	3.7					
			Project Total				35.0	3.7					
19104	62047	99	Gaffney Road Reconstruction: Fairbanks	GF	DOT&PF	2	850.0						
				GF		3							
			Reconstruct Gaffney Road from Barnette Street to Noble Street.	GF		7							
				GF		4				5,400.0			
			Project Total				850.0			5,400.0			
			LRTP Update	381	DOT&PF	8			50.0				
			To consider Vision Fairbanks recommendations in the LRTP such as air quality and other impacts.										
			Project Total						50.0				
	77250		North Pole 8th Avenue Bike Path	381	DOT&PF	4			50.0				
			To repave the existing bike path along 8th Avenue in North Pole.										
			Project Total						50.0				

DRAFT FMATS 2006-2009 TIP Administrative Modification #8

NID	AKSAS	Score	Project Description	Fund Code	Sponsor	Phase	FFY06	FFY07	FFY08	FFY09	FFY10	FFY11	B'yond
<small>FCTP=FMATS CTP & TRAAK GCTP= FMATS Grandfathering GTI=Governors Transportation Initiative GF=General Fund CMAQ=Congestion Mitigation Air Quality 1702=SAFETEA-LU Earmark High Priority 1306=SAFETEA-LU Earmark Freight Intermodal 3044=SAFETEA-LU Earmark Bus related 115=2005 Section 115 Earmark 3037=FTA JARC 381=HB 381 Tobacco bill Y381=HB 381 Yankovich/Miller Path FEDCTP=Fed share only CTP & TRAAK M381=HB 381 used as match NCPBD= National Corridors and Border Development UNF=Unfunded DEOB=FMATS project deobligations TBD=To be determined</small>													
			Trainer and "F" Street	381		4				300.0			
Project Total									40.0	310.0			
17181	62049	49.0	Wickersham Street Upgrade: Fairbanks	GF	DOT&PF	2	525.0						
			Reconstruct Wickersham Street from 1st Avenue to 6th Avenue and 2nd and 3rd Avenues from Barnette to Cowles.	GF		3							
				GF		7							
				GF		4				2,975.0			
Project Total							525.0			2,975.0			
19106	62058	99	Wilbur Street Extension: Fairbanks	GF	DOT&PF	2	150.0						
			Extend Wilbur Street from 2nd Avenue to the North and terminate with a cul-de-sac.	GF		3							
				GF		7							
				GF		4				850.0			
Project Total							150.0			850.0			
9939	76707	34	Yankovich / Miller Hill Rd Multi-Use Path: FNSB	Y381	DOT&PF	2		330.0					
			Construct a separated bicycle / pedestrian trail along Yankovich and Miller Hill Roads in the Farmers Loop / University of Alaska area.	Y381		3				250.0			
				Y381		7				250.0			
				Y381		4					670.0		
Project Total								330.0	0.0	500.0	670.0		

DRAFT FMATS 2006-2009 TIP Administrative Modification #8

NID	AKSAS	Score	Project Description	Fund Code	Sponsor	Phase	FFY06	FFY07	FFY08	FFY09	FFY10	FFY11	B'yond
<small>FCTP=FMATS CTP & TRAAK GCTP= FMATS Grandfathering GTI=Governors Transportation Initiative GF=General Fund CMAQ=Congestion Mitigation Air Quality 1702=SAFETEA-LU Earmark High Priority 1306=SAFETEA-LU Earmark Freight Intermodal 3044=SAFETEA-LU Earmark Bus related 115=2005 Section 115 Earmark 3037=FTA JARC 381=HB 381 Tobacco bill Y381=HB 381 Yankovich/Miller Path FEDCTP=Fed share only CTP & TRAAK M381=HB 381 used as match NCPBD= National Corridors and Border Development UNF=Unfunded DEOB=FMATS project deobligations TBD=To be determined</small>													
Funding Summary													
				FCTP			7,036.7	8,339.1	8,767.9	7,842.0	8,100.0	8,500.0	
TOTAL FMATS CTP & TRAAK ALLOCATION													
FED SHARE FMATS CTP& TRAAK ALLOCATION				FEDCTP			280.4	0.0	0.0	0.0	0.0	0.0	
381 LOCAL MATCH FMATS CTP& TRAAK ALLOCATION				M381			27.9	31.1	0.0	0.0	0.0	0.0	
COMBINED FMATS CTP& TRAAK ALLOCATION				FCTP			6,728.4	8,339.1	8,767.9	7,842.0	8,825.0	9,100.0	
PROJECTS PROGRAMMED TO FMATS CTP & TRAAK				FCTP			7,036.7	8,339.1	8,767.9	7,842.0	8,825.0	9,100.0	
BALANCE AVAILABLE FOR PROGRAMMING CTP & TRAAK BY FMATS				FCTP			0.0	0.0	0.0	0.0	-725.0	-600.0	
STATEWIDE CMAQ DISCRETIONARY FMATS CMAQ ALLOCATION				CMAQ						2,000.0	0.0	0.0	
PROJECTS PROGRAMMED TO FMATS CMAQ				CMAQ			2,000.0	2,000.0	1,000.0				
BALANCE AVAILABLE FOR PROGRAMMING BY FMATS				CMAQ			975.0	1,600.0	2,640.7				
BALANCE AVAILABLE FOR PROGRAMMING BY FMATS				CMAQ			400.0	400.0	-1,640.7				
GRANDFATHERED AMOUNT PROGRAMMED IN STIP							9,674.1	1,425.0	3,082.5	12,663.9	12,000.0	0.0	
GRANDFATHERED FUNDING TOTAL - ILLINOIS				GCTP			7,881.6	750.0	1,582.5	8,038.9	13,012.5	0.0	
GRANDFATHERED FUNDING TOTAL - UNIVERSITY				GCTP			1,792.5	675.0	0.0	6,125.0	0.0	0.0	0.0
GRANDFATHER BALANCE REMAINING							0.0	0.0	1,500.0	-1,500.0	-1,012.5	0.0	0.0
GENERAL FUND TOTAL				GF			1,892.0	0.0	3,380.0	9,975.0			
GENERAL FUND HB 381 (NID 10568)				Y381			0.0	330.0	0.0	0.0			
GENERAL FUND (\$ 5,089) HB 381				381			532.9	680.2	560.0	1,400.0	400.0	1,515.9	0.0
GOVERNORS TRANSPORTATION INITIATIVE				GTI			0.0	0.0	500.0	0.0			
TOTAL ALL GENERAL FUND							2,424.9	1,010.2	4,440.0	11,375.0	400.0	1,515.9	0.0
SAFETEA-LU HIGH PRIORITY				1702			7,279.3	984.7	1,225.8	2,813.6			
SAFETEA-LU INTERMODAL				3044			858.4	600.0	650.0	675.0			
NATIONAL CORRIDORS AND BORDER DEVELOPMENT				NCPBD			1,100.0	304.0	0.0				
2005 EARMARKS				115			892.3	0.0	0.0				
FTA JARC				3037			0.0	0.0	148.6				
GRAND TOTAL FMATS AREA FUNDING							30,865.7	14,263.0	19,455.5	38,869.5	22,237.5	10,615.9	0.0

DRAFT FMATS 2006-2009 TIP Administrative Modification #8

FTA Projects within FMATS Boundary											
Fund Type	Program	Location	Project Description / Funding Source	Phase	FFY06	FFY07	FFY08	FFY09	FFY10	FFY11	Beyond
3037	JARC	FNSB (NP)	North Star Borough Transit JARC, Alaska	Carryover	74.3						
				Match	74.3						
			Project Total		148.6						
5316	JARC	FMATS	Job Access Reverse Commute (JARC) Apportionment		34.5						
				Match	34.5						
			Project Total		69.0						
5317	NFA	FMATS	New Freedom Apportionment		17.5						
				Match	17.5						
			Project Total		35.0						
5309	BUS	FMATS	Morris Thompson CVC Intermodal Parking Facility		569.2						
				Match	142.3						
			Project Total		711.5						
5309	BUS	FMATS	North Star Borough, AK Transit Purposes		226.7	238.0	259.0				
				Match	56.7	59.5	64.8				
			Project Total		283.4						
5307	UZA	FMATS	Urbanized Area Formula Grant		473.5	791.4	738.6	791.5			
				Match	473.5	791.4	738.6	791.5			
			Project Total		947.0	1582.8	1477.2	1583.0			
5307	UZA	FMATS	Fairbanks Alternate Realignment Analysis			227.4					
				Match		22.6					
			Project Total			250.0					
5307	ARRC	FMATS	Transit Enhancements			14.0					
			Project Total			14.0					
5309	ARRC	FMATS	ARRC Track Rehab			120.0	120.0	120.0	120.0		
5307					0.0	0.0	0.0	0.0	0.0		
			Project Total		0.0	120.0	120.0	120.0	120.0	0.0	0.0
5309	ARRC	FMATS	ARRC Preventative Maintenance		0.0	0.0	84.0	0.0	86.1		
5307					0.0	82.0	0.0	86.1	0.0		
			Project Total		0.0	82.0	84.0	86.1	86.1	0.0	0.0
5309	ARRC		Fairbanks Alternate Realignment Study	All		250.0					
			This project will undertake technical analysis activities with the Fairbanks area communities to ascertain whether proposed South Fairbanks Rail Realignment route alternatives are feasible. If routes are feasible, the analysis would be extended to identify the potential footprint and to develop a cost estimate. The primary options for investigation are the Parks Highway, Chena Pump and Trainor Gate Viaduct options								
			Project Total		0.0	250.0					

Note: 5316/5317 match based on 50% for operations, reduced to 20% for capital projects.

DRAFT FMATS 2006-2009 TIP Administrative Modification #8

Sept. 19, 2007

NHS Projects Within FMATS Boundary											
Need ID	Highway	Location	Project Description / Funding Source	Phase	FFY06	FFY07	FFY08	FFY09	FFY10	FFY11	Beyond
2107	Steese	Fairbanks	Steese Highway / 3rd Street Intersection	2	852.0						
			Major reconstruction to include through lanes and turn lanes on 3rd Street at the intersection with the Steese Highway. Targeted highway improvement to serve Stranded Gas Development Act and construction of gas pipeline.	3		5,900.0	2,000.0				
				7				500.0			
				4				12,900.0			
			Project Total		852.0	5,900.0	2,000.0	13,400.0	0.0	0.0	0.0
7371	Richardson	Fairbanks	Richardson Highway MP 357 Weigh Station Scales	2		350.0					
			New weighing system facility to facilitate simultaneous axle group and gross weight indications for truck weight enforcement. Targeted highway improvement to serve Stranded Gas Development Act and construction of gas pipeline.	3							
				7							
				4				9,475.0			
			Project Total		0.0	350.0	0.0	9,475.0	0.0	0.0	0.0
			Non-FMATS Allocation within boundary NHS Yearly Totals		852.0	6,250.0	2,000.0	22,875.0	0.0	0.0	0.0

Draft FMATS 2006-2009 TIP Administrative Modification #8

Other Major Projects Within FMATS Boundary												
TYPE	Area	Project Description	Section	Phase	FFY05	FFY06	FFY07	FFY08	FFY09	FFY10	FFY11	Beyond
ARRC	Fairbanks	Eielson Branch Realignment	(DOD)	2	250.0							
		to realign approximately 20 miles of track on the Eielson Branch around urban and rural commercial, residential , and military areas between Fort Wainwright and Eielson Air Force Base (AFB). The ARRC renamed this project "Fairbanks-North Pole Rail Realignment" in June 2007.										
		Project Total			250.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
ARRC	Fairbanks	Ft. Wainwright Rail Realignment	(DOD)	2		2,000.0	1,000.0					
		The Alaska Railroad Corporation (ARRC) proposes to realign approximately 5 miles of track within Fort Wainwright.		4			11,000.0					
		Project Total				2,000.0	12,000.0					
ARRC	Fairbanks	Joint Tanana Range Access	(DOD)	All phases			12,000.0	44,600.0				
		The Alaska Railroad Corporation (ARRC) in cooperation with the U.S. Military proposes to construct a crossing of the Tanana River to provide year-round access to the military training areas known as the Tanana Flats Training Area (TFTA) and the Donnelly Training Area (DTA). The project will be constructed as the first part of the Northern Rail Extension (NRE), a project which will extend the Alaska Railroad from Moose Creek to Delta Junction. The Surface Transportation Board (STB) is the lead federal agency for the NRE.										
		Project Total					12,000.0	44,600.0				

**DRAFT TECHNICAL COMMITTEE RECOMMENDED FUNDING CHANGES 5-7-08
EXPLANATION OF ADMINISTRATIVE MODIFICATION #8**

PROPOSED CHANGE						REASON FOR PROPOSED CHANGE
PROJECT	AMOUNT	FROM	TO	Funding Code	Phase	
CHANGES APPROVED BY POLICY COMMITTEE 4-16-08						
2nd and Wilbur	\$ 315.0		FFY08	FCTP	4	J. Hill presented actual/anticipated changes at 4-2-08 Technical Committee Meeting;
Homestead Road Earmark	\$ 861.9		FFY08	FCTP	4	Moved \$572.9 of 381 funds to Coordinator's office and replaced with FCTP funding and increased it by \$219.1 per latest construction estimate of \$1.2 million;
Preventive Maintenance	\$ 502.2		FFY08	FCTP	4	Add additional funding of \$502.2
Van Horn Anticipated	\$ 622.0				4	Money was already there; chose not to de-obligate in anticipation of Change Orders
Wendell Street ADA	\$ 550.0	FFY07	FFY08	FCTP	4	Use FCTP funding instead and increase by \$150.0 per City's latest estimate; move project out of CMAQ section of TIP to CTP section
Wendell Street ADA	\$ (400.0)			CMAQ	4	Move to PM 2.5 Reduction Program; replaced with FCTP plus \$150.0 (see above)
FNSB CMAQ PM 2.5 Reduction	\$ 400.0		FFY08	CMAQ	all	Increase funding for PM 2.5 Reduction Program
Illinois Reconstruction	\$ 744.0		FFY08	FCTP	3	Use the balance of FCTP funds that cannot be obligated as scheduled for Phase 3 - ROW; this amount may fluctuate as other projects slip
Illinois Reconstruction	\$ 3,082.5		FFY08	GCTP		Use all of the University Grandfather funding in FFY 08
Wendell Street ADA	\$ 21.0			DEOB	2	City requested additional funding to complete design of Phase I
Wendell Street ADA	\$ 40.0			FCTP	2	City requested additional funding to complete design of south side poles and paving; the affect of this action puts the TIP in the red by \$40.0; see next page for resolution

**DRAFT TECHNICAL COMMITTEE RECOMMENDED FUNDING CHANGES 5-7-08
EXPLANATION OF ADMINISTRATIVE MODIFICATION #8**

PROJECT PHASES THAT WILL NOT OBLIGATE IN FFY08; MOVED TO FFY09 (PRESENTED AT THE TC AND PC APRIL MEETINGS)						
PROPOSED CHANGE						REASON FOR PROPOSED CHANGE
PROJECT	AMOUNT	FROM	TO	Funding	Phase	
Chena Pump/Chena Small Tracts	\$ 120.00	FFY08	FFY09	FCTP	2	Not ready to obligate in FFY08
College Road Rehab.	\$ 250.00	FFY08	FFY09	FCTP	2	Not ready to obligate in FFY08; this project could use State funding to be done more efficiently
Noble Street Reconstruct.	\$ 860.00	FFY08	FFY09	381	2	Not ready to obligate in FFY08; change from 381 to FCTP
Noble Street Reconstruct.	\$ 200.00	FFY08	FFY09	FCTP	2	Not ready to obligate in FFY08
University Avenue	\$ 1,027.50	FFY08	FFY09	FCTP	3	Not ready to obligate in FFY08; went to other projects;
University Avenue	\$ 3,082.50	FFY08		GCTP	3	Not ready to obligate; recommend moving into Illinois
Additional TIP Changes and Their Effects						
PROPOSED CHANGE						REASON FOR PROPOSED CHANGE
PROJECT	AMOUNT	FROM	TO	Funding Code	Phase	
Additional STIP Allocation	\$ 1,315.6		FFY08	FCTP	All	Increases available funds
Additional STIP Allocation	\$ 1,019.1		FFY09	FCTP	All	Increases available funds
Cowles Street Upgrade	\$ 262.4	FFY08	FFY08	FCTP	4	PH 4 increased from \$ 3,750.0 to \$ 4,012.4; DECISION: Where do you get the funds? OPTIONS: Deob, Illinois, Van Horn ACTION SELECTED (up for discussion 5-7-08): Take from Illinois (sponge for all left-over and will obligate last)
Illinois Reconstruction	\$ 441.6	FFY08	FFY08	FCTP	3	Affect of Cowles Street Upgrade PH 4 increase of \$262.3 and Wendell Street additional PH2 funds of \$40.0 reduces FCTP from \$744.0 (see above) to \$441.7
Illinois Reconstruction	\$ 2,000.0	FFY09	FFY08	GF	3	\$2,000.0 programmed GF PH 4 in error; can only be used for PH 2,3,7; move \$2,000.0 from FFY09 PH4 to FFY08 PH 3

**DRAFT TECHNICAL COMMITTEE RECOMMENDED FUNDING CHANGES 5-7-08
EXPLANATION OF ADMINISTRATIVE MODIFICATION #8**

Illinois Reconstruction	\$ 2,000.0	FFY08	FFY09	GCTP	4	Action above drives need to move \$2,000.0 of GCTP into PH4 in FFY09 to balance
Barnette Street Traffic Revision	\$ 200.0	FFY09	FFY10	FCTP	2	Move to FFY10 since it cannot be obligated before Illinois goes to bid in late September 2009
Illinois Reconstruction	\$ 2,185.2		FFY09	FCTP	4	Increase PH4 funding total to \$23,236.6 (FFY08 & 09 combined)
Phillips Field Road	\$ 82.0	FFY09		381	4	Save the 381 funding and replace with FCTP
University Avenue	\$ 1,000.0		FFY09	FCTP	2	Need additional PH2 funding in FFY09
University Avenue	\$ 478.4		FFY09	FCTP	3	Move available PH3 funding to FFY09 to cover PH estimate;
University Avenue	\$ 6,125.0		FFY09	GCTP	3	Move remaining available grandfathering PH3 funding to FFY09
University Avenue	\$ 5,000.0	FFY09	FFY10	FCTP	7	Move available PH7 to FFY10
Gillam Street	\$ 450.0	FFY09	FFY10	FCTP	2	Move out to financially constrain FY 09 (moved Noble to FCTP)
Preventive Maintenance	\$ 264.3		FFY09	FCTP	4	Add funding to PM in FFY09

Obligation Changes that Affected 381 Funds

Obligation Changes that Free-Up State Funds

Approved Admin. Mod. #7: FFY08 and FFY09 381 Funds	\$ 3,404.9	
Draft Admin. Mod. #8: FFY08 and FFY09 381 Funds	\$ 1,940.0	
Draft Admin. Mod #8 Freed up 381 Funds	\$ 1,464.9	Temporarily stored in FFY11 Coordinator's Office

Project	Phase	Amount	Fund	Suggestions for Funding
North Pole Homestead Road	4	\$572.9	381	Policy Committee Approved; use FCTP instead
Noble Street Reconstruction	2	\$860.0	381	Can't obligate in FFY08; Use Federal Funds instead of 381 Funds; obligate in FFY09 with FCTP
FMATS Coordinator's Office	all	\$235.0	381	Not needed in FFY08
Phillips Field Road	4	\$82.0	381	Use Federal Funds instead of 381 Funds;
Richardson Highway NP Interchange Ped Facilities	3	\$190.0	381	Move to FFY09
	7	\$50.0	381	Move to FFY09

Potential State Funded Opportunities

Cushman Street Reconstruction	2			?
Barnette Street	2			?
College Road Rehabilitation				Pay back \$351 of federal money;
College Road Rehabilitation	2	\$351.0		Change this to a state funded project
	2	\$250.0		
Advance Project Definition Funding	2	\$20.0		

FMATS 2009 – 2012 TIP Process Milestones

1. **Development of Draft Public Participation Plan** – April 2
 - Technical Committee
2. **Development of Draft Project Selection Criteria** – April 2
 - Technical Committee
3. **Preliminary Approval of Draft Public Participation Plan** – April 16
 - Policy Committee
4. **Preliminary Approval of Draft Project Selection Criteria** – April 16
 - Policy Committee
5. **Public Review of Draft Public Participation Plan** – April 20-June 3
 - 45 – day Comment Period
6. **Public Review of Draft Project Selection Criteria** – April 20- June 3
 - 45 – day Comment Period
7. **Opportunity for Project Nominations** – April 20- June 3
 - FMATS Policy & Technical Meetings
 - Public Notice/ Meetings
8. **Project Scoring / Preliminary Recommendations** – June 4
 - Technical Committee
9. **Approve Project Selection Criteria** – June 18
 - Policy Committee
10. **Public Review / 30- day Public Comment Period** – June 23-July 23
 - Public Notice/ Meetings
11. **Final Review and Prioritization** – July-August
 - Technical Committee Recommendations – August 6
 - Policy Committee Review / Approval – August 20
 - Policy Committee Finalization of all TIP Documents – August 20
12. **Final TIP Submitted to DOT&PF Headquarters** – August 21
13. **Final TIP Submitted to FHWA** – September 1

FMATS 2009-2010 Unified Planning Work Program (UPWP)
Development Timeline

1. **Develop a Draft UPWP for the Policy Committee's Consideration** – Complete by June 4
 - Technical Committee

2. **Obtain Approval of the Draft UPWP** – Complete by June 18
 - Policy Committee

3. **Public Comment Period** – June 23 – July 23
 - 30-day Comment Period

4. **Develop Final Draft of the UPWP** – Complete by August 6
 - Technical Committee

5. **Finalize 2009 – 2010 UPWP** – August 20
 - Policy Committee

6. **Send to the DOT & PF Headquarters** – Complete August 27
 - DOT&PF

7. **Forward to FHWA and FTA** – Complete by September 1
 - DOT&PF

Proposed Budget July 2008 - September 2009
Fairbanks Metropolitan Area Transportation System
Coordinator's Office

Budget Item	Proposed Amount July 2008 - September 2009	Description
Personnel Services		
Salaries, Full-time (2 positions)	\$ 286,950.00	Coordinator's and Assistant's Salary loaded at 1.90;
Contractual Services	\$ 10,000.00	GIS Support; logo creation
Materials and Supplies		
Office Supplies	\$ 28,750.00	Additional furniture; mailings, copies, supplies, toner, presentation materials, meeting supplies
Utilities		
Telephones and Facsimilie	\$ 2,000.00	landline, cell and fax
Travel		
Meetings	\$ 8,125.00	Meet with AMATS and State HQ to discuss new regs affecting MPOs (ANC), Juneau, DC, fuel
Training	\$ 10,000.00	NHI Courses, AMPO Conference, APA Conference, Transit Conference
Advertising	\$ 27,500.00	Twice monthly for meetings plus adds for special meetings
	<hr/> \$ 373,325.00 <hr/>	

Gaffney/Cushman/Barnette/Illinois Street Reconstruction Summary

PROJECT PLAN

Project: Gaffney Reconstruction – Stage I

Funding Level: \$312.0 (PH 4 only); PH 2 already obligated (\$120.0)

Funding Source: Gaffney/Cushman Funding

Scope of Work: Convert Cushman to two-way from 10th to Gaffney (restriping and new signal pole).

Schedule for PH4: FFY08

Project: Gaffney Reconstruction – Stage II

Funding Level: \$1,600.0 (PH 4 only); PH 2 already obligated (\$730.0)

Funding Source: Gaffney/Cushman Funding-\$732.7 EPA \$867.3

Scope of Work: Disconnect the sanitary sewer from the storm drain at the intersection of Cushman and Gaffney. Provide new storm drain system east of Cushman and reconnect to the existing Airport Way system. Convert Gaffney to two-way from Barnette to Cushman.

Schedule for PH4: FFY09

Project: Barnette Street 10th – Gaffney (**NEW PROJECT**)

Funding Level: \$350.0 (all phases)

Funding Source: 381 Funds

Scope of Work: Convert Barnette to two-way from 10th to Gaffney and add a signal pole.

Schedule for PH4: FFY09

Project: Cushman Reconstruction –1st to 10th

Funding Level: \$6,020.3 (All Phases including Construction Engineering and ICAP)

Funding Source: \$1,215.0 381 funds; \$4,417.3 Gaffney/Cushman Funds; \$500.0 GTI Funds

Scope of Work: Convert Cushman Street to two-way from 1st to 10th. Revise traffic signals, widen sidewalks and other improvements as funding allows.

Schedule for PH4: FFY10

FUNDING SUMMARY

Gaffney/Cushman Funds	\$6,250.0
Cushman GTI Funds	500.0
Available 381 Funds – From Coordinator’s Office	<u>\$1,515.0</u>
Total Available Funding	\$8,265.0
Less:	
Gaffney Stage I	432.0
Gaffney Stage II	1,462.7
Barnette Street	<u>350.0</u>
Funding Available for Cushman (all phases)	\$6,020.3

Gaffney/Cushman/Barnette/Illinois Street Reconstruction Summary

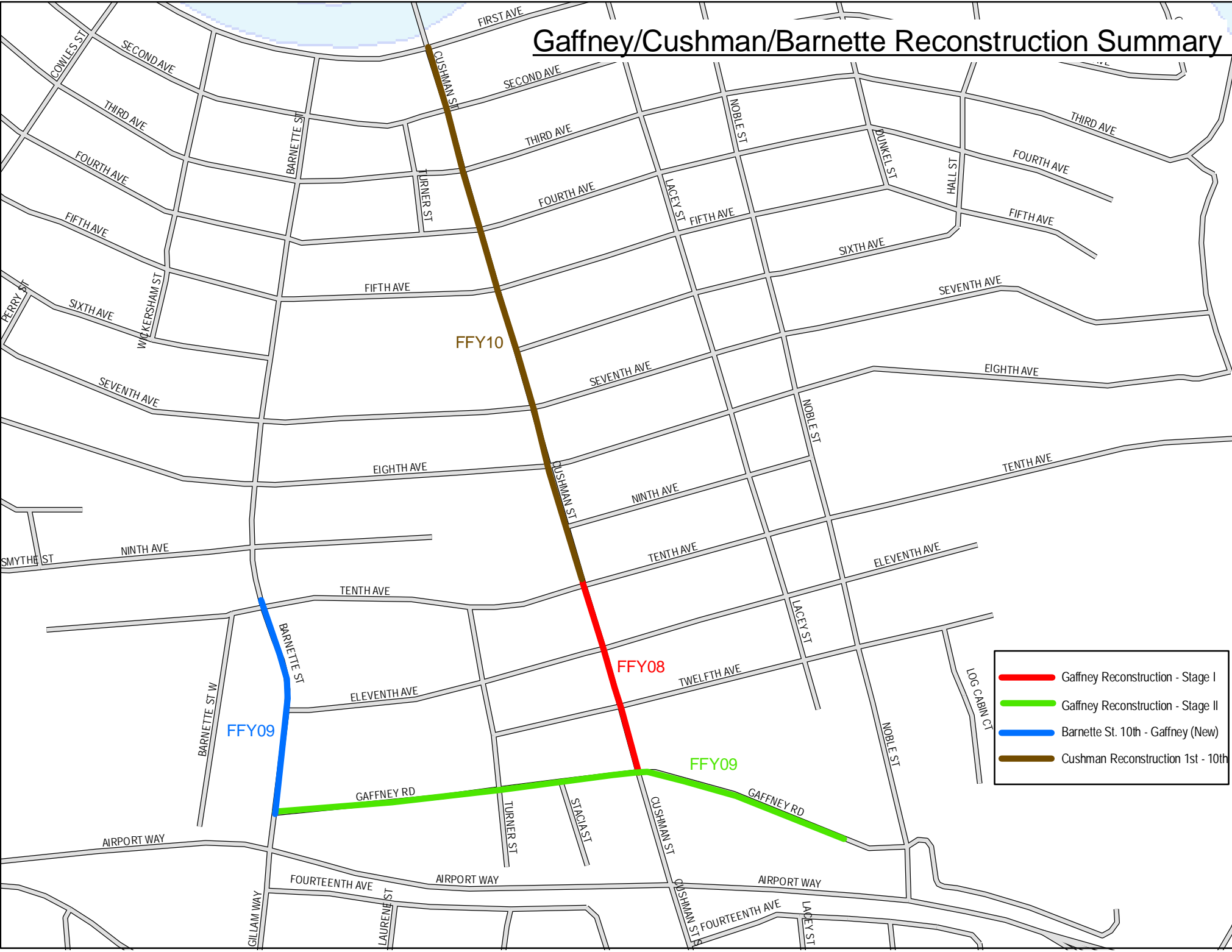
ILLINOIS STREET RECONSTRUCTION SUMMARY

Additional design funds needed to implement Cushman 2-Way \$100.0 (not to exceed)

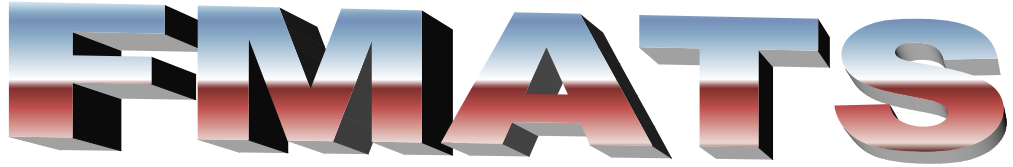
Requires minor signal modifications and some channelization; construction concurrent with Cushman Street will also require another look at construction phasing and traffic control; planned to advertise for Construction in August 2009

Total PH 4 Schedule/Funding	FFY09	\$12,224.1
	FFY10	\$13,012.5

Gaffney/Cushman/Barnette Reconstruction Summary



**FAIRBANKS
METROPOLITAN
AREA
TRANSPORTATION
SYSTEM**



May 21, 2008

The Honorable Sarah Palin
Governor of Alaska
P.O. Box 110001
Juneau, AK 99800-0001

Re: Fairbanks Metropolitan Area Transportation System Projects

Dear Governor Palin:

I am writing to you on behalf of the Policy Committee to communicate the importance of the Fairbanks area projects included in the Proposed FY 2009 Supplemental and Capital Budgets. Specifically, the following projects will greatly improve safety, reduce congestion and work toward marrying responsible land use development with new transportation infrastructure:

University Avenue Widening: This project is in the proposed GO Bond package for \$30 million and within the supplemental budget for \$5 million. This is a high priority for FMATS as well as the State of Alaska. The pavement has reached the end of its service life. This project will also address bridge deficiencies and two intersections that have more accidents than any other signalized intersections in Fairbanks.

Steese Highway/Johansen Expressway Area Traffic Improvements: This proposed GO Bond project will address the rapid growth and the subsequent traffic congestion and safety impacts of such growth in this new commercial area. It is of great importance to the FMATS to work to meld this new land use with the appropriate transportation infrastructure.

Your support of these projects is greatly appreciated. Please feel free to contact me at 451-2210 or the FMATS Coordinator, Donna Gardino, at 459-6786 if you need more information. Thank you for your consideration of these projects.

Sincerely,

Steve Titus, P.E.
Chair, Policy Committee

cc: Policy Committee

POLICY COMMITTEE MEMBERS

Steve Titus, P.E.
Chair

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