

Fairbanks Metropolitan Area Transportation System
POLICY COMMITTEE
800 Cushman Street, City Council Chambers
City Hall, Fairbanks, Alaska
Meeting Minutes – May 16, 2012

1. Call to Order

Chad Roberts called the meeting to order at 10:00 am.

2. Introduction of Members and Attendees

The following were present:

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

Name	Representing
* Steve Titus, P.E.	DOT&PF
* Mayor Jerry Cleworth	City of Fairbanks
* Mayor Luke Hopkins	Fairbanks North Star Borough
* Bill Butler (for absent Mayor Doug Isaacson)	City of North Pole
* Chad Roberts	City Council of Fairbanks
* Cindy Heil (for absent Alice Edwards)	ADEC, Air Quality Division
* Mike Musick	FNSB Assembly
** Margaret Carpenter	DOT&PF, Planning
*** Donna Gardino	FMATS Coordinator
** Jessica Smith	FMATS Transportation Planner/Assistant
*** Ethan Birkholz	DOT&PF, Planning
*** Bruce Carr	ARRC
*** Joan Hardesty	ADEC, Air Quality Division
*** Mike Schmetzer	City of Fairbanks
** Kellen Spillman	FNSB, Planning
Meadow Bailey	DOT&PF, Public Information Officer
June Rogers	Fairbanks Arts Association
Amy Nordrum	Fairbanks Downtown Association
Barry Hooper	DOT & PF Acting Preconstruction Engineer
John Bennett	DOT & PF ROW
Stan Justice	
Tami Seekins	
Mary Ann Nickles	
Candace Crews	
Sue Sprinkle	

3. Public Comments:

Candace Crews voiced safety concerns for the Woodriver Elementary School pedestrians, including both children and adult pedestrians and drivers. She noted awareness of the future sidewalk improvements along Palo Verde Avenue; her comments address the area of Palo Verde Avenue between Pepperdine Way and Trinidad Way. Safety concerns for this section of Palo Verde Avenue included limited sight distance and lighting, as well as a lack of sidewalks. Pedestrian are walking in the roadway when necessary, especially in the winter months when it is impossible to walk along the berm due to snowfall. Safety education is being implemented at the school, but there needs to be attention drawn to that area to encourage safe routes to school.

Stan Justice voiced concerns regarding the Miller Hill Road – Yankovich Road bike path. Mr. Justice asked for the project to be scaled back to something more affordable and constructible, such as a gravel path versus the current plans. Mr. Titus responded with notice of an up-coming pre-construction meeting for this project.

Donna Gardino read an emailed comment from Grant Guy, Woodrow Elementary School Principal. The email was read as follows: “As principal of Woodriver Elementary, one of my most pressing concerns is the safety of students as they travel to and from the school. Each day we have many students that walk to school in conditions that are less than acceptable. On Palo Verde, the road that borders our school has no sidewalks for students to use and during the winter they are forced to walk on poorly lit roads, which is a high traffic area especially with parents dropping off and picking up their students. We have placed crossing guards to try to prevent accidents, and we continue to work with the College Road commission to get speed calming signs to help ensure people are driving the limit, however sidewalks would still greatly improve the safety of our students. For these reasons I hope that you join me in support of sidewalks for Woodriver Elementary and Palo Verde. Thank you for your time and consideration of our students and their families. Sincerely, Grant Guy.”

Tami Seekins reiterated Principal Guy’s comments. The safe routes to school ranked Woodriver at 16 out of 17 in deficiencies. Mayor Hopkins asked if Ms. Seekins was aware of any further actions that may have occurred regarding this request; Ms. Seekins noted that she did attend the College Road Service meeting, at which they committed to writing a letter of support for the addition of sidewalks along Palo Verde Avenue. Ms. Gardino noted this was for the Safe Routes to School application and Ms. Seekins confirmed.

4. Approval of the May 16, 2012 Agenda.

- **Motion:** To approve the May 16, 2012 agenda. (Cleworth/Roberts)
- **Vote on the motion:** None opposed. Motion Approved.

5. Approval of the April 18, 2012 Minutes.

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

6. Committee Reports

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

Ms Gardino noted FMATS representation and attendance at the PTA Meeting, the College Road Service Meeting, two Art Selection Committee Meetings (there will also be a presentation by the Arts Committee later in today's agenda), the final Bike-to-Work organizational meeting (held this past week), weekly Illinois Street Construction Status Meetings (held every Thursday), and a Boundary Subcommittee meeting (to be reported on later in the agenda).

Additional updates include a request for a highway safety improvement program to DOT. Ms. Gardino is waiting for a response in order to include in this year's program. A letter of support was developed for the Alaska Railroad, which is included in the meeting packet. An Art Committee kick-off event was held; the volunteers' time and dedication are really appreciated. A draft request for the artist community was developed for the public art project; approximately 100 responses to the Art Selection Committee survey have been received from the Fairbanks community, and all of the comments have been provided in an excel spreadsheet and a word cloud developed by Shawn Staker at DOT. FMATS hired Jessica Smith as a Transportation Planner/Assistant. Ms. Smith introduced herself to the committee.

Ms Gardino participated in Bike-to-School day last week with the Watershed School, is monitoring the Highway Authorization, and attended Advanced Alliance training for possible funding sources for bike/pedestrian facilities.

b) FMATS Art Selection Advisory Committee Update

Initial outreach started with a presentation for the local community at Morris Thompson Cultural and Visitor's Center with a speaker, Julie Decker, the curator from the Anchorage Museum. The curator spoke about art as landmarks. This presentation was followed up with the event at the future site, which included a question and answer session as well as an opportunity for the public to provide their ideas, comments, and concerns on paper.

The Art Selection Advisory Committee representatives, Sue Sprinkle and Amy Nordrum, presented a Prezi presentation to demonstrate to the Policy Committee how the committee is introducing the Public Art project to any interested audiences. The presentation can be found here: <http://prezi.com/pphxrzgzny6f/public-art-in-fairbanks-meet-your-greenspace/>.

The committee asked various questions regarding the advertising venues for the presentation. Ms. Sprinkle and Ms. Nordrum clarified that efforts are being taken to bring the presentation to any audience that is interested. The committee thanked the representatives for the excellent presentation. Mr. Titus encouraged the Art Committee representatives to update the Policy Committee on developments in the future.

c) Boundary Subcommittees Report

Ms. Gardino provided this report, noting that the Boundary Subcommittee is a group composed of representatives from the Technical Committee and the Borough which analyzed the map of urbanized area boundaries which differ from 2000 to 2010. Various elements of the urbanized area are impacted by expanding or reducing the boundaries, such as lane-mile increases, and the committee will analyze these impacts. The next meeting will be held the first week in June. New boundaries must be in place by next March. The subcommittee is currently waiting on DOT confirmation of boundary analysis formulas. Mayor Hopkins asked if there were any indications of the actual boundary shifting. Ms. Gardino noted that Kellen Spillman's analysis of the new boundaries revealed some new boundaries include larger geographic areas that do not meet the density requirements for an urbanized area, due to the inclusion of undeveloped areas that will never be developed, such as wetlands. The result is a non-urbanized area that was previously an urbanized area. Mayor Hopkins asked if there were any processes that could address this challenge. Ms. Gardino noted several techniques, including smoothing of the urbanized area boundaries.

7. Old Business

a) Illinois Street Reconstruction Update

Ms. Gardino noted that the construction to date has now completed sewer and deep excavations, as well as installation of the duct system in front of The Big I. Change orders are included in the meeting packet.

b) Approval of the NMTP (Action Item)

- **Motion:** To approve the NMTP, as amended. (Roberts/Hopkins)
- **Discussion:** Ms. Gardino noted that all changes from the document are included in the meeting packet. One motion was made at the Technical Committee to ensure the pedestrian bridge across the Chena River near Cowles Street. This motion will be included in the NMTP. After this correction has been made, an up-to-date plan will be provided.
- **Vote on the motion:** None opposed. Motion Approved.

8. New Business

a) Preventive Maintenance PH4 Increase (Action Item)

- **Motion:** To approve a \$26,000 PH4 increase for the 2012 Preventive Maintenance program, using offset funding. (Hopkins/Heil)
- **Discussion:** Ms. Gardino further clarified the increase and the details of its uses, which includes asphalt concrete pavement versus high float pavement. Mr. Roberts asked if this request was appropriate for this committee. Ms. Gardino noted that she technically could have approved the request since it was Phase 4, but due to the request being less time sensitive, she added it to the committee's agenda for approval.
- **Vote on the motion:** None opposed. Motion Approved.

b) Preventive Maintenance Match for FNSB (Action Item)

- **Motion:** To approve the use of FMATS 381 state funding in the amount of \$59,108.94 to cover the FNSB's match contribution for the Preventive Maintenance project until final FNSB Assembly approval. (Heil/Hopkins).

- **Discussion:** Ms. Gardino noted that this would include projects such as Borough service area roads and the bike path resurfacing behind Pioneer Park. The project may need match funds before it will be approved at the Assembly. Mayor Hopkins further expanded on the approval process for adoption by the Assembly. Mr. Titus asked when the next FMATS meeting will be held, and if there can be more updates provided on this process by that meeting. Mayor Hopkins answered that updates will be provided as the process progresses. Mr. Musick asked about the maintenance agreements regarding service districts. Mayor Hopkins clarified the service district process in the Borough Assembly.
- **Vote on the motion:** None opposed. Motion Approved.

c) Letter of Support for Alaska Railroad (Action Item)

- **Motion:** To draft a letter opposing the proposed fuel cuts in federal capital funding for the Alaska Railroad's passenger service and forward to the key congressional members, as appropriate. (Hopkins/Heil)
- **Discussion:** Ms. Gardino pointed the committee to the 71% cut in Alaska Railroad funding. This cut is in the Senate bill only, and the funds require a non-federal match, which will result in a devastating loss in Alaska Railroad funding. Mayor Hopkins asked Mr. Carr about the expiration date of the continuing resolution. Mr. Carr clarified the expectation of extension with regards to the process. Mayor Hopkins asked for clarification of the extension of funding. Mr. Carr responded that the continuing resolution maintains the current law (SAFETEA-LU), which will maintain all of the current programs. There will be no cuts as long as there is a continuing resolution. Mr. Musick asked what the Senate's reasoning was for cutting this funding. Mr. Carr noted that Senator Stevens' major philosophy was the State of Alaska required additional funding in order to become equal with other states, due to the fact Alaska is such a young state. Funding the Railroad through federal programs is challenging due to the Railroad's unique coverage through Denali National Park, etc., thus prompting FTA to not include certain pieces of the Railroad's track as eligible miles for federal funding. Of the 470 miles of Alaska Railroad track, only 46 miles were counted. Eventually the funding was increased to 60% of the track, and today the political issue is that members of the Senate see that 60% as an earmarked fund.

Mayor Hopkins asked for a summary of the number of track miles serving national parks. Mr. Carr noted that he could find the answer to that question. Mr. Musick asked for a similar summary been done for military base rail service.

Mayor Cleworth noted to Mr. Carr that the City of Fairbanks resolution will be up by Monday evening. Mayor Hopkins noted that the Fairbanks North Star Borough will vote on a resolution on June 14th, 2012, and the results will be sent in a timely manner.

Mr. Titus voiced concerns over the signature block of the letter. Mr. Titus suggested that FMATS sign the letter. Further concerns regarding the letter's language was discussed; it was concluded that the language was indeed appropriate.

Mr. Butler (for Isaacson) suggested the three mayors sign the letter. Mr. Roberts suggests that the chair (Mr. Titus) should not hesitate in signing the document. Mayor Hopkins moves

to revise wording in the first paragraph. Signature line should change. Mayor Cleworth and Mr. Roberts agree that the language is appropriate. Mayor Hopkins withdraws his motion. Ms. Heil concurs as a second. Mr. Musick agrees with Mayor Cleworth and Mr. Roberts.

- **Amended Motion:** To modify the signature block on the letter changing it to Chad Roberts. (Hopkins/Heil)
- **Discussion:** Mr. Musick suggests the Mayors. Mr. Roberts suggests elected officials versus appointed officials. Mayor Cleworth commented that he and Mayor Hopkins are both sending letters as well, the more names the better.
- **Vote on the amendment:** None opposed. Motion Approved.

- **Amended Motion:** To draft a letter opposing the proposed cuts in federal capital funding for the Alaska Railroad's passenger service and forward to the key congressional members, as appropriate, as amended. (Hopkins/Heil)
- **Vote on the motion:** None opposed. Motion Approved.

d) Bylaws Amendment (Action Item)

- **Motion:** To approve Amendment No. 2 to the FMATS Policy Committee and Technical Committee Bylaws. (Heil/Hopkins)
- **Discussion:** Ms. Gardino further clarified the need for the amendment to address:
 - 1) Allow Jessica Smith (FMATS Transportation Planner/Assistant) to serve as Secretary in Ms. Gardino's absence, and in Ms. Smith's absence, Kellen Spillman (FNSB Planner) will serve.
 - 2) Organize the terminology for agenda items to match the current order of business utilized during committee meetings.
 - 3) Due to changes in the DOT Planning Department, the title in the bylaws has been changed to "Planning Representative" to allow for DOT flexibility in representation.
- **Vote on the motion:** None opposed. Motion Approved.

e) College Road PH3 Increase (Action Item)

- **Motion:** To approve an increase of \$140,000 to PH3 for the College Road Rehabilitation project, using offset funding. (Hopkins/Heil)
- **Discussion:** Ms. Gardino referred to the information included in the packet regarding the Right-of-Way estimate. John Bennett noted that the acquisitions are moving forward but have increased in cost due to challenging parcels that are significant and contentious. A question from Mayor Hopkins asked for further clarification on the number of parcels in acquisition. Ms. Bennett and Ms. Gardino clarified that there are two permanent driveways into the fairgrounds and the motorcycle dealership.
- **Vote on the motion:** None opposed. Motion Approved.

f) Guardrail and Grade Change Recommendation (Action Item)

Mr. Titus suggests that this is not an action item for the Policy Committee. He recommended that though the committee should be aware of changes, the City and State designers on the project should work with the contractors to make a decision on such changes. No motion was made.

Ms. Gardino updated the committee the various reasons for the grade/guardrail changes on the project, noting that the guardrail removal and breaks will provide better access to the space. The grade change will serve the purpose of providing a better environment for pedestrian traffic. Ms. Gardino has consulted with the project engineers regarding these changes. Mayor Hopkins asked for clarification that the change of the grade would ensure to be an easy grade for walking. AK DOT Preconstruction Engineer, Barry Hooper, noted that the overall intent of the grade change was to create a pedestrian-friendly slope. Mayor Hopkins asked if the guardrail removal was possible. Mr. Titus asked that the committee be kept up to date on the decision made. There was no need for committee motions. Mr. Hooper commented that he did not see a problem with parts of the request. Mr. Hooper will keep the committee informed through Ms. Gardino as to whether or not the requests can be accommodated.

g) North Pole Pedestrian Interchange Facility Project Acceleration

Ms. Gardino asks that this project be accelerated into 2013, because there is not as much ROW acquisitions needed as once previously thought. There is need to utilize the \$2.5 million in program funds available. Mr. Butler notes that this is a priority for the city/community and supports acceleration of the project. Speaking for the DOT, Mr. Titus noted that this project is also an internal priority at DOT with current staff members.

h) Right-of-Way Project Delays and Impacts

Ms. Gardino noted that ROW acquisition delays are likely impacting the timeliness of projects. Mr. Butler noted that this was a discussion in the Technical Committee. He further suggested subcontracting the tasks to assist in accelerating the project. Mr. Butler asked if there was any reason this cannot happen. Mr. Titus answered that yes it can; however it is project specific whether or not subcontracting is used. Mr. Butler asked if there were any budgetary challenges that could be addressed by FMATS. Mr. Titus noted some details of the process that take additional time that is not always foreseen. Mr. Titus also noted that budget is always an issue, but the DOT has subcontracted ROW services in the past. Mr. Butler asked if there is a guideline or deciding factor for using a subcontractor. Mr. Bennett noted that subcontracting is done when necessary. However, the in-house ROW is tied up managing sub-consultant even when services are subcontracted. The ROW is also not operating alone; they require interdependence on other departments, including environmental compliance. ROW cannot make decisions alone due to not having appropriate authority. Mr. Bennett also noted that Federal Aid projects are particularly challenging. Mr. Bennett believes the project is on schedule. Mr. Butler asks if having a subcontractor does not necessarily accelerate the work due to having to manage the sub-consultants, thus eliminating additional "boots on ground" for the project. Mr. Bennett notes that it does not eliminate the addition, but if you double your staff with a sub-consultant, you don't necessarily increase your productivity by 100%, but it may increase by a third. Mayor Cleworth asked if the project could be accelerated as requested. Mr. Bennett noted that it is not a ROW decision. There are a number of temporary ROW permits that are easily completed (driveways), the others are permanent and more challenging. There has been discussion about separating the permanent acquisitions from the rest of the project, but Mr. Bennett does not know if this is economically prudent. Mayor Cleworth asked how long the project has been going on. Mr. Bennett replied that he did not know, he only knew when projects entered the ROW department.

Mayor Cleworth commented that when the City received a street, they need to have a maintenance plan, including lighting. The challenge is found when the City received the street, but not the ROW. This is particularly an issue due to the types of lighting required by DOT versus the types of lighting that the City has been installing (i.e., sodium versus LED). The City prefers the LED lighting, as it is more economical than the sodium lighting. Mr. Titus noted that this should be moved to comments at the end, as this is not about ROW. Mayor Cleworth noted that this was a ROW issue, but could present this discussion at the end of the agenda as requested by Mr. Titus.

Mayor Hopkins asked if the project can be accelerated. Mr. Titus noted that the project will be accelerated if another project can be moved to give the project a higher priority. Mr. Titus noted there are some challenges that need to be looked at before the project can really be completed within the timeline at hand. Mr. Butler noted that ROW causing delays and impacting projects is an issue for all stakeholders (City of Fairbanks, North Pole, the Borough). Mr. Titus noted that environmental and ROW is problematic in getting projects completed quickly, and the challenge is how to get this done efficiently as possible. Mr. Titus noted that if there are those do not think the DOT is trying to solve their ROW problems entirely, they are attempting to address it. Mr. Butler noted that additional staff/resources should not be turned down, as there is always the ability to utilize additional staff/resources.

i) Yankovich – Miller Hill Bicycle and Pedestrian Facility (Action Item)

Ms. Gardino noted that the Technical Committee requested the DOT to move forward with this project several years ago. As of the last Committee meeting, there is not an environment document completed on this project. The Technical Committee discussed this issue, looking for a solution to move the project forward. Mayor Hopkins asked to continue the item on to this agenda. He also noted that in conversation with Mr. Titus he learned that the meetings do not always include the most current updates.

- **Motion:** To move forward on the environmental checklist and include \$20,000 of the 381 funding to the Yankovich Miller Hill Multi-Use Path Project to allow ROW actions for the new subdivision along the north side of Yankovich Road. Consider the City of Fairbanks' Environmental Manager as a resource to complete the environmental checklist. (Hopkins/Musick)
- **Discussion:** Mayor Hopkins commented that if it were at all possible, to accelerate the project's environmental checklist by utilizing the City of Fairbanks Environmental Manager. Given the subdivision that is being developed close by this area, this is the opportunity to begin acquisition in conjunction with that project. Mayor Hopkins asked for Mr. Titus' update on the project to the committee. Mr. Titus introduced Barry Hooper, Pre-Construction Engineer for the DOT, to provide a project update. Mr. Hooper has spoken with the project manager, who is proceeding with hiring a consultant to finish up the environmental document. The next step is to get the cultural resources cleared through SHPO, which will take about 6 – 8 weeks. The environmental checklist should only take a few days. A question was asked if there was any Right-of-Way needed from Ballaine to Dalton Trail. Mr. Hooper responded there may need to be Right-of-Way for utility relocation. Mayor Hopkins asked if the SHPO and environmental checklist were simultaneous or linear. Mr. Hooper responded that the checklist should only take a couple of days, and the SHPO piece will take longer,

including time for agency review. Mayor Hopkins asked if the budget needed additional funds to complete the project. Mr. Hooper and Mr. Titus answered that there was enough in the budget to design and construction up to Dalton Trail, but not enough to acquire Right-of-Way necessary. Mr. Titus noted that the DOT needs to get a better estimate of the cost to construct up to Dalton. Mr. Hooper replied that there was an estimate sent to Ms. Gardino in November 2011, showing the amounts that were needed to proceed with construction to Dalton, but not the Right-of-Way costs from Ballaine to Dalton. Mayor Hopkins asked for budget clarification. He asked how the project can be accelerated, including the SHPO piece, and if that means hiring an outside consultant. Mr. Birkholz noted that the original idea was that the environmental document will be able to help determine what Right-of-Way acquisitions are needed, which can help determine the end of the project. Ms. Gardino clarified that this is not an FMATS project, the only input given has been advisory. By putting FMATS money on the project, the committee demonstrates support and a desire to move forward with the project. Ms. Heil asked if putting FMATS money on a state project would create problems. Ms. Gardino responded that that was not what the Mayor was suggesting – he is suggesting adding state general funds to the project.

Mayor Hopkins restated his motion, and asked if this would help accelerate the project. Mr. Hooper replied that this will not help accelerate the project. Mr. Titus clarified that adding the additional funds to the project would not hurt the project, but it will not help accomplish the current goal. Mr. Titus suggested applying funds when the project goes to construction.

Mr. Roberts commented that the second part of the motion indicated using the City Environmental Manager to assist in the environmental checklist; however, Mr. Hooper has indicated he has already proceeding in securing a consultant for that task. Mr. Roberts asked if the funds would help accelerate the project. Mr. Hooper does not see the project moving faster whether it is completed by the City or a Consultant. Mayor Cleworth noted that his staff has the time and could complete the task if it accelerates the project. After Mr. Titus and Mr. Hooper's comments, Mr. Roberts concluded that the project's acceleration would not be helped with the additional funding.

- **Amended Motion:** Move to remove the above language and move forward with the environmental checklist to accelerate ROW acquisition on the north side of Yankovich Road. (Hopkins/Musick).
- **Discussion:** Mr. Musick commented that this motion seems to reiterate the same request as what the committee requested two years ago. Mr. Musick asked if this is how to move the project forward. Mr. Titus responded that the DOT definitely takes these motions into consideration. The justification for not moving forward with this project previously is broad, wide, deep, and potentially bureaucratic. DOT has obligated a record amount of federal funds in the last 2-3 years, but have not had an increased in staff resources. Mr. Titus noted these as reasons for not completing a project. He believes the project should be moved forward, and he believes that the DOT is doing exactly what the motion states. Mr. Titus believes the motion will be addressed and the project will move forward. Mayor Hopkins asked if within the DOT design group, can they move forward with the design of the bike path section from Ballaine to Dalton Trail. Mr. Titus answered that yes, that can be done. Mr. Hooper noted

that the design group will move forward with the entire design. Mr. Hooper and Mr. Titus agreed that the construction could possibly start next spring after the environmental document and SHPO tasks have been completed.

- **Vote on the Amendment:** None opposed. Approved.
- **Motion:** To move forward on the environmental checklist and include \$20,000 of 381 funding to the Yankovich Miller Hill Multi-Use Path Project to allow ROW actions for the new subdivision along the north side of Yankovich Road. Consider the City of Fairbanks' Environmental Manager as a resource to complete the environmental checklist, as amended. (Hopkins/Musick).
- **Vote on the motion:** None opposed. Motion Approved.

j) UPWP Development for FFY13 and FFY14

Ms. Gardino noted the update on this project at the Technical Committee. All comments need to be submitted to Ms. Gardino by May 28th. The UPWP Report will go out for public comment after the next Policy Committee Meeting. There are unknowns given the lack of a new highway bill, the upcoming boundary changes and awaiting response from DOT HQ regarding the funding scenario to be used this year.

k) Complete Streets Tree Planting North of Barnette Bridge (Action item)

Mayor Hopkins noted that he spoke with Mayor Cleworth regarding the project's scope. The tree planting aspect can be carried north of the Barnett Street Bridge.

- **Motion:** To continue the Complete Street Tree Planting north of the Barnette Street Bridge to Terminal Street. (Hopkins/Heil).
- **Discussion:** Mayor Hopkins noted this would be an appropriate recommendation for the committee as it is a value engineering detail for the construction and design staff to address. Mayor Cleworth asked if there was a recommendation for the future such as continuing the plantings to the next intersections, although there is not currently funding for the intersections north of the project. Ms. Gardino mentioned that a discussion with Mr. Hooper revealed that the east and west sidewalks are different widths (8' vs. 6').

Mayor Hopkins commented that additional discussion items for future recommendations include the number of trees and where they are placed. Mr. Titus noted that the Art Committee should be consulted for these items as well. Mr. Titus asked where the funding will originate, and whether the motion was for a concept. Mayor Hopkins noted that the motion is to continue the complete streets and to ask for costs from engineering. Mr. Titus asked, in the event the motion passes, the preconstruction team returns with action items and costs to determine if it is possible to add to this project. Mayor Hopkins notes that the art committee might want to comment on the tree planting near the greenspace. Mr. Roberts asked for the motion to be read back to the committee for clarity. Ms. Gardino clarified the motion. Mr. Roberts noted the potential adjoining projects and asked if this should be considered at this time. Mayor Hopkins answered that the adjoining projects are not confirmed at this time, making this motion very specific to the currently funded project. Mr. Musick asked about the current scope of the Complete Streets on Barnette. Mayor Cleworth clarified that the project begins at the south bank of the river and extends to Airport Way.

Mr. Musick asked why this was not part of the original scope. Mayor Cleworth noted it was not originally included due to budget unknowns and the Cushman Street Bridge.

- **Vote on the motion:** None Opposed. Motion Approved.

9. Public Comments

Mr. Carr from Alaska Railroad thanked the committee for their letter of support. Mr. Carr will provide an update regarding the outcome. Mayor Hopkins asked what the litigation was to which Mr. Carr referred to; World Wide Coal pollution.

Mary Ann Nickles commented that the Arts Committee presentation was very exciting! She expressed enthusiasm about the improvements to the bike path behind Pioneer Park. Ms. Nickles suggested striping for the commuter path.

10. Other Issues

Mayor Cleworth asked that Mike Schmetzer address the committee regarding the challenges regarding street lighting, maintenance, and Right-of-Way.

Mr. Schmetzer gave a brief background on the recent conversion of 1,774 street lights to LED in the cities of Fairbanks and North Pole. Of those 1,774 conversions, approximately 200 were located in North Pole, with the remaining conversions in the City of Fairbanks. There are approximately 1,000 lights that remain high-pressure sodium in Fairbanks, and possibly a few in North Pole (estimated number is less than 50 lights). The City of Fairbanks has just designed the second phase to the street light conversion project. The DOT has pulled out several city streets from the lighting project (Old Steese, Trainor Gate Road, and Phillips Field). The City looked into the issue of road maintenance and history on Phillips Field. When the lighting was transitioned to the City, the DOT maintains the road, and the right-of-way is owned by the Alaska Railroad. On Trainor Gate, the city maintains the road surface and the street lights, but the road is within the Alaska Railroad right-of-way. The City was operating on an understanding that the ownership and maintenance responsibilities for Old Steese had been transferred to the City, as the City does maintain this roadway and pay for the street lighting. The City recently learned that the Old Steese is state right-of-way, and by default so is Trainor Gate and Phillips Field. However, the City continues to maintain and pay for the lighting on these streets. The DOT has asked to eliminate the aforementioned streets.

The DOT has also indicated streets in the City of North Pole plans to be eliminated from the project and the City is currently modifying the plans to reflect these changes. These streets are maintained and the lighting is paid for by the DOT.

It is the desire of the City to convert the lighting to LED on these streets in the next phase, bringing the conversion of the lighting to 90% or more LED. The City asks that the DOT allow the streets that are currently being maintained by the City to be included in the second phase of the streetlight conversion project. The cost savings at \$0.24 per kilowatt-hour has decreased the Operation & Maintenance budget by approximately \$500,000. The warranty is 10 – 15 years, and the warranties are better from year to year because the technology continues to improve. Illinois Street is a potential for conversion as well, but will face the same challenge of maintenance and cost.

Mayor Cleworth commented that the City has found that there are some discrepancies in right-of-way ownership on each of these roads. Mr. Schmetzer has spoken with Mr. Carr and will look into the right-of-way issues with Alaska Railroad. Mayor Hopkins asked what is the speed limit is in the standard for LED lighting. Mr. Schmetzer noted that Jerry Colp is working on the lighting design standard for the City at 30 MPH. The current standard is for 25 MPH or lower. Mr. Titus clarified that there is currently not a DOT lighting standard for LED at any speed limit. Mr. Schmetzer noted this is why the street lighting is being denied, there is not DOT standard. Mr. Titus confirmed this fact.

Ms. Gardino noted that the fundamental question is when the maintenance responsibility is transferred to the city, why isn't the right-of-way transferred as well. Mr. Schmetzer noted another example of a roadway with a similar challenge. Mr. Titus noted that this might be the wrong venue for this question; the conversation should take place between the City and the DOT. Mayor Cleworth responded that they have been denied the conversion by the DOT due to the DOT's lack of standards. Mr. Titus commented that this is discussion for another venue. Mayor Hopkins responded that the reason for the continuing discussion in this forum is for the committee members to try and influence a solution to the problem. Mayor Cleworth made no motion, but noted that continuing discussion.

Mr. Roberts asked what the ramifications of installing lighting without standards. Mr. Titus referenced examples of projects that did not meet specifications and funding was withdrawn. Mayor Cleworth asked why the City has right-of-way on some streets but not others. Mr. Titus replied he did not know the answer. Mayor Cleworth suggested having a meeting to determine the answers to those questions.

11. Informational Items

a) North Pole Road/Rail Crossing Reduction Quarterly Report

This report is included in the meeting packet. Ms. Gardino noted that there was a public meeting held, and the environmental document should be completed in the next quarter.

b) State Rail Plan Update

The DOT is reviewing the consultant proposals. Mr. Carr confirmed that a public comment period will be available.

c) Surface Transportation Authorization Update

Ms. Gardino noted that Mr. Carr's summary was appropriate. There is a comparison of the bills and their effects on MPOs developed by AMPO and is available for anyone that is interested.

d) Obligation/Offset List

Ms. Gardino noted that this is also found in the meeting packet. There is an additional offset of over \$300,000 from the Phillips Field project closure, leaving \$683,000 in offset funding that needs to be allocated. The action items today will be pulled from these funds (\$26K and \$140K). The LED Street Light Project has requested authority to advertise, and the North Pole Bike Path & Rehab Reconnection project is close to advertisement as well.

e) FY13 Capital Budget Update

Ms. Gardino reports that the budget has been signed. There is \$7.5 million in the budget and \$14.4 million added for the Wendell Avenue Bridge, \$5 million for Plack Road and \$24.4 million has been

added for the Old Steese Reconstruction and Extension, which would extend from Trainor Gate to McGrath Road. The GO bond projects will be going to the voters in the next election.

12. Policy Committee Comments

Mayor Cleworth noted that the \$7.5 million is going to the Technical Committee; he suggested to allocate funds appropriately to help move forward on projects. The hope is to focus on the South Cushman project, making a completely new road. Mayor Cleworth also noted a call from Ms. Parr regarding the sidewalks going in on Kellum Road, which included asking for a pedestrian walkway and safety consideration to the library. Thanks to Steve Titus and DOT on the STOMP parade. Their help was greatly appreciated.

Mr. Roberts noted he found the meeting very informative, worth it, with a great arts committee presentation. His echoed comments on Mayor Cleworth's comments of the South Cushman project focus.

Mayor Hopkins commented that the approval of the non-motorized transportation plan by this committee was very good, as the project has been a couple of years in the works. In further updates, the Assembly passed the Borough's budget; there was a cut to the parks/recreation budget of approximately \$250,000. Mayor Hopkins noted there will be a reduction in staffing, and there will be a reduction in services due to these cuts. There will be a discussion with DOT on the next steps.

Mr. Musick voiced his appreciation for \$7.5 million and hopes some of it will be directed to the Yankovich Bike Trail if funds are the issue.

13. Adjourn

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

Meeting adjourned at 12:55 pm.

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

Date: 6/28/12

- I. Committee Comments
- m. Adjournment

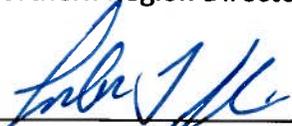
**APPENDIX A
TECHNCIAL COMMITTEE
BYLAWS**

ARTICLE II, Membership: Second sentence, line 10, DELETE the word "Manager" and replace with "Representative".

APPROVED AND ADOPTED:



Chair, Fairbanks MPO, Policy Committee
Northern Region Director, State of Alaska, DOT&PF
Date 6/21/12



Mayor, Fairbanks North Star Borough
Date 6/20/12



Mayor, City of Fairbanks
Date 6-20-12

William Bath for Mayor Douglas W. Isaacson

Mayor, City of North Pole
Date 6/20/12

Mike Munich

Representative, Fairbanks North Star Borough
Date 6/20/12



Representative, City of Fairbanks
Date 6/20/12

Alice Edwards

Representative, State of Alaska, DEC (Air Quality)
Date 6/20/12



FMATS

FMATS Policy Committee Action Items 06.20.12

Motion: To approve the FMATS Policy and Technical Committee Bylaws, as presented. (Hopkins/Edwards). None opposed. Approved.

Motion: To approve a \$43.6 PH2 increase for the Streetlight Conversion project, using offset funding. (Cleworth/Hopkins). None opposed. Approved.

Motion: To approve the Draft FFY13—FFY14 Unified Planning Work Program for public comment. (Birkholz/Hopkins). None opposed. Approved.

Motion: To add the City of Fairbanks Downtown Wayfinding Project to the TIP and to fund it with \$60,000 of 381 funding. (Cleworth/Hopkins). None opposed. Approved.

Motion: To approve the Draft Transportation Improvement Program Amendment #3 for public comment. (Hopkins/Musick). None opposed. Approved.

Motion: To ask the DOT to take a second look at the traffic flow and consider reversing traffic (on the Cushman Street Bridge) prior to September 15. (Cleworth/Hopkins).

Amendment to Above Motion: And set aside the hard to do considerations and work on developing a plan to make it happen. (Hopkins/Musick). Five in favor. One opposed (Edwards). One abstention. (Birkholz). Approved.

Amended Motion: To ask the DOT to take a second look at the traffic flow and consider reversing traffic (on the Cushman Street Bridge) prior to September 15 and set aside the hard to do considerations and work on developing a plan to make it happen (Cleworth/Hopkins). Five in favor. One opposed (Edwards). One abstention. (Birkholz). Approved.

Motion: To recommend to the DOT & PF to consider alternative beautification treatments for the medians along Airport Way. (Hopkins/Butler). None opposed. Approved.

Motion: To extend the end date for the art installation to September 2014. (Musick/Hopkins). None opposed. Approved.


Steve Titus, P.E.

Chair, FMATS Policy Committee

6/21/12
Date





**FMATS Policy Committee
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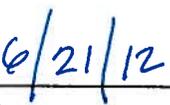
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Chair, FMATS Policy Committee



Date

