

Fairbanks Metropolitan Area Transportation System
POLICY COMMITTEE
State of Alaska, DOT&PF, Main Conference Room
2301 Peger Road Fairbanks, Alaska 99701
Meeting Minutes – May 18, 2011

1. Call to Order

Chair Steve Titus called the meeting to order at 10:02 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, Regional Director
* Mayor Jerry Cleworth	City of Fairbanks
* Mayor Luke Hopkins	Fairbanks North Star Borough
* Mayor Doug Isaacson	City of North Pole
* Mike Musick	Fairbanks North Star Borough Assembly
* Chad Roberts	City of Fairbanks
* Alice Edwards (via teleconference)	ADEC, Air Quality Division
*** Donna Gardino	FMATS Coordinator
*** Joan Hardesty	ADEC, Air Quality Division
*** Bruce Carr	ARRC
*** Jeff Roach	DOT&PF, Planning
*** Bernardo Hernandez	FNSB, Planning
** Kellen Spillman	FMATS
** Margaret Carpenter	DOT&PF, Planning
Janet Brown	DOT&PF, Pre-construction
Jerry Colp	City of Fairbanks
Nick Foster	Kittelson & Associates
Phill Worth	Kittelson & Associates
Senator Joe Thomas	Alaska State Senate
Ethan Birkholz	DOT&PF, Planning
Mike Schmetzer	City of Fairbanks
Molly Rettig	Fairbanks Daily News Miner
Mike Lund	DOT&PF

3. Public Comments:

There were no Public Comments.

4. Approval of the May 18, 2011 Agenda

- **Motion:** To approve the May 18, 2011 Policy Committee agenda. (Roberts, Hopkins)
- **Vote on the Motion:** None opposed. Approved.

5. Approval of April 20, 2011 Minutes

- **Motion:** To approve the April 20, 2011 minutes. (Cleworth, Roberts)

Discussion: Ms. Janet Brown noted, via e-mail, that she would like the following text, which appeared on page 4 of the April 20, 2011 minutes amended:

“Ms. Brown stated that a noise fence would be warranted if it met any of three criteria:

- Noise measurement at a certain location
- Schools, hospitals and other services in the area
- Permanent residents in an area

Ms. Brown stated that none of these criteria were met so a noise fence was not warranted.”

Ms. Brown indicated that she would like the record to read the following:

“Ms. Brown stated that a noise fence would be warranted if it met three criteria:

1. Noise measured at certain receptor locations- such as schools, hospitals, etc. approaches or exceeds the noise abatement criteria.
2. The requirements of the state noise policy are met.
3. The property owner wants the barrier.

Ms. Brown stated that these criteria were not met so a noise fence was not warranted. In this particular location there is so much ambient noise from airplanes, boats and traffic, a barrier would not be effective.”

- **Motion to Amend:** To amend the April 20, 2011 minutes as indicated by Ms. Brown. (Hopkins, Cleworth)
- **Vote on the Amendment:** None opposed. Approved.
- **Vote on the Amended Motion:** None opposed. Approved.

6. Committee Reports

a) FMATS' Coordinator's Report with Action Items

Ms. Gardino reported working on several projects listed in the May 2011 FMATS Staff Report, provided in the meeting packet, and discussed several of the highlights:

- Attended weekly Transportation Committee meetings for the Chamber of Commerce.
- Attended the monthly Chena River Front Commission meeting.
- Completed the Interagency Consultation for the 2012-2015 TIP and sent out a summary of the Interagency Consultation and no comments from other agencies were received
- Participated in several organizational meetings for Bike to Work Week.
- Attended a status update from PDC in regards to the Safe Routes to School Program.
 - The infrastructure inventory should be completed and written up by the end of the week.
- Held the first Non-Motorized Transportation Plan Advisory Group meeting
- Gave an Interview on Transportation Talk with Charlie O'Toole in regards to the Non-Motorized Transportation Plan
- Reviewed and approved website updated for both the Safe Routes to School website and the FMATS website
- Completed the 2010 – 2013 TIP Amendment #5 and the 2012 – 2015 TIP
- Conducted a field review with M&O of pedestrian facilities around in the Davis Park area
- Worked with the DOT&PF to refine the scope of the Minnie Street project
- Completed the second quarter update to the UPWP and an update of the expenditures is available in the meeting packet.

Discussion: Mr. Titus asked Ms. Gardino to clarify the amount of the remaining funds in the FMATS Coordinators Office budget and Ms. Gardino stated that there was \$232,046.20 remaining.

Mayor Isaacson asked Ms. Gardino what efforts went into planning Bike to Work Week. Ms. Meadow Bailey, DOT & PF, noted that there have been multiple print ads, public service announcements, and radio ads, but the counts have been based on the number of people that sign up on the website. Ms. Bailey continued on to say that she is unaware of the exact number of people who have signed up, to date.

Mr. Mike Musick arrived at the meeting. (10:11)

Mayor Hopkins asked if there is an expectation of unexpended funds in the Coordinators Office budget for FFY11. Ms. Gardino said she expects there to be roughly \$40,000.00 in unexpended funding at the completion of FFY11.

7. Old Business

There was no old business.

8. New Business

a) Non-Motorized Transportation Plan Update by Kittelson and Associates

Ms. Gardino noted that this particular week was chosen to hold the Non-Motorized Transportation Planning events in the community because it is Bike to Work Week. Ms. Gardino went on to say that there is a Non-Motorized Transportation Plan open house scheduled for tonight at the Noel Wien Library from 5:00 to 7:00. Ms. Gardino noted that the following day there will be a volunteers meeting to be trained to conduct bike and pedestrian counts around Fairbanks. Ms. Gardino introduced Nick Foster and Phill Worth with Kittelson and Associates.

Mr. Nick Foster, Project Manager of the Non-Motorized Transportation Plan, gave a brief introduction of the Non-Motorized Transportation Plan and scheduling of the plan. Mr. Foster reported working on a number of public involvement tasks including the project website, interactive map, online comment form, and online survey. Mr. Foster also reported working on data collection and draft goals/objectives.

Mr. Phill Worth presented the FMATS Policy Committee with the 5 goals and accompanying objectives of the Non-Motorized Transportation Plan. The five goals that Mr. Worth discussed are as follows:

1. Plan for and provide a non-motorized transportation system that is continuous, accessible, and safe
2. Plan for and provide a non-motorized transportation system that interconnects major residential areas and other designated major generators of non-motorized travel
3. Develop and implement policies and programs to accommodate non-motorized travel
4. Develop and implement programs and strategies to increase awareness and use of the non-motorized transportation system
5. Develop and fund a list of prioritized investments that implements this plan and adequately maintains the system

Mr. Worth encouraged the FMATS Policy Committee to review the goals and objectives presented to them and state any observations or recommendations in regards to these goals and objectives.

Discussion: Mayor Hopkins asked about the availability of the five goals on the Non-Motorized Transportation Plan website. Mr. Worth noted that the goals are in the developmental stages and they have not been publicized yet.

Mayor Isaacson asked if Mr. Worth and Mr. Foster would be in attendance when the agenda item “bike path maintenance” was presented and Mr. Worth stated that they would. Mayor Isaacson stated that he believes bicycle and pedestrian facilities to not only be a form of transportation, but that they serve a recreational use also. Mayor Isaacson continued on to say that he believes it is important to connect bicycle and pedestrian facilities to existing trails. Mayor Isaacson said that there is an issue caused by motorized use adjacent to separated pathways causing gravel to be dispersed across the pathway. Mayor Isaacson stated that he reviewed a case study in a community in Poland where they have multi-modal pathways. Mayor Isaacson noted that in the future it could be beneficial to look into allowing multi-modal use of these pathways to help stop the need for pathway maintenance. Mr. Worth noted that design recommendations will be a very important aspect of this plan because it could alleviate the need for so much maintenance.

Mayor Isaacson asked if it would be possible to create a different design for the separated pathways in FMATS, other than the current pathways. Mr. Worth stated that proven ideas will be brought to the table from communities around the world.

Mr. Titus noted that winter maintenance of separated pathways can be a very costly issue alongside roads owned by a variety of entities. Mr. Titus noted that there are a variety of winter users who prefer no winter maintenance done along separated pathways. Mr. Titus went on to say that non-motorized transportation infrastructure is very costly to build and maintain and would not like to see any maintenance commitments, which are made in the plan, go unfunded. Mr. Worth noted that the burden of making recommendations that can be fiscally constrained in the future will fall upon the developers of the Non-Motorized Transportation Plan.

Mayor Hopkins asked if there was any conversation about dividing this plan between winter and summer due to the extreme differences in Fairbanks. Mayor Hopkins continued on to ask about possible designations as skier friendly and walker friendly communities. Mayor Hopkins expressed concern about counts only being done in the summer months and not in the winter months, suggesting that future counts may want to be conducted in the winter months. Mr. Worth stated that he did not recall any conversations about a winter plan compared to a summer plan, but noted that the plan will take into account the differences in uses throughout the seasons.

Mayor Hopkins noted that the plan might benefit from a section on policies, which would point out deficiencies in our current policies and possibly make recommendations. Mr. Worth said that there is a similar section already proposed in the plan. Ms. Gardino said that the current policies, programs, and laws will be cover more in-depth at the Non-Motorized Transportation Plan Advisory Group meeting being held on Thursday. Ms. Gardino continued on to say that Anchorage does not do any maintenance on their trail system in the winter months.

Mr. Schmetzer noted that he spent a great deal of this life on the Anchorage trail system and in the winter months there was no snow clearing done on these pathways. Mr. Schmetzer continued to say that if you wanted to bike, ski, or walk on the trail system it was on top of the packed snow. Mayor Hopkins asked Mr. Schmetzer which particular trails he was referring to. Mr. Schmetzer said he was referring to the Chester Creek Trail, Costal Trail, Campbell Creek Trail, and some trails around mid-town around Dowling and Old Seward. Mayor Hopkins noted that the bicycling infrastructure in Fairbanks is slightly different from that in Anchorage and we do not have the well established trails such as Campbell Creek Trail in our area.

Mr. Titus said that he believes that the Non-Motorized Transportation Plan will look into multiple modes of non-motorized transportation and that there is an Open House for the Plan tonight at the Noel Wien Library.

Mr. Musick asked if the scope of the Non-Motorized Transportation plan included the 100-mile trail and Mr. Worth said that this plan will encompass only the bicycle and pedestrian system and not the trail system, so it will not consider the 100 mile trail.

Mayor Isaacson stated that he was glad that Senator Thomas was in attendance because this plan might be an opportunity to review current State law, in regards to non-motorized transportation, and possibly recommend changes to the State law if needed. Mayor Isaacson continued on to say that such changes may be necessary to accommodate a non-South Central type of bike path system or pedestrian system. Mayor Isaacson noted that his community struggles in enforcing laws such as motorized vehicles crossing over bicycle pathways and may not even want to enforce such laws.

Mr. Titus asked what the timeline for the plan was and Ms. Gardino noted that the plan will be completed by the end of the year.

b) 2010 – 2013 Transportation Improvement Program Amendment #5 Comments

Ms. Gardino noted that Amendment #5 went out for public comment last month and it is still open for public comment for two more days, but no public comment have been received to date. Ms. Gardino continued on to say that comments were received from the DOT in regards to funding amounts on certain projects. Ms. Gardino stated that per DOT's request College Road Rehabilitation, Phase 3, will be moved to 2012 with state funding, College Road Phase 7 will be obligated this year with federal funding, and the sign replacement project was reduced by \$57,900 to match the engineer's final estimate, which is requesting authority to advertise this week. Ms. Gardino continued on to say that additional funding was added toward phase 7 on the Illinois Street Project and she is still awaiting a final engineer's estimate on the phase. Ms. Gardino said that she reduced the PM program to the latest engineer's estimate on the project, and also reduced the funding on the Curb Corner project by \$108,000 to match the final engineer's estimate. Ms. Gardino said that the Curb Corner and the Preventative Maintenance projects are both requesting authority to advertise this week.

Ms. Gardino said that she expects to receive an updated estimate from the DOT on the Illinois Street Reconstruction project in the near future. Ms. Gardino continued to say that there is additional funding in the Wendell Street project, but the contractor is using a different type of construction technique, and the additional funding may not be used. Ms. Gardino stated that this contingent sum would only be used if the contractors are excavating contaminated material and shipping it to Idaho, but that process is not expected to take place.

Ms. Gardino stated that if the FMATS Policy committee approved the changes in the TIP and if any public comments are received in the next two days she will present the comments to the FMATS Policy Committee at next month's meeting. Ms. Gardino continued on to say that if no public comments are received and the TIP is approved by the FMATS Policy Committee, it will be sent to the DOT headquarters on Monday for incorporation into the STIP.

Mr. Titus asked Ms. Gardino if this was an action item and Ms. Gardino stated that this was an action item at the previous Policy Committee meeting and additional approval is necessary due to the changes that were made between the two meetings.

- **Motion:** To approve the Draft 2010—2013 TIP, Amendment #5, as amended, and to forward it to DOT & PF for incorporation into the STIP on Monday (May 23), if no public comment is received. (Isaacson/Hopkins).
- **Motion to Amend:** To include in the scope of AKSAS #62161 "This scope will include making Barnette a Complete Street". (Hopkins/Musick).

Discussion: Mayor Isaacson asked for a definition of a Complete Street and Ms. Gardino noted that there is a bill in Congress which defines a complete street as “a roadway that safely accommodates all travelers particularly public transit users, bicyclists, pedestrians, including individuals of all ages and individuals with mobility, sensory, neurological, or hidden disabilities, motorists of freight vehicles, to enable all travelers to use the roadway safely and efficiently.” Mayor Isaacson asked for the number on the bill and Ms. Gardino stated that there was not a number. Mayor Cleworth stated that when we first began looking at the Cushman, Barnette, and Gaffney project both Cushman and Barnette were being considered for Complete Streets. Mayor Cleworth said that after hearing the definition of a complete street some of the defined users are surprising and he has concern over attempting to accommodate all the listed user groups on the one street. Mayor Cleworth stated that in the near future the City plans on hiring an outside expert to look at certain aspects of the Cushman and Barnette project, but not to design the project for the City. Mayor Cleworth said that the City is attempting to get the input from the people on the streets, and the people who are adjacent to the area in question. Mayor Cleworth stated that he will be making a motion to move this project from FFY13 to FFY12.

Mayor Hopkins stated that his motion is to simply add the words “Complete Street” to Barnette Street due to approved motions in a previous Policy Committee meeting. Ms. Gardino said that not adding “Complete Street” to the definition of the Barnette Street project was her oversight and it should be added.

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

Mayor Isaacson said that he had previously engaged in a conversation with Representative Tammie Wilson and the \$10 million in funding, that FMATS was allocated from the State, did have a provision that \$7 million would go towards City of Fairbanks specific projects. Mayor Isaacson asked if FMATS needs to account for that funding in the 2010 – 2013 TIP Amendment #5 or the 2012 – 2015 TIP. Ms. Gardino stated that she would not program any funding until the funding is secured.

Mr. Titus said that he has not seen the language regarding the \$10 million in FMATS funding. Senator Thomas said that there is no such language.

Mayor Isaacson said that he was told that was the intent of the funding and if FMATS does not abide by the intent of the funding FMATS would find future funding requests more scrutinized. Mr. Titus stated that in early January the priorities of FMATS were outlined and he was sure that the priorities were taking into consideration by the legislator. Mayor Cleworth said that FMATS is getting two different stories and hopefully in the next month we can figure out what is going on (in regards to the funding).

Mayor Isaacson asked for further information on funding amounts for Phase 7 the College Road Rehab project and Ms. Gardino said that a portion of the funding is federal and a portion of the funding is de-ob. funding.

Mayor Isaacson asked where the de-ob. funding came from and Ms. Gardino said that de-ob funding came from previously over-obligated projects and it is not required to be show in the TIP. Ms. Gardino continued on to say that de-ob funding can be used on any project.

Mayor Isaacson asked about the North Pole Road/Rail Crossing Reduction project on page 21 of the TIP and if FMATS should be showing the environmental assessment funding in the TIP. Ms. Gardino said that FMATS is showing the funding in the TIP and it is available on page 4.

Mayor Isaacson said that he had questions about multiple North Pole projects and asked Ms. Gardino if he should be saving the conversation, in regards to North Pole projects, for the next agenda item. Mayor

Isaacson said that he would like construction funding for the North Pole Interchange Pedestrian Facilities moved forward, which is currently shown in the beyond years. Mayor Isaacson continued on to say that this project is vital and there are numerous pedestrians that frequently use the area. Ms. Gardino said that Mayor Isaacson should save the conversation for the next agenda item, because after FFY11 the 2010-2013 TIP is no longer valid.

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

c) 2012 – 2015 TIP (Action Item)

- **Motion:** To approve the Draft 2012—2015 TIP, as amended, to remove the FMATS Sidewalk Improvement Project Stage II and add the Graehl Park Access Project for public comment. (Cleworth/Hopkins).

Discussion: Ms. Gardino said that a draft 2012 - 2015 TIP was presented to the Technical Committee this month, which contained a generic sidewalk improvements project, but as an oversight the Steese Expressway to Graehl Park Connector was left out. Ms. Gardino said that the draft 2012 - 2015 TIP, that the FMATS Policy Committee is now looking at, contains the Steese Expressway to Graehl Park Connector and does not contain the FMATS Sidewalk Improvement Project Stage II. Ms. Gardino noted that, in the 2012 – 2015 TIP, FFY11 is shown for informational purposes.

Ms. Gardino continued on to review the status of certain projects as they pertain to the 2012 – 2015 TIP and discussed the following highlights:

- College Road Rehab will be going to construction in FFY12, which is half funded with state funds.
- A third stage of a sign replacement project is in the TIP, because of the federal mandate to update all signs to the retro-reflectivity requirements.
- Gilliam Way will proceed to construction in FFY14.
- The Minnie Street Reconstruction project has been added to the TIP with design set to begin in FFY14.
- Noble Street will go to construction in FFY13, but funding is being borrowed from the next year to completely fund construction. This process is called advanced construction.
- The Preventative Maintenance Program will continue throughout the 2012 – 2015 TIP.
- The South Cushman (15th – Mitchell) project will go to construction in FFY15.
- Funding is being borrowed from FFY16 to fully fund construction in the South Cushman (15th – Mitchell) project.
- The University Avenue Widening project is planned for construction in FFY14.
- The Wendell Avenue Bridge Project is being design, but there is currently no funding allocation to replace the bridge.
- The Birch Hill Bicycle and Pedestrian Facility project, the Gold Hill Road Bicycle and Pedestrian Facility project, and the North Pole Bike Path Rehab/Connections will continue progress.
- Construction for the North Pole Interchange Pedestrian Facilities project does not appear in the TIP until 2015.

Ms. Gardino continued on to say that she does not remember when the North Pole Interchange Pedestrian Facilities project is scheduled to be finished with design and will be ready for construction. Ms. Gardino noted that she does understand the frustrations of Mayor Isaacson, but funding has become tight, with advanced construction occurring twice in the 2012 – 2015 TIP.

Ms. Janet Brown stated that the Design Status Report shows the North Pole Interchange Pedestrian Facilities project authority to proceed through construction is September of 2014. Ms. Gardino said that

if this authority to precede estimate is correct then this project would not be able to obligate construction funding until 2015.

Ms. Gardino continued with her summary of the 2012 – 2015 TIP by noting the following:

- The Plack Road Bike/Pedestrian Facility project is moving along.
- A Pedestrian Improvement project, which was discussed at the last policy committee meeting, is in the 2012 - 2015 TIP.
- The Graehl Park Connector Project was also included in the 2012 - 2015 TIP.
- The Curb Corner and Sidewalk Upgrade project Stage II is scheduled to begin construction in 2012.
- There is very little earmarked funding remaining, but is shown in the 2012 – 2015 TIP due to construction of earmark funded project continuing into FFY11 and the possibility of a change order in FFY12.
- There are several Illustrative projects in the 2012 - 2015 TIP.
- The Wickersham project is set to go to construction in 2013 and it is a State funded project.
- The UAF Tanana Loop and Alumni Drive projects are in the TIP, but it is still unknown if UAF will contribute funding.
- A summary of FMATS funding is available in the 2012 - 2015 TIP.
- The FTA funding is also show in the 2012 – 2015 TIP.
- The informational CMAQ projects are also shown in the 2012 – 2015 TIP.

Mayor Isaacson stated that the North Pole Interchange Pedestrian Facilities project is one of the oldest projects that FMATS has on the books. Mayor Isaacson said that the North Pole Interchange Pedestrian Facilities project was originally intended to be completed along with the “Garvee” project and it has been pushed back by administrative under sight along with other issues. Mayor Isaacson encouraged the FMATS Policy Committee not to begin new projects until the prior projects are completed. Mayor Isaacson went on to say that FMATS could spend funding in design of new projects, such as the Minnie Street project or the FMATS Pedestrian Facilities project, or FMATS could complete projects that really need to be completed. Mayor Isaacson said that all FMATS projects are important and are significant in their own right, but asks the FMATS Policy Committee to take care of outstanding projects that really need to be completed. Mayor Isaacson stated that the North Pole Interchange Pedestrian Facilities project is basically a sidewalk along St. Nicholas that would allow pedestrians to transit safely in an area that is not safe to transit. Mayor Isaacson said that he thinks this project has been in the books long enough for the project to be complete. Mayor Isaacson said that the previous statements are just his opinions and he is very passionate about the issue.

Mr. Titus asked Ms. Gardino if the FMATS Policy Committee would have another opportunity to review the 2012 – 2015 TIP. Ms. Gardino stated that the FMATS Policy Committee would be approving the 2012 – 2015 TIP and the accompanying conformity analysis next month for public comment, but after the TIP and the conformity analysis are approved she will not be able to add any new projects to the TIP. Mr. Titus asked Mayor Isaacson if he would like the pre-construction engineer to explain why the authority to advertise is in September of 2014. Mayor Isaacson asked why the North Pole Interchange Pedestrian Facilities Project could not be built next year.

Ms. Brown said that the environmental document will be completed this summer and local government review will be completed this winter. Ms. Brown noted that there is some right-of-way that needs to be acquired with this project and some utility work that needs to occur. Ms. Brown noted that conceivably it would be possible to complete the design on this project in late 2013 or early 2014.

Mayor Isaacson thanked Ms. Brown for her clarification and suggested moving the construction funding to FFY13 so that is the goal for construction.

Mr. Titus asked Ms. Brown when the earliest, in a normal process, the North Pole Interchange Pedestrian Facility project would be ready to reach ATA (Authority to Advertise). Ms. Brown said that the ATA date will depend on how long the right-of-way process takes, which could take up to two years. Mayor Isaacson stated that if FFY13 is the deadline then we could be pushing things towards that to meet the deadline. Ms. Brown stated that shift in time is what DOT & PF would be looking at.

Mr. Titus stated that moving the construction phase of the North Pole Interchange Pedestrian Facilities project to FFY13 will not accomplish anything if the design of the project is not completed until 2014. Mayor Isaacson expressed his frustrations over the time that this project is taking to complete. Mayor Isaacson noted that this project began in 2006 and it is unacceptable for this project to be constructed in 2015.

Mayor Hopkins asked Ms. Gardino to clarify the timeline associated with the 2012 – 2015 TIP and the associated conformity analysis. Ms. Gardino said that at the next FMATS Policy Committee meeting the conformity analysis will be reviewed and then the 2012 – 2015 TIP will be approved for a 30-day public comment period. Mayor Hopkins asked Ms. Gardino what would be the case if the Policy Committee chooses to act on any of the comments. Ms. Gardino said that it would be fine as long as it does not change the universe of the projects, which would require a new conformity analysis. Ms. Gardino continued on to say that if another pedestrian project was added, a new conformity analysis would not be triggered, but if a road project were added then a new conformity project would be needed. Ms. Gardino noted that moving funding around would not trigger a new conformity analysis.

Mr. Titus suggested that since there is the opportunity to move funding around in the TIP that the FMATS Policy Committee investigate how the North Pole Interchange Pedestrian Facilities project could potentially be accelerated from the pre-construction side of the project. Mr. Titus noted that pre-construction is being scheduled based on phase 4 funding (construction) availability. Mr. Titus continued on to say that the pre-construction side of the project should be looked at for at least a month and to give an opportunity to ask Ms. Brown where it would be possible to accelerate the project. Mr. Titus noted that FMATS needs to keep in mind that there are some aspects, such as right-of-way, that we do not have time control over. Mr. Titus noted that if it were possible to move up the pre-construction then it would make sense to move up the construction funding.

Mayor Isaacson inquired about how the FMATS Pedestrian Improvement project could possibly be planned to go to construction before the North Pole Interchange Pedestrian Facilities project. Mayor Isaacson continued on to say that the time period associated with the two projects does not make sense to him.

Ms. Gardino said that she had not received a scope, schedule, and estimate from the DOT & PF in regards to the FMATS Pedestrian Improvement Project and the funding shown in the 2012 – 2015 TIP is meant to act as a placeholder. Ms. Gardino continued on to say that she has not received an engineer's estimate on the project and funding amounts and timelines could change. Mayor Isaacson noted that a placeholder often sets the timetable for a project and sets a goal for a project to be constructed.

Mayor Hopkins noted that funding could be allocated to the project earlier, but it would not be able to be obligated because the project is not going to be ready for construction, according to the design status report. Mr. Titus noted that the environmental process must be completed in order to obligate funding towards right-of-way.

Mayor Cleworth suggested that the FMATS Policy Committee give DOT & PF a chance in the next month to look at the North Pole Interchange Pedestrian Facilities project and put it on the agenda next month to see if the project could be escalated. Mayor Cleworth asked Mayor Isaacson if it would be okay to move this topic to next month to give DOT & PF a chance to look further into the topic, because he (Mayor Cleworth) is unaware of the right-of-way problems.

Mayor Isaacson said that FMATS does need to come back and set their expectations higher because this particular project needs to be completed faster and he would be willing, with that consideration, to hold off until next month.

Mayor Cleworth asked Mr. Titus if it would be possible to hold off a month and have DOT & PF look into this project. Mr. Titus stated that DOT & PF most certainly could and he was suggesting that the pre-construction phase and the design phase be investigated to see what could be done to escalate the project.

Mayor Isaacson noted that this project is just a sidewalk.

Mr. Titus said that DOT & PF will take a look at the project and bring the information back at the next Policy Committee meeting.

Mayor Cleworth noted that the City of Fairbanks is looking at three large projects in 2013, Noble Street, Cushman and Barnette, and Wickersham, and he has concern about too many project occurring in the downtown area at one time. Mayor Cleworth noted that he would like to bump up Cushman and Barnette project to 2012, because the funding is in place and the City has the ability to complete this project in time.

- **Motion to Amend:** To modify the draft 2012—2015 TIP to move PH4 funding for Cushman and Barnette to 2012. (Cleworth/Roberts).

Ms. Gardino noted that this project is entirely state funded.

Discussion: Mr. Titus asked if the City of Fairbanks Engineering department is doing this project under a TORA and Mr. Schmetzer stated that was correct. Mr. Titus asked is the City of Fairbanks Engineering Department could meet this 2012 deadline. Mr. Schmetzer stated that currently the majority of the department is working on Illinois Street, but as soon as the design for Illinois Street is completed efforts will be directed toward the Cushman and Barnette project. Mr. Schmetzer stated that the concern is over having the entire corridor locked up with construction.

Mr. Roberts stated that his reasoning for supporting this project shift to FFY12 is because Noble Street is a North-South thoroughfare for the downtown area and if construction occurs simultaneously on Cushman Street and Barnette Street the entire downtown will be locked up. Mr. Roberts stated that this is possibly the easiest and fastest way to allow traffic to flow in the downtown area without locking all three major thoroughfares up simultaneously.

Mayor Hopkins stated that he does not see any negative in this project and does not know what is happening with the construction on the South-side of the Barnette Street Bridge. Ms. Gardino confirmed that the island on 1st Avenue is going to be removed as part of the Illinois Street project. Mayor Hopkins asked if that work was going to occur this year and Ms. Gardino said it was most likely not going to happen this year. Mayor Hopkins said that he does not see any problem with moving the funding for the Cushman and Barnette project to 2012 because it is GF funding and could easily be moved back if necessary.

Mayor Isaacson stated that he was under the impression that the Illinois Street project was going to begin this summer and asked for clarification on where the Illinois Street project would stop. Ms. Gardino said that the latest estimate is that the DOT & PF is going to ask for authority to advertise on June 15, which usually takes 6 weeks and it would be out for at least three (3) weeks, which could be extended because of the size of the plan set, and any work done on Illinois Street will be completed in the late fall with no work done on the south side of the bridge.

Mr. Titus asked for confirmation on the timeline which Ms. Gardino gave and Ms. Brown stated the timeline Ms. Gardino gave was correct. Mayor Cleworth stated that he has a concern about Illinois and Cushman being worked on simultaneously next year, but a larger issue would be to wait until the following year.

Mayor Isaacson asked for clarification of the motion on the table and Ms. Gardino stated the motion was just to move phase 4 of the Cushman and Barnette project to FFY12 from FFY13. Mayor Isaacson asked Mayor Cleworth if the City of Fairbanks could be ready to construct the Cushman and Barnette project in FFY12 and Mayor Cleworth stated that the City is going to try and there is not a great deal of utility work involved.

Mr. Titus asked for clarification on which streets are being moved to FFY12 and Mayor Cleworth noted that the entire project, which encompasses Cushman, Barnette, and Gaffney, is being moved. Ms. Gardino stated that they are just listed separately because the DOT wanted separate TORA's on the project.

Mayor Isaacson stated that he finds it ironic that major roads can go from the design phase to construction in a season when a sidewalk takes much longer.

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

Mayor Cleworth said that he has received a petition from the residents at Raven Landing requesting a sidewalk around the property. Mayor Cleworth went on to say that the City is going to be re-doing Kellum Street this summer and sidewalks were not budgeted in the project. Mayor Cleworth stated that sidewalks cannot happen this year, but the City is looking for a method to put a sidewalk along a small section of Kellum Street, possibly using CMAQ funds. Mayor Cleworth said that they were not envisioning taking the sidewalk all the way down to Lathrop Street. Mayor Cleworth asked Ms. Gardino to make a suggestion on how to make an amendment to add this project.

Ms. Gardino said that there is a curb corner and sidewalk upgrade project, but the scope does not include new sidewalks. Ms. Gardino said that currently we are fiscally constrained so something will have to give to add this project to the TIP. Ms. Gardino continued on to say that she has looked at the area, and doesn't know if FMATS would want to just build a sidewalk by Raven Landing and not build one by the low income housing. Ms. Gardino noted that she does not think that she would want to do that, but that is just her opinion. Ms. Gardino said that if FMATS were to build a sidewalk on Kellum Street it would be beneficial not to create a gap.

Mayor Hopkins asked what page of the TIP the Graehl Park Project is on and Ms. Gardino stated that it is on page ten (10) of the TIP. Mayor Hopkins asked if FMATS could do anything with the CMAQ funding and Ms. Gardino stated that the TIP is fiscally constrained and there is no pot of money that she has she not allocated for use. Mayor Hopkins asked Mayor Cleworth what year he would like funding to do work on the sidewalk. Mayor Cleworth said the City does not care if it is 2012 or 2013, just as long as it gets done. Mr. Schmetzer stated that he thinks a generic sidewalk project as a placeholder is a good idea, because when funding becomes available these projects could be obligated. Mr. Schmetzer continued on to say that there was a generic placeholder sidewalk project that was taken out of the TIP

that might need to be put back in the TIP. Mayor Hopkins asked what would happen if the scope was just amended for the sidewalk project on page ten (10) to include Kellum Street. Ms. Gardino stated that adding streets to the current sidewalk project could be done because that is a generic scope. Ms. Gardino noted that she was of the opinion that the sidewalk project should have been a generic scope, but it turned into a specific scope. Ms. Gardino said that there is some offset funding available, in the amount of about \$300,000, but there are some change orders coming. Ms. Gardino continued on to say that there is some (offset) funding to start something.

Mayor Hopkins said that it seems like we could get this project in FFY12 as part of the other sidewalk project.

- **Motion to Amend:** To modify the draft 2012—2015 TIP to change the scope of the FMATS Pedestrian Improvement project to include sidewalks on McGowan and Kellum from Cowles to Lathrop. (Cleworth, Musick)

Discussion: Mayor Cleworth apologized to the FMATS Policy Committee stated that he must leave the Policy Committee meeting at noon to attend a previously scheduled event.

Mr. Roberts stated that, as he understands, another project is going to be added to the FMATS Pedestrian Improvement project, which was created by a motion from Mayor Hopkins last month. Mr. Roberts continued to ask if there are now two competing project contained in one project and noted that one project could be expedited quicker than another project. Mr. Titus asked if they are all sidewalks and Ms. Gardino noted that they are all pedestrian facilities, which includes part of a trail. Mr. Roberts asked if this new motion should be a separate project.

Ms. Gardino stated that she envisions this sidewalk project similar to the Preventive Maintenance program in which certain sections of sidewalk could be added to a generic item in the TIP each year, which a subcommittee would decide. Ms. Gardino said that this larger sidewalk project would possibly take more time because it is more area to cover. Ms. Brown said that the City of Fairbanks would probably want to design the Kellum street project where the DOT is designing the project around Davis Road.

Mr. Titus suggested that the City of Fairbanks design all of the sidewalks included in the FMATS Pedestrian Improvements project. Mr. Schmetzer noted if the State is maintaining sections of road then they should probably design projects along those sections of road. Mr. Birkholz stated that these sections of sidewalk could be designed as a single project and spinoff construction projects could be done.

Mayor Isaacson asked if the reason why this project is being added to the FMATS Pedestrian Improvements project, rather than the Curb Corner project, is because this is a new section of sidewalk rather than an ADA upgrade. Ms. Gardino confirmed that this is the reason. Mayor Isaacson said that he feels if this project is an immediate priority then it would be beneficial to add it under the scope of the Curb Corner project. Mr. Titus asked if the Curb Corner project is going to be on the street very soon and Ms. Gardino stated that the authority to advertise is being requested on stage one (1) of the project. Ms. Gardino stated that this project is being split up into two stages because of right-of-way and the second stage is going to be constructed next year. Ms. Gardino noted that the \$600,000 in funding allocated towards the Curb Corner project is for the work planned and was not a placeholder. Mr. Titus asked if the Curb Corner project is not the proper project to add the sidewalks along Kellum Street to. Ms. Gardino stated the scope must be changed, if that were the case, and Mayor Isaacson noted that it

could be done.

Mayor Hopkins asked if it matters which current project this new scope falls under. Mr. Titus stated that as the motion is on the table this project would fall under the FMATS Pedestrian Improvement project. Mayor Hopkins asked if it is better to put it in one project or the other in terms of TORA's and getting other things done. Mr. Titus said that Mayor Cleworth said this project is not really time critical and something that they would like to happen, and FFY13 is an acceptable timetable for them. Mayor Hopkins asked if there was any discussion about a pedestrian crossing at Cowles to get the pedestrians to the library. Mayor Cleworth stated that there has been no discussion on a pedestrian crossing at Cowles and Mr. Titus said that it would probably be in the scope of the work.

- **Vote on the Amendment:** Two opposed (Roberts, Isaacson). Approved.

Mayor Cleworth stated that Senator Thomas had some questions on the bond money in the Old Steese area and before the meeting is adjourned, it might be beneficial to inform Senator Thomas of the projects that FMATS has in the area.

Mayor Cleworth left the meeting. (11:50)

Mr. Titus stated that there is a report on all of the GO Bond projects and he will make sure that Senator Thomas received a copy of that report.

Senator Thomas stated that he did want to make a comment on what was eluded to earlier by Mayor Isaacson and some other comments on the status of the FMATS money, but will make those comment under public comment.

Mayor Hopkins stated that he needs clarification on the motion before he makes an amendment. Mayor Hopkins asked Ms. Gardino if the Tanana Drive Extension Project was in the TIP and it is just a matter of where and when the funding goes towards the project. Ms. Gardino confirmed that the project is in the Illustrative section of the TIP.

- **Vote on the Amended Motion:** None opposed. Approved. (Mayor Cleworth not present)

d) Bike Path Maintenance

Ms. Gardino noted that Mayor Isaacson requested that this item be put on the agenda and received a number of pictures from Mayor Isaacson illustrating the condition of bike paths around the North Pole area.

Mayor Isaacson proceeded to pass pictures of bike paths to each members of the Policy Committee.

Mayor Isaacson emphasized the use of ATV's near bike paths and stated that if the bike paths could be swept and maintained it would be cheaper than building new bike paths. Mayor Isaacson noted that he understands the importance of bike paths and ATV's, but would like to see FMATS take better care of the paths already in place.

Mayor Isaacson said that all of the paths that he took photos of are outside of the North Pole City limits and that with CMAQ funding the City of North Pole is in the process of purchasing a sidewalk sweeper. Mayor Isaacson continued on to say that the City of North Pole is planning on maintaining the pathways inside City limits, when they receive this sweeper, and if the DOT & PF would like the City of North Pole to maintain pathways outside city limits all it would take would be funding for the employee and supplies. Mayor Isaacson continued on to say that it would be possible for the City of North Pole to maintain

Badger Road and Hurst Road because a lot of people are using this area. Mayor Isaacson said that a number of these issues may also be present in other areas around the FMATS boundary.

Discussion: Mayor Hopkins asked, for the record, if FMATS is talking about outlawing any motorized vehicles on the separated pathways. Mayor Isaacson said that he would like to see FMATS suggest a method of accommodation to the State Legislature on how to allow motorized vehicles to use these (separated) facilities. Mayor Hopkins stated that he had some discussion concerning preventive maintenance on bike paths after riding on a bike trail on Monday and understands that there is a great deal of need for preventive maintenance on these facilities. Mayor Hopkins continued on to say that there is a preventive maintenance meeting next month and this could be an appropriate opportunity to raise this issue.

Mr. Roberts asked for clarification on the law prohibiting motorized vehicles from driving on separated pathways, stating that he understood it to be legal at one point for snow machines to operate on separated pathways.

Ms. Gardino read the Alaska State Statute prohibiting use of motorized vehicles on these separated pathways.

Mr. Roberts asked if it was legal to drive a snow machine on the Farmers Loop bike trail and Ms. Gardino stated it was not legal. Mr. Roberts said that there used to be signs stating it was legal to drive a snow machine, at certain periods of the year, and Ms. Gardino informed Mr. Roberts that those signs have been removed, but was unaware of when they were removed.

Mr. Musick said that as part of the Non-Motorized Transportation Plan each transportation corridor should be looked at to provide motorized use whenever possible to prevent the circumstances shown in the photos Mayor Isaacson presented.

Mr. Titus, speaking for the DOT, stated that there is a maintenance program to maintain bike paths, but he is unaware whether or not the particular pathways that Mayor Isaacson presented are in the program this year.

Ms. Gardino noted that DOT, M & O is doing a request in the amount of \$300,000 for statewide bicycle and pedestrian facilities rehabilitation and improvement on Farmers Loop, McGrath Road, and Chena Pump Road.

Mr. Titus stated that there are a lot of needs and not enough budget.

9. Public Comments

Senator Thomas said that this has been an interesting meeting, but when he hears June 15th for bid dates it always bothers him. Senator Thomas said that prioritizing the sequencing of projects is extremely important and trying to put other projects in and throw things in does not lead to a very good ability to complete things.

Senator Thomas said aside from those comments he did want to mention the FMATS money. Senator Thomas asked Ms. Gardino if the form that he was holding was the form that she filled out. After examining the form, Ms. Gardino confirmed that the form Senator Thomas was holding was the CAPSIS request that she did complete.

Senator Thomas said, reading from the CAPSIS request, the amount listed above represents ten (10) projects in the TIP that currently do not have funds for construction.

Senator Thomas said that he basically took FMATS language and did not designate any projects anywhere, so when he received a memo (designating funding to project) they made someone correct that memo. Senator Thomas stated that memo indicated, reading from a memo, that there had been "FMATS TIP funds added in the Senate's version of 2012 CIP totaling ten (10) million dollars as you are aware no direct funding for road improvement projects was included in the Senate's version of the Bill." Senator Thomas continued on to read "that the Senate chose instead to fund FMATS and cited its intent that funding be applied to the following projects." Senator Thomas stated that the previous excerpts were absolutely not correct and they made the person that did that memo correct that memo, because they kept saying "I don't know how it could be misunderstood" and Senator Thomas replied that's right it could not be misunderstood it is very clear, but very inaccurate." Senator Thomas stated, referring to the memo, that it was corrected and no funds were designated to specific projects.

Senator Thomas said that if FMATS wants him to put in specific projects he will be more than happy to do that, but they probably will not be FMATS projects. Senator Thomas continued on to say that we need to determine one way or another how we are going to do it. Senator Thomas said that the conversation is very inaccurate and this (referring to the document in his hand) is what we submitted and the bottom says for use for co-chair staff only. Senator Thomas said that he has no idea what the House did and they may have tried to change the CAPSIS entry and he guesses that is their business, but FMATS should ask people what they put in for their projects. Senator Thomas continued on to say that you should ask people what they put in for their projects and ask them to show you, if not give you a copy, because he is sure that in some cases it would be kind of embarrassing for them to give you a copy.

Senator Thomas said that if there are any other questions that anyone has, regarding the FMATS submittal through the Senate, this is exactly what we did. Senator Thomas stated that we took basically your form and submitted it for the projects that you wanted to because we appreciate, although sometimes disagree, with how FMATS distributes the money, but it says several times the funding will be directed to projects in FMATS approved TIP to supplement the Federal allocation, typically eight (8) million annually. Senator Thomas stated that similar request was approved by legislators in previous years and it is done to utilize the appropriation to best maximize the existing federal allocation while working to construct the projects of higher priority in the area. Senator Thomas continued on to say expenditures of these funds would be used to stretch the federal program and supplement projects that require unanticipated funding throughout the development process, as identified by FMATS staff, vetted through the Technical Committee, and approved by the Policy Committee. Senator Thomas stated that no projects were delineated and anyone is welcome to a copy of the document that he just read from.

Mr. Titus stated that FMATS appreciates Senator Thomas's support in previous years and he probably has an idea, but the help that the general fund monies that FMATS gets through the Legislator is very helpful for FMATS. Mr. Titus continued to say that the funding FMATS received last year was a big boost and this year will be even bigger. Mr. Titus stated that the State funding FMATS receives helps with match funding, change order funding, and funding just to fund a project.

Senator Thomas stated that we are all conservative with other people's money, but when it comes to our districts we have a change of heart. Senator Thomas continued on to say that is why when people start complaining about other people's projects in other areas he says their projects are their projects and if you do not like their projects that is all well and good, but the more vocal you are about their projects the less they like our projects. Senator Thomas stated that he likes to say that he likes our projects because he knows what they are and they look good, but he is not going to complain about something in the Mat-Su valley or someplace else because he does not understand that project and he is sure to them that it is a good project. Senator Thomas stated that it is not a worthwhile argument to have and we will get as much money as we can possibly get in the budget on an annual basis.

Mr. Roberts asked Senator Thomas, stating that in addition to FMATS, the Borough and the City of Fairbanks also submitted CAPSIS requests, if the funding that is being funded to FMATS is for FMATS and the Policy Committee and it was the intent of the Senate to not respond to the City of Fairbanks CAPSIS request. Senator Thomas stated that he would have to look to see what the City of Fairbanks CAPSIS requests were and they came very late, if at all. Senator Thomas continued on to say that he remembered meeting with the fire departments, Warren Cummings in particular, and they submitted the \$300,000 for the breathing apparatus and stuff like that to be replaced. Senator Thomas stated that there might have been another item or two, but there were not any road projects on that (the CAPSIS request). Senator Thomas stated that if he received them he received them very late and he could get that information and document that because people generally do that in some type of written format. Senator Thomas noted that it was probably e-mailed to them so they could put it in the CAPSIS and the paper trail could be recovered.

Mayor Hopkins stated that if he remembered, back in November or December, the FMATS Policy Committee, through a couple of amending actions, that a letter was submitted to the Governor or that might have been the basis of what was put in the CAPSIS. Mayor Hopkins continued on to say that FMATS designated their top priority was to get just undesignated funding for FMATS through General Fund appropriations. Mayor Hopkins stated that FMATS did have a list, but it was decided to put that piece the highest and that is what he remembers. Mr. Titus confirmed that is what happened and that FMATS did have a list of projects, in January, that was listed in the CAPSIS. Mr. Titus asked Ms. Gardino if that was correct and Ms. Gardino confirmed that was correct. Mr. Titus stated that FMATS has some idea what they think they would spend the money on, depending on how much money FMATS gets. Mr. Titus stated that having the ability to move the funding around is an ideal thing for this group.

Mayor Hopkins asked Senator Thomas, in regards to the letter that had something that needed to be corrected, if something was sent out in regards to that correction. Mayor Hopkins asked if that happens to be where there was some discussion about what projects would be designated for the FMATS fund. Mayor Hopkins noted that he was not seen a corrected statement. Mr. Roberts stated that he has seen a corrected statement in an e-mail that was sent out. Mayor Hopkins noted that he will contact a Juneau representative. Mr. Titus asked Senator Thomas if that information was communicated to FMATS and Senator Thomas said that the information was basically communicated to the Fairbanks City Council and the City of Fairbanks Mayor.

Mayor Hopkins thanked Senator Thomas for the Senate Bill 230 funding and for the future funding that FMATS might receive stating that it is very important for FMATS. Mayor Hopkins continued on to say that FMATS can start many projects and finish many project with that funding.

Senator Thomas stated that it is easy to complain about what people do or don't do, but he is here to help FMATS any way that he can and he would suggest the earlier that you can get your budgets and things together submit them to the Governor because you will get that extra bite of the apple. Senator Thomas continued to say that some requests will get funded and some will not, but it is much easier to keep things in the budget, particularly when it is the Governor's budget, than it is to put new stuff in. Senator Thomas said that it always sounds ugly from the outside, but he does not see it any different this year than it has been in previous years.

The FMATS Policy Committee thanked Senator Thomas for attending the meeting.

10. Other Issues

There were no other issues

11. Informational Items

Mayor Hopkins asked if there was a priority on the informational items because he has a previously scheduled engagement. Ms. Gardino suggested moving the University Avenue presentation to the next Policy Committee meeting, but she thought that FMATS should hear from Mike on Geist Road.

Mayor Hopkins said that he has one question regarding University Avenue, stating that he didn't think was too involved, that he could ask after the presentation on Geist.

a. University Avenue Widening Presentation

This agenda item was originally postponed until a later period of time, but was discussed later in the meeting.

b. North Pole Road-Rail Crossing Update

There was no discussion about this agenda item.

c. Geist Road Rehabilitation

Mike Lund, Construction Project Manager at DOT & PF, gave a presentation on the Geist Road Rehabilitation project.

Mr. Lund said that Geist Road is going to be re-built this summer from Loftus to University Avenue and road construction does not include either of those intersections, but will include the Geist Road/Fairbanks Street intersection. Mr. Lund said that access to the businesses will remain throughout the length of the project and that the closure of Geist Road, to through traffic, will last approximately two and a half weeks, with the worst confusion expected in the first three or four days. Mr. Lund stated that further information is available on the project website as well as the project office in the Chena Pump Plaza. Mr. Lund stated that the project will not be addressing the bike path and will be doing some ADA ramp upgrades.

Mayor Hopkins asked if University Avenue will be closed during the bridge replacement on that stretch of road. Ms. Brown said that in the FONSI report on page 55 it shows lane closure and building of half of the bridge to keep the bridge operational. Ms. Brown noted that this is subject to change, but there will be lane closures in the plan.

Mayor Isaacson asked if the bridge is just being rehabilitated and Ms. Brown said that the bridge is going to be replaced. Mr. Hernandez asked Ms. Brown if the bridge on University were to be closed, how long would it be closed for. Ms. Brown stated she did not know the exact length, but imagined that it would be most of the season.

Mayor Hopkins left the meeting. (12:25)

Ms. Brown gave a presentation on the University Avenue widening project.

d. Non-Motorized Transportation Plan Open House May 18 at 5pm

There was no discussion about this agenda item.

e. Bike to Work Week (May 16 – May 20)

There was no discussion about this agenda item.

f. FFY11 Obligation and Offset List Update

There was no discussion about this agenda item.

g. Plack Road Bicycle and Pedestrian Facility Open House May 24 at 4pm

There was no discussion about this agenda item.

h. Capital Budget Update

There was no discussion about this agenda item.

12. Committee Comments

Mayor Hopkins returned to the meeting. (12:33)

Mayor Hopkins asked if there was an update on when the latest revision of the STIP would be available, stating he was asking in regards to the PM_{2.5} projects. Ms. Gardino said that the funding is already in the STIP and the projects do not need to appear separately.

Mayor Hopkins asked for an update on the project at Airport Way West and Dale Road. Ms. Janet Brown stated that work is still being done on the environmental document in regards to that project.

Mayor Hopkins asked for an update on the Steese/Johansen project. Mr. Titus said that the City of Fairbanks is doing the design for the piece that is connecting Helmericks to College Road along with the railroad crossing. Ms. Gardino said that there is also an upgrade to the road behind the Bentley Mall. Mayor Hopkins asked if it were possible is there could be a presentation on the Steese/Johansen project in the near future. Mr. Titus said that would be possible to put an update on the project on the next agenda.

Mayor Isaacson said that he appreciates the idea of right-of-way, but feels there is a difference between the right-of-way on the University Avenue Widening project and the North Pole Interchange Pedestrian Facilities project. Mayor Isaacson informed the FMATS Policy Committee that there is a City-wide open house at North Pole next weekend.

Mr. Titus informed Mayor Isaacson that right-of-way can be a lengthy process and if condemnation is required it can take time. Mayor Isaacson asked Mr. Titus if the City of North Pole could help in the acquisition of right-of-way in the North Pole Interchange Pedestrian Facilities project. Mr. Titus said that right-of-way is a federal process that FMATS needs to go through and the City of North Pole could not assist.

13. Adjourn

- **Motion to adjourn:** (Hopkins, Roberts). Approved. Adjourned at 12:41 pm.

Next Scheduled Policy Committee Meeting, 10:00 am, Wednesday, June 15, 2011 at the DOT&PF Main Conference Room.

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

Date: 6/15/11