



## POLICY COMMITTEE

**Council Chambers, City Hall, 800 Cushman Street, Fairbanks, AK**

**Meeting Minutes – May 18, 2016**

**1. Call to Order**

Mayor Bryce Ward, Chair, called the meeting to order at 12:00 p.m.

**2. Introduction of Members and Attendees**

<b>Attendee</b>	<b>Representative Organization</b>
*Bryce Ward, Chair	Mayor, City of North Pole
*Karl Kassel, Vice Chair	Mayor, Fairbanks North Star Borough
*Jackson Fox for John Eberhart	Mayor, City of Fairbanks
*Ryan Anderson	Director, DOT&PF, Northern Region
*Janice Westlind	FNSB Assembly Member
*David Pruhs	City Council Member, City of Fairbanks
*Denise Koch (via telephone)	DEC, Division of Air Quality
**+Donna Gardino	FMATS MPO Coordinator
**Alicia Giamichael	FMATS Transportation Planner
**Deborah Todd	FMATS Administrative Assistant
**Margaret Carpenter	DOT&PF Planning
**Linda Mahlen	DOT&PF Planning
**Rich Felsing	FNSB Planning
+Judy Chapman	DOT&PF Planning
+Lee Borden	DEC, Division of Air Quality
Steve Decker	HDR, Inc.

*\*FMATS Policy Committee Members, \*\*FMATS Staff Members, +FMATS Technical Committee Members*

**3. Public Comment Period (3 minute limit)**

No public comment.

**4. Approval of the May 18, 2016 Agenda**

**Motion:** To approve the May 18, 2016 Agenda. (Pruhs/Westlind).

**Discussion:** No further discussion.

**Vote on Motion:** None opposed. Approved.

**5. Approval of the April 20, 2016 Meeting Minutes**

**Motion:** To approve the April 20, 2016 meeting minutes. (Kassel/Westlind).

**Discussion:** No further discussion.

**Vote on Motion:** None opposed. One Abstention. (Pruhs). Approved

**6. Committee Reports**

**a. Coordinator's Office Report and Technical Committee Action Items**

Ms. Gardino provided information and highlights for all meetings, briefings, open houses, workshops, and presentations she and FMATS staff attended or participated in.

**b. Coordinator's Office Reorganization Update**

Ms. Gardino explained that her to-do list included writing a personnel policy and white paper to the State outlining the pros and cons of providing payroll support to FMATS.

**7. Old Business**

**a. Green Streets Policy Public Comment Update**

Ms. Gardino stated they received three letters of support before the Green Streets Policy went out for public comment but had received no further comments to date. The public comment period closed on May 20, 2016; and then it would be brought back to the Policy Committee for approval.

**b. Transportation Alternative (TAP) Program (Action Item)**

Ms. Gardino stated that the Policy Committee had previously discussed this at length and then tabled it. Ms. Gardino stated that it went back to the Technical Committee who discussed it and came up with the same recommendation to participate in the Statewide TAP Program. Ms. Gardino stated that applications for the program were due by June 30, 2016.

Ms. Gardino stated that while the Technical Committee had recommended participation in the Statewide Program; they had several questions such as the areas of eligibility and population qualifications for eligibility, whether Anchorage could participate since they received separate funding, and whether they could participate this year and return to the solicitation process next year. Ms. Gardino stated that she had specific questions related to the program as well. Ms. Gardino stated that she had been advised that Anchorage could participate in the statewide program. Ms. Gardino stated that FMATS could participate in the statewide program and the \$900,000 to run their own program which had not been known prior to this meeting. Ms. Gardino stated that they had also inquired about the 20 percent non-Federal share because the state had the flexibility of having a 9.03 percent non-Federal share but chose the 20 percent non-federal share to demonstrate more local investment into the projects. Ms. Gardino stated that was problematic but that was how Anchorage was running their program and that was how the State was running theirs.

Mayor Kassel inquired if there was any chance of changing that 20 percent requirement and, if so, who they contacted regarding that.

Mr. Anderson stated that at this point he thought that the 20 percent was set. Mr. Anderson stated that the State also struggled with their match availability and every year the Legislature had not given them what they had requested. Mr. Anderson stated that they were very tight on match funding Statewide; but encouraged Mayor Kassel to put a request in to Program Development.

Mayor Kassel stated that he totally concurred and that was why he was confused. Mayor Kassel asked Mr. Anderson if the State had the option of choosing the 9 percent or 20 percent match; why they would require the higher match when they were short of matching dollars.

Mr. Anderson stated that he believed that the DOT was also short on matching dollars and asked Ms. Chapman if she had anything to add about that.

Ms. Chapman stated that she had spoken with them and advocated that they go with the 9.3 percent sliding scale match, since it was so close to the expiration date of the 2013 funds and would be easier for communities to get that match together. Ms. Chapman stated that since AMATS had already

rolled out the 20 percent match and that was the expectation of the public regarding the TAP Program; they had told her that they were committed to going with the 20 percent match at this point. Ms. Chapman stated that she agreed that it was really hard for communities to come up with 20 percent in a quick time frame, but the Borough might get better results than they had internally.

Mayor Kassel stated that he read through the justification and it was kind of confusing. Mayor Kassel stated that if they were trying to demonstrate community interest, but the 20 percent was mandated and not optional; that did not demonstrate community interest. Mayor Kassel stated that leaving it at 9 percent minimum, communities were afforded the option to put in more money to score more points and demonstrate their community interest. Mayor Kassel stated that it seemed like leaving it at 9 percent minimum with the option to raise it, demonstrated the process better. Mayor Kassel stated that he thought they should pursue whatever avenues they could to see if they could get that reduced. Mayor Kassel stated that Anchorage could still put in 20 percent to demonstrate their community interest and it would not preclude them from doing that but just did not mandate that everybody jump on the same bandwagon.

Ms. Chapman stated that normally in other programs that they put out to project nominations, had a project nomination board, and there was a set match; if a community wanted to contribute additional match funding for projects; they got additional points and it increased their score. Ms. Chapman stated that she agreed that it would be a fair way for a community to demonstrate interest and if they wanted to put in additional funding they should be allowed to receive additional points for match. Ms. Chapman stated that she wanted to clarify that FMATS could get their own allocation based on the accumulation of the last four years of funding, but it was really the entities that were part of FMATS which were the Borough and the two cities that could apply either for projects within the MPO boundaries for projects through the FMATS allocation of TAP funds or they could apply for the statewide pot of funds.

Mayor Ward inquired if FMATS could make the match amount 9 percent when they created their own program.

Ms. Gardino stated that she did not know if that was possible and would have to defer to the State on that since they had the flexibility of selecting that 20 percent non-federal share and did not know if that was in FMATS control.

Ms. Chapman stated that they would have to add that to the list of questions they were sending to Headquarters about the structure of the program. DOT had requested answers to those questions by this meeting but had not received them.

Ms. Gardino stated the applications were due June 30, 2016. Ms. Gardino stated that she still had to find out if FMATS decided to have a process if an amendment was required to the TIP when they added that program.

Ms. Gardino stated that they could add it as one line item, but would still have to do an amendment to the TIP to add that program.

**Motion:** To request that FMATS receives an allocation from TAP and to encourage local entities to apply under the statewide program. (Fox/Kassel).

**Discussion:** Mr. Fox stated that the City of Fairbanks was interested in applying for projects underneath the statewide program; and one in particular was the Chena Riverwalk on the north bank of the Chena River. Mr. Fox stated that it was a \$4 million dollar project and seemed like the project would be an appropriate project to apply for that funding since it could be broken into segments and the City already had \$400,000 in State funds for the design of that facility that could potentially be used as match. Mr. Fox stated that he thought that the City of Fairbanks should come to the table and offer nominations for that project.

Mr. Pruhs stated regarding what Mr. Fox brought up, that project was also one of the City of Fairbanks' closest shovel-ready projects so it would probably score very high on this project list.

Mayor Ward stated that he wanted to add that he thought this was a good process. Mayor Ward stated that they had taken their time making this decision and it looked like they were able to set up their own program and entities were able to take advantage of the state program as well so he appreciated the Policy Committee's ability to flush out the details and make the best decision for the community.

**Vote on Motion:** None opposed. Approved.

**c. Earmark Repurposing Response Letter**

Ms. Gardino explained that FMATS had received a letter from Commissioner Luiken in response to their letter regarding use of earmark funding. Ms. Gardino stated that the letter explained that most of the earmark money could only be used within 50 miles of the area where it was originally earmarked. Ms. Gardino stated that the Dalton Highway had already received earmarks in the past and some of the money was promised for the Ketchikan area by the Governor and the money designated for the Knik Arm Bridge was being withheld until they had more information about the funding of the project. Ms. Gardino stated that there was a reference to the Statewide Multi-Modal plan which she was not sure about. Ms. Gardino stated that she had received a call from the Commissioner that morning and he left a message that he wanted to discuss ideas he had for repurposing the O'Connor Creek Bridge earmark which was roughly \$250,000.

**8. New Business**

**a. Yankovich-Miller Hill Road Reconstruction and Multi-Use Path PH2 Increase (Action Item)**

Ms. Gardino stated that they had added funds to the project with Amendment #3 that was approved last month. Ms. Gardino stated that a new estimate was received after that Amendment had been approved and they needed approximately \$277,218. Ms. Gardino stated that the recommendation from the Technical Committee had been to provide that additional funding using offset funds.

**Motion:** To approve the increase in PH2 of the Yankovich-Miller Hill project from \$117,000 to \$277,218 using offset funding. (Kassel/Westlind).

**Discussion:** No further discussion.

**Vote on Motion:** None opposed. Approved.

**b. Metropolitan Transportation Plan Scope of Services Draft**

Ms. Gardino explained that FMATS had amended the UPWP to include the Metropolitan Transportation Plan (MTP) Update that had to be done every four years and the last one was approved in January 2015. Ms. Gardino stated that this MTP needed to be done by August of 2018 so they were getting a good start on it. Ms. Gardino stated that the packet included a draft Scope of Services for their review and comments. Ms. Gardino stated that they would like to incorporate the performance measures into the scope and bring it back to the Policy Committee for approval before they put it out to bid. Ms. Gardino stated that the timing of the performance measures target was working out well for the update of the long range plan.

**c. North Pole Comprehensive Strategic Plan (Action Item)**

Ms. Gardino explained that the one of the things that FMATS did under the UPWP for the Metropolitan Transportation Plan was to review other plans to ensure that they were consistent. Ms. Gardino stated that she thought it was appropriate to review the City of North Pole Strategic Plan that was released last month and, after review, she had incorporated her comments into it and written a letter. Ms. Gardino stated that she thought it was a great plan and would be more appropriate for Mayor Kassel, as Vice Chair to sign the letter, rather than Mayor Ward.

**Motion:** To approve the comments to the North Pole Comprehensive Strategic Plan as written. (Kassel/Westlind).

**Discussion:** No further discussion.

**Vote on Motion:** None opposed. Approved.

**d. FFY17-18 Unified Planning Work Program (UPWP) Draft**

Ms. Gardino stated that FMATS had been working on the development of the plan and there had been five meetings since the last Policy Committee meeting. Ms. Gardino stated that the last three meetings had been focused on the budget portion of the plan. Ms. Gardino stated that the plan was still in draft form and subject to further revisions.

**9. Public Comment Period (3 minute limit)**

No public comment.

**10. Other Issues**

No other issues.

**11. Informational Items**

**a. Freight Mobility Plan Update-Freight Advisory Committee and Open House Update**

Ms. Gardino introduced Stephen Decker of HDR, Inc. to provide an update on the status of the Freight Mobility Plan.

Mr. Decker stated that HDR had started work on the Plan in December of 2015. Mr. Decker stated that they had completed much of the public involvement process, data evaluation, literature reviews, evaluation of all associated studies leading to existing conditions analysis, developed a website for the plan, created a public opinion survey, created an

interactive map that people could look at and comment directly onto, conducted a variety of stakeholder interviews with folks from the airport, railroad and other industry freight operators to build their database of information for freight mobility in the region. Mr. Decker stated that they had also collected available data and information from the DOT, as well as various state, local, and federal agencies. Mr. Decker stated that they had also spoken with the Freight Advisory Committee about their vision, goals, and objectives. Mr. Decker stated that they were going through the initial tasks of existing conditions and mapping what the Plan would look like. Mr. Decker stated that they were currently looking into what the priorities for future freight mobility were going to be. Mr. Decker stated that they had looked at the State Rail Plan and a variety of other studies; and received additional input from members of the Freight Advisory Committee. Mr. Decker stated that they had identified all the regional highways and local roadways that moved freight in and out of the region which would be the backbone for existing conditions evaluations. Mr. Decker stated that they had also identified the existing rail, air, and pipeline facilities since this was to be a multi-modal plan. Mr. Decker stated that water transport was the predominant method of moving goods into and out of the state. Mr. Decker stated that air transport was the main method for movement of commodities moved by value into the state; as well as water and truck transport. Mr. Decker stated that electronics and mixed freight were items that were predominantly moved into the state and crude oil was the predominant freight exported out of the state.

Mayor Ward asked Mr. Decker if the movement data referred to movement statewide or local.

Mr. Decker stated that it referred to statewide movement numbers.

Mayor Ward stated that for clarification, HDR might want to indicate that somewhere on the data.

Mr. Decker stated that they might want to hone it to what was happening in Fairbanks to get a better understanding.

Mayor Kassel inquired if anyone had discussed the route of the railroad and the majority of the traffic going through town instead of potentially around town?

Mr. Decker stated that they had not heard about that from the stakeholders but they could certainly ask them about the different modes and ask how them how that affected the community.

Ms. Westlind inquired if anyone had broken down the amount of recycled materials that were exported out of Alaska.

Mr. Decker stated that he had not seen that number and asked whether that was typically done.

Ms. Westlind stated that initially there were complaints that they had not done enough recycling and then there were various entities that took it on, such as WalMart was backhauling things in empty trailers. Ms. Westlind stated that she wondered if there had been any consideration of that when they were compiling those numbers.

Mr. Decker stated that what happened in cases like that and that kind of activity was important to know about but had not specifically seen that data. Mr. Decker stated that he had not seen that data but would look for it. Mr. Decker stated that if the State collected and managed that data, HDR should be able to get that information.

Mr. Anderson asked Mr. Decker if HDR was going to look at Fairbanks; which was the hub for a large number of rural communities in terms of freight movement. Mr. Anderson stated that when they looked at the numbers on air and water, it was more of a bigger picture, but whether they were going to try and break that out to really understand how Fairbanks operated when it came down to the larger portion of the northern half of the state.

Mr. Decker stated that he thought that first and foremost the plan was a regional plan; so that would certainly be emphasized. Mr. Decker stated that the connection to the communities, moving goods by different modes in different ways, keeping trucks out of neighborhoods, the whole process and framework needed to address those issues in terms of how freight was moved within the region. Mr. Decker explained that it was a regional issue, in terms of coming in and out, but it was also about how things were distributed. Mr. Decker stated that there was a later task that would look at specific freight corridors and land uses that might concentrate those activities to localize and optimize them in terms of how the freight system operated here to get goods to those various other entities and locations. Mr. Decker stated that those were some of the things they would be looking at in the evaluations that came later.

Mr. Anderson inquired if they had coordinated with any of the gas line folks.

Mr. Decker stated that they had a discussion with some Refinery folks and some land developers in North Pole associated with the gas line.

Ms. Gardino stated that FNG (Fairbanks Natural Gas) had been at both of their Freight Advisory Committee meetings and they were also going to interview PetroStar and the Refinery. Ms. Gardino stated that she thought what Mr. Anderson was saying was that a lot of people that lived in the Bush came to Fairbanks and shopped at WalMart, Sams Club, or Spenard Builders Supply and then got those purchases hauled out to the village. Ms. Gardino stated that they to haul it by plane because there was no other way to get it there. Ms. Gardino stated that they were not talking about the cargo coming up on a jet, but on a smaller prop plane.

Mr. Anderson stated that DOT had just completed the Tanana Road project which was economically driven by an opportunity to move fuel from Fairbanks to the Yukon and distribute it from there. Mr. Anderson stated that Fairbanks was in the unique situation of being a hub for a large portion of Alaska to the rural communities.

Mr. Decker stated that it was not just in the region but farther out. Mr. Decker stated that was something they could discuss in terms of how

they addressed those aspects especially if Fairbanks was driving some of that economic activity and the movement of goods.

Ms. Gardino stated that was how many of the parts of the state and communities that did not have jet services got their goods.

Mr. Decker stated that was something that they could discuss and find ways for potentially improving the secondary air movement of goods.

Mayor Ward stated that looking at the data, the east ramp of the airport was where a lot of the fuel deliveries took off from and whether that was incorporated in those Statewide or local numbers.

Mr. Decker stated that he thought a lot of the statewide numbers came from the federal data set that might not capture that kind of activity. Mr. Decker stated that they had taken that statewide data set and refined it to that state and the regions to reflect those characteristics in terms of the weight, movement, and times of the year. Mr. Decker stated that the State might have that data available and they would talk to them.

Mayor Ward stated that he was sure that the east ramp of the airport probably had a report about what went out in and out of there.

Mr. Decker stated that they might even have some information about what the future might look like with what was happening out there.

Mr. Anderson stated that Everts Air Fuel, on the west side of the airport, was one of the big stakeholders that would have information and they should touch base with them.

Mr. Decker stated that they had already contacted seven of the stakeholders and would probably contact five or maybe more. Mr. Decker stated that he thought that the stakeholder information and the variety of that information was one of the the most valuable pieces of the report and that was what they would strive for. Mr. Decker stated that someone needed to write those notes down for him so he could remember them.

Ms. Gardino stated that she had them written down.

Mr. Decker stated that the next steps for HDR would be to complete the stakeholder interviews and add a few more that were discussed, complete the existing conditions report which would probably take a month or so but would discuss that schedule with Ms. Gardino. Mr. Decker stated that they had steadily progressed with the vision, goals, and objectives. Mr. Decker stated that once they finished the existing conditions and the goals and objectives; they would discuss the performance measures for the MTP. Mr. Decker stated that they had tried to match up the goals with the previous and upcoming MTP. Mr. Decker stated that the performance measures would meet the Federal guidance from FHWA with the FAST Act and their rulemaking. Mr. Decker stated that they would provide some examples of those performance measures to Ms. Gardino. Mr. Decker stated that HDR anticipated a draft plan by the end of 2016 and completion of the final plan by spring of 2017.

Ms. Westlind inquired if the online survey was still available for comments on the website or if the deadline for participation had already passed.

Mr. Decker stated that he thought it was open for quite some time and they were trying to get the word out to get more participation. Mr. Decker stated that an interactive map was also available for comments on specific areas.



**b. TIP Toll Roll-Out**

Ms. Gardino stated that the interactive TIP Tool was now available and they would provide a link to it on the FMATS website. Ms. Giamichael explained the features of the tool and demonstrated how to use it to look up projects and generate reports. Ms. Gardino stated that FMATS would send everyone a link to the TIP Tool and the link would be on the FMATS website as well. Ms. Gardino stated that the Borough had digitized all the maps for FMATS and thanked them. Ms. Gardino stated that she wanted to let everyone know that Ms. Giamichael had worked very hard and done a great job coordinating with the consultant to get the TIP Tool up and running.

**c. Consultation on the Safety Performance Measures**

Ms. Gardino explained that the final rule for the Safety Performance Measures had been rolled out and would be finalized on May 24, 2016.

**d. NPRM – Assess Performance on the NHS, Freight Movement on the Interstate, CMAQ**

Ms. Gardino stated that the Notice of Proposed Rulemaking had been released April 22, 2016 and comments were due August 20, 2016.

Ms. Gardino stated that she was working on getting more detailed information on which performance measures they needed to address.

**e. Obligations and Offsets**

Ms. Gardino explained the obligations and offsets that were included in the meeting packet.

**12. Policy Committee Comments**

- Ms. Westlind welcomed Mr. Pruhs to the Policy Committee and mentioned that she had received a mailer from DOT about an Open House on May 25<sup>th</sup> at Hotel North Pole from 5-7 p.m. for the Badger Road Corridor. Ms. Westlind stated that DOT would be discussing proposed safety improvements on Badger Road and wanted everyone to be aware of it. Ms. Westlind stated that she had a prior obligation and requested that Mayor Ward fill them in at the next Policy Committee meeting.
- Mayor Kassel welcomed Mr. Anderson to the Policy Committee and congratulated him on his new position as Regional Director of DOT&PF.
- Ms. Koch stated, via telephone, that for PM<sub>2.5</sub> 24-hour non-attainment area, EPA would be using the 2015 data from the North Pole Fire Station monitor to determine if the Fairbanks/North Pole non-attainment area met the standard. Ms. Koch stated that EPA would redesignate them from moderate to serious and that was expected to happen in June or July of 2016. Ms. Koch stated that EPA would post a notice in the Federal Register and it became effective 30 days from that designation. Ms. Koch stated that once effective, portions of the existing DEC regulations would be go into effect. Ms. Koch stated that the


contingency measures had gone through an extended public comment period in 2013 so people might not remember what those measures were. Ms. Koch stated that the first item affected would be real estate sales and whether property sold had approved devices and if the device was on the list of approved devices, it could stay; but it would have to be removed or replaced if it was not on the approved list. Ms. Koch stated that DEC had sent an email to all officials in the Fairbanks North Star Borough and another would be sent to all real estate related entities and organization who handled real estate transactions. Ms. Koch stated that there would also be a commercial wood seller contingency and disclosure was currently voluntary, but once the area was redesignated as serious by EPA; DEC would issue a 60-day public notice announcement and that the program would become mandatory. Ms. Koch stated that once the area was designated as serious, DEC would work with the Borough to prepare a serious SIP and that would require the stationary sources in the area to do Best Available Control Technology Analysis and provide that analysis to DEC.

- Mr. Pruhs commented that he was a City Council member and also a Real Estate Broker. Mr. Pruhs stated that he had received the DEC letter the day before and forwarded it to the Greater Fairbanks Board of Realtors. Mr. Pruhs stated that DEC would receive a flurry of questions. Mr. Pruhs stated that the basic question would be whether the State of Alaska would view it as a license violation if a real estate transaction occurred with an illegal wood stove when a licensed professional was involved. Mr. Pruhs stated that Ms. Koch would have to be thinking about that and suggested she contact Sharon Walsh, the Executive Director of the Alaska Real Estate Commission. Mr. Pruhs stated that one of the ways that real estate had always been governed for safety, sound, and structural aspects, if not in Fairbanks, but in the Fairbanks North Star Borough, was through financing. Mr. Pruhs stated that if DEC really wanted to enforce it, they should put it on the financial side as well as the real estate side. Mr. Pruhs stated that the bank looked at a home and an underwriter reviewed it. Mr. Pruhs stated that if the underwriter saw a wood stove in the home they would want a certificate from the inspector or appraiser to see if it was a legal wood stove. Mr. Pruhs stated that if DEC really wanted to solve the problem on the inspection side that was where you did it because the bank was the one to enforce that because they had the tightest review.
- Ms. Koch thanked Mr. Pruhs for his comments. Ms. Koch stated that DEC would send a letter that would include the real estate and financial side. Ms. Koch stated that DEC was still working out what the compliance enforcement mechanism would be. Ms. Koch stated that they realized that it had to be taken into consideration if they found an entity that was found to be purposely in non-compliance.

- Mr. Fox stated that he wanted to announce two upcoming annual events he hosted. Mr. Fox stated that the first event was the Storm Drain Art event that would be on Cowles Street this year. Mr. Fox stated that he was specifically picking streets that were slated for reconstruction because after a couple years the paint on the street surface did not look that good. Mr. Fox stated that twenty entries had been received and at least eleven would be chosen. Mr. Fox stated that the second event was the Annual Stream Cleanup Event where they had volunteers pick up trash from the Chena River and Noyes Slough. Mr. Fox stated that the event would be June 11 this year. Mr. Fox stated that every year they had an average of 40 volunteers and removed over 1,000 pounds of trash from the river and the slough.
- Mr. Anderson thanked everyone and stated that he was appointed to the position the previous week and wanted everyone to bear with him as he made the transition. Mr. Anderson stated that he looked forward to serving on the Policy Committee. Mr. Anderson stated that Fairbanks was a great place to live and work and this was an opportunity that he appreciated. Mr. Anderson stated that his door was always open to everyone and they could stop by if they had a question or concern.
- Mr. Ward stated that he wanted to thank everyone for their great work.

### 13. Adjourn

**Motion to adjourn.** (Westlind/Fox). The meeting adjourned at 1:43 p.m. The next Policy Committee Meeting is scheduled Wednesday, June 15, 2016, at 12 p.m. in the Council Chambers, Fairbanks City Hall, Fairbanks, Alaska.

Approved:   
Mayor Bryce Ward, Chair  
FMATS Policy Committee

Date: 6-15-16