



POLICY COMMITTEE

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

Meeting Minutes – July 20, 2016

1. Call to Order

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

2. Introduction of Members and Attendees

Attendee

- *Bryce Ward, Chair
- *Karl Kassel, Vice Chair
- *John Eberhart
- *Ryan Anderson
- *Janice Westlind
- *David Pruhs
- *Cindy Heil for Denise Koch (via telephone)
- **+Donna Gardino
- **Alicia Giamichael
- **Deborah Todd
- **Margaret Carpenter
- **Linda Mahlen
- +Judy Chapman
- +Mary Pagel
- +Lee Borden
- +Jackson Fox
- Kellen Spillman

Representative Organization

- Mayor, City of North Pole
- Mayor, Fairbanks North Star Borough
- Mayor, City of Fairbanks
- Director, DOT&PF, Northern Region
- FNSB Assembly Member
- City Council Member, City of Fairbanks
- DEC, Division of Air Quality
- FMATS MPO Coordinator
- FMATS Transportation Planner
- FMATS Administrative Assistant
- DOT&PF Planning
- DOT&PF Planning
- DOT&PF Planning
- UAF
- DEC
- City Engineer, City of Fairbanks
- FNSB Planning

**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 July 20, 2016 Agenda

Ms. Westlind requested a change in the Agenda moving Agenda Item 7b under Old Business to Item 8I under New Business to improve the flow of discussion.

Motion: To move Item 7b to the end of New Business, as Item 8I and approve the Agenda, as amended. (Pruhs/Westlind).

Discussion: No further discussion.

Vote on Motion: None opposed. Approved.

5. Approval of the June 15, 2016 Meeting Minutes

Motion: To approve the June 15, 2016 meeting minutes. (Eberhart/Westlind).

Discussion: No further discussion.

Vote on Motion: None opposed. 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, presentation, and field trips she and FMATS staff had attended or participated in since the last meeting.

*Mayor Kassel returned the gavel to Mayor Ward who arrived at this point in the meeting.

b. Coordinator's Office Reorganization Update

Ms. Gardino stated that she had no update to present this month.

7. Old Business

a. FFY17-18 Unified Planning Work Program Comments to Date

Ms. Gardino explained that she had asked Ms. Carpenter to send the Draft UPWP to DOT Headquarters and the Civil Rights Office for review so they could receive and incorporate any changes they had prior to releasing it for public comment. Ms. Gardino stated that she received an email from Headquarters saying they had no real issues with the UPWP, so hopefully it would be approved when submitted.

8. New Business

a. Local TAP Application Award (Action Item)

Ms. Gardino stated that the TAP project applications were due at noon on Monday, July 18, 2016. Ms. Gardino stated that four applications were received and \$227,744 in Federal funds was available. Ms. Gardino stated that the applications were reviewed and scored by a committee consisting of: Alicia Giamichael from FMATS, Lee Borden from DEC, Margaret Carpenter from DOT, and Mark Peterburs from the Alaska Railroad on July 19, 2016. Ms. Gardino stated that the Committee had recommended that three City of Fairbanks projects be funded. Ms. Gardino stated that the total of those three projects was \$22,000 less than what was available so they had decided to put the remaining amount towards the Bjerremark Sidewalk Project for any DOT oversight. Ms. Gardino stated that Implementation of the Bike and Ped Count Equipment and City Sidewalk Condition Survey projects should be relatively easy but the Bjerremark Sidewalk project was a City project that was funded with HUD funding under a Community Development Block Grant. Ms. Gardino stated that the City had done an environmental process through the HUD process, but not the FHWA process. Ms. Gardino stated that the State was looking into transferring the money to HUD to relieve them from having to do another environmental process. Ms. Gardino asked Ms. Chapman whether DOT had received any new information on that. Ms. Chapman stated that they had talked with FHWA and they were looking into it and thought the initial response was positive.

Ms. Gardino stated that would enable them to go right to construction with the funding so they would not need that extra \$22,000. Ms. Gardino stated that if not, there had to be an environmental process. Ms. Gardino stated that the City was willing to do that process without establishing a Phase 2, but if the DOT did oversee that process they would have to establish a Phase 2 and it took six weeks to do that. Ms. Gardino stated that if that happened, they would miss their August 15th deadline and lose that \$125,000 dollars.

Mayor Ward asked Ms. Gardino if that did happen if the project got kicked out to next year or how that worked.

Ms. Gardino stated that the money needed to be obligated by August 2016 so if they had to establish a Phase 2 to do design or environmental work for FHWA, that was all they could do. Ms. Gardino stated that the City of Fairbanks had to be done with the CDBG Grant by March 31, 2017.

Ms. Gardino stated that they had funding for two thirds of the sidewalk and this was for one-third of the sidewalk. Ms. Gardino stated that she would have to defer to Mr. Fox for the answer to what they would do if they did not receive the funding.

Mr. Fox stated that if they did not receive the funding they would simply shorten the length of the sidewalk. Mr. Fox stated that the sidewalk was going to be 1700 linear feet and would extend from 23rd down to 28th Avenue, so they might have to stop it short at 25th, 26th or 27th Avenues if they did not receive the balance of this funding. Mr. Fox stated that the sidewalk directly served the high pedestrian volumes from 23rd and South Cushman to the Rescue Mission, Foodbank, and Resource Center for Parents and Children. Mr. Fox stated that if they did not receive the extra funding they would have to stop a block or two short from reaching those facilities.

Ms. Gardino stated that the other project that did not get funded was the University of Alaska Multi-Use Path Erosion Damage and would also require an environmental document so it would not use all the funds. Ms. Gardino stated that the University could apply for the next TAP Program and if they wanted to have that contingency in there, they should put that into the motion that was made.

Motion: To approve the Award for the Transportation Alternative Program, as recommended, with the addition that if the Bjerremark Sidewalk project cannot move forward, the funding is awarded to the University's Erosion Damage project for the Environmental phase. (Kassel/Westlind).

Discussion: No further discussion.

Vote on Motion: None opposed. Approved.

b. Potential Disapproval of the State Implementation Plan and Transportation Planning Impacts

Ms. Gardino explained that she had received an email from EPA discussing potential disapproval of the Moderate SIP and some "what-if" scenarios. Ms. Gardino stated that after reviewing those scenarios and reviewing the regulations for how it impacted the planning process, she had written down a page and a half summary of the impacts on the transportation planning process and included it in the meeting packet. Ms. Gardino explained that if there was a partial disapproval of the SIP that affected the Motor Vehicle Emissions Budget, they would go into a conformity freeze. Ms. Gardino stated that would not happen until it was published in the Federal Register, there was a public comment period, and then another publication listing the effective date of that freeze. Ms. Gardino explained that they had some time, but during that conformity freeze, only the projects in the first four years of the conforming TIP could move forward and no new MTP or TIP Conformity could be made. Ms. Gardino stated that was significant since their TIP projects ran out in September of 2018. Ms. Gardino stated that how long the freeze lasted

depended on how long it took the DEC to respond and resolve all the deficiencies in the moderate SIP which had to go through its own process. Ms. Gardino stated fixing all the deficiencies was not something that would happen overnight particularly when they were not aware of what those deficiencies were. Ms. Gardino stated that they could continue with project level conformity during a lapse period. Ms. Gardino stated that during a lapse they could continue with project level conformity. Ms. Gardino stated that during a freeze, no conformity could occur. Ms. Gardino stated that it would behoove FMATS to do a new TIP that went out to 2020. Ms. Gardino stated that FMATS held an Interagency Consultation Meeting for the Travel Model and new TIP.

Mayor Ward asked Ms. Heil what about would happen if the State were to submit the serious SIP before the original SIP was disapproved, if it would take precedence or if there was any way to avoid the SIP disapproval.

Ms. Heil stated that unfortunately the SIP would be treated individually. Ms. Heil stated that they were expecting EPA to have a finding on the Moderate SIP in the near future due to a court action. Ms. Heil stated that EPA was currently working with the court to establish the date they would publish the findings. Ms. Heil stated that DEC knew they had some areas of the SIP that might not be approved because they wrote the Reasonably Available Control Measure portion of the SIP prior to the vote and the Borough that did not have any authority to enforce it. Ms. Heil stated that the vote did not pass and the Borough started developing their own ordinances but DEC had already gone too far in the SIP process. Ms. Heil stated that in the control chapters, each single sub chapter of the SIP was individually categorized with its own number hoping that EPA could go in and disapprove specific sections of the SIP so that they could address those and diminish the likelihood of impact to the Motor Vehicle Emissions Budget. Ms. Heil stated that if pushed really hard to make a decision quickly, EPA might have no other recourse but to disapprove large portions of the SIP which would then have an impact on the Motor Vehicle Emissions Budget. Ms. Heil stated at DEC was waiting and trying to get everything in place so that whatever EPA disapproved could get addressed as quickly as possible. Ms. Heil explained that at the same time, they were going to get reclassified as "Serious" and when that happened, they would have two clocks, one for the moderate SIP and one for the serious SIP to be submitted. Ms. Heil stated that DEC would have to do both items and address everything to get it submitted to EPA as quickly as possible. Ms. Heil stated that in the meantime, DEC could not move on some things because the Implementation Rule for PM_{2.5} had not been issued yet. Ms. Heil stated that there was nothing in the current regulations that specifically addressed serious non-attainment areas. Ms. Heil stated that the Implementation Rule was supposed to come out this summer.

c. Travel Model Planning Assumption Recommendations Draft

Ms. Gardino stated that the Draft Technical Memo was included in the meeting packet. Ms. Gardino stated that next month they would be coming with the final draft but she wanted to give them a heads up about what was coming for approval by the Policy Committee. Ms. Gardino stated that Kittelson was hired by the DOT for the travel model update. Ms. Gardino stated that the recommended forecast for population and employment

conclusions used for the travel model were 0.7 percent growth rate for population and 1.1 percent growth for total employment. Ms. Gardino stated that without any additional activity, the population forecast was 0.6 percent and with the Eielson F-35 group factored in it appeared that most of those personnel would be living within 20 minutes of the Eielson gate which equated to about 0.1 percent. Ms. Gardino stated that the Borough was working on updating the analysis of the previous travel model update. Ms. Gardino stated that they should have a final draft of the memo from Kittelson by the end of the next week so they would have it to review next month (August). Ms. Gardino stated that they were trying to identify if there was an AK LNG factor that needed to be included so they were trying to get more detail about whether to consider it in the current travel model. Ms. Gardino stated that they were not sure, but it was something the group would discuss and come back with their assumptions next month.

d. 2017-2020 Transportation Improvement Program Interagency Consultation

Ms. Gardino stated that in the interest of trying to mitigate the potential implications to the transportation planning process from the partial disapproval of the Moderate SIP, it became obvious to her that their best recourse was to develop a 2017-2020 TIP. Ms. Gardino stated that then the question was whether the air quality agencies would let them use the same conformity that they used on the MTP in the interest of time. Ms. Gardino stated that if they waited for this travel model update and the freeze occurred, then they could not do anything. Ms. Gardino stated that she will try to expedite a new 2017-2020 TIP based on the MTP conformity for the 2040 Plan and FHWA had concurred with that approach as long as projects in the new TIP had been included in the MTP. Ms. Gardino stated that was the direction they were going to go and they would probably see a Draft TIP next month.

e. Cushman Phase 7 Increase (Action Item)

Ms. Gardino stated that the City of Fairbanks needed \$35,000 additional funding for the ACS bill and had additional funds available in Phase 4 and wanted to transfer those funds from Phase 4 to Phase 7 but since that time there were additional utility bills received by the State. Ms. Gardino stated that there were always surprises with utilities and Cushman Street was no exception with the unexpected duct bank in the sidewalk requiring expensive reconstruction.

Motion: To approve \$131,200 of the Cushman Street Reconstruction project to be moved from Phase 4 to Phase 7. (Westlind/Pruhs).

Discussion: No further discussion.

Vote on Motion: None opposed. Approved.

f. Earmark Repurposing Letter (Action Item)

Ms. Gardino stated that the three Mayors received a response letter from Commissioner Luiken on April 27 regarding FMATS' first earmark repurposing letter. Ms. Gardino stated that when the Governor announced that some of those earmark projects were being closed or paused, she thought it was another opportunity and decided to write another letter to request that they use some of those repurposed earmark funds for the University Avenue

Widening project. Ms. Gardino stated that property had been taken, other property had been destroyed, and there was a construction manager general contractor on the project so she thought this would be a good opportunity to try and push towards getting some of that funding. Ms. Gardino stated that the letter also requested that some of the earmarks be used for the Fairbanks Freight Plan inclusion into the Multi-model Freight Plan.

Motion: To approve the Earmark Repurposing Letter to be forwarded to the Commissioner. (Kassel/Westlind).

Discussion: Mr. Anderson asked Ms. Gardino if the statement that: "University Avenue/Geist Road/Johansen Expressway being one of the "most trash-riddled intersections in Fairbanks" had been verified by DOT Traffic and Safety personnel. Ms. Gardino stated that it had not been verified this time, but it had been in the past. Ms. Gardino stated that she would call and verify that.

Vote on Motion: None opposed. Approved.

g. CMAQ Priorities within the MPO

Ms. Gardino stated that FMATS had an agreement with the State DEC and DOT regarding how projects were funded outside the MPO, but within the non-attainment area, which was called the "donut area". Ms. Gardino stated that they had a process in place to address that but really did not have a process that addressed how the transportation planning happened within the MPO. Ms. Gardino stated that she had included a paragraph on the bottom of Page 58 of the meeting packet that stated: "if the MPO is not the designated agency for air quality planning under Section 174 of the Clean Air Act there shall be a written agreement between the MPO and the designated air quality planning agency describing their respective roles and responsibilities for air quality and related transportation planning." Ms. Gardino stated that the only agreement they had right now was in the Operating Agreement where it stated that the Borough was the air quality planning agency but really did not have anything that described their roles and responsibilities with respect to air quality and transportation planning. Ms. Gardino stated that they did not seem to have that level of involvement. Ms. Gardino stated that FMATS thought it would be good to have a subcommittee get together and look at it and see what they should do to establish a process so that everyone felt included in that process. Ms. Gardino stated what had precipitated that for her was the performance targets within the MPO for mobile source emissions and how they would be looking at that to determine how those funds were spent and the benefit derived from them for meeting their performance targets.

Ms. Gardino stated that they were having a CMAQ Subcommittee Meeting on July 27, 2016. Mayor Kassel asked Ms. Gardino who was on that Subcommittee.

Ms. Gardino stated that the members of the subcommittee included: Lee Borden of DEC, Margaret Carpenter of DOT, Glenn Miller of the Borough, Dave Sanches of Ft. Wainwright, Donna Gardino of FMATS, and Mike Craft from DOT.

h. On-Road Mobile Source Emissions Performance Management Measures

Ms. Gardino explained that the draft comments were included in the meeting packet and were due in August and would be finalized then. Ms. Gardino

stated that she just wanted them to be aware of what they were looking at when developing the performance targets. Ms. Gardino stated that one of the things they wanted to know was if they thought there should be performance targets for the reduction of greenhouse gas emissions. Ms. Gardino stated that some states were really moving forward in that arena but other states, like ours, were not. Ms. Gardino stated that having a specific law that mandated the reduction of greenhouse gas emissions when some states did not even have a baseline would be problematic. Ms. Gardino stated that CMAQ funds only addressed particulate matter, CO, and ozone, and did not address GHG specifically. Ms. Gardino stated that she did not know if this was the appropriate place to have or institute a GHG requirement. Ms. Gardino stated that they also suggested use of the CMAQ Public Access System to see how the CMAQ funds had been spent within the non-attainment area to reduce emissions. Ms. Gardino stated that they would see that most of everything listed was a qualitative number and not a quantitative number as far as emissions reduction. Ms. Gardino stated that FHWA released some cost effectiveness tables and hopefully that would be helpful in coming up with some quantitative numbers. Ms. Gardino stated that they also provided for an opportunity to adjust the targets in the midpoint, which was good because sometimes projects took a while, so having an opportunity to adjust the targets was a good thing. Ms. Gardino stated that the rest of the Notice of Proposed Rulemaking was on targets that did not apply to the MPO.

Ms. Heil commented that on #10, when they were talked about emissions reductions for CMAQ projects, usually when a project was built they realized emissions reductions but some projects that were ongoing, like construction or capital projects, had benefits every time and you got more emission reductions as long as the project continued. Ms. Heil stated that, for example, when they did the engine block heater program, the more engine block heaters they put in, there were always additional emissions reductions. Ms. Heil continued that if their Anti-Idling Project turned out to be as successful with emissions reductions, every time they put in new equipment to vehicles that did not have it; that was more emission reductions. Ms. Heil stated that even though she could agree that most of the projects would have emission reductions when they were first started regardless of any additional funding they might get, capital projects that were putting new items in all the time would have new emissions every time they got a hit of money.

Ms. Gardino stated it made sense but what they were proposing was that you only got the reduction for the first year it was obligated which meant when it started the preliminary engineering phase. Ms. Gardino stated that, to her, that made no sense at all, but she would look at the comments and incorporate her comments. Ms. Heil stated that she thought there were so many different types of CMAQ projects, she did not think there would be a "one size fits all" given the breadth of CMAQ projects. Ms. Heil stated that she thought they needed to tailor it a bit for CMAQ projects because there was not a "one size fits all" in that case.

i. Minnie Street Reconstruction Discussion

Ms. Gardino explained that the Minnie Street Upgrade was a project they planned on starting next year. Ms. Gardino stated she had included the memo

in the packet because it was interesting to note that the traffic ADT on that road was 6600 in 1996 and was currently about 6300 when it had been anticipated to be 11,000. Ms. Gardino stated that the right-of-way was about 40 feet from Illinois to the Noyes Street Bridge and about 80 to 100 feet around the bridge. Ms. Gardino stated that it was not going to be an easy project and would be complicated. Ms. Gardino stated that the Bridge Report from 2014 said that the bridge was structurally deficient and geometrically the bridge deck was "intolerable" according to the report. Ms. Gardino stated that in light of starting this project and the new Complete Streets and Green Streets Policies, FMATS had developed a draft checklist so they could look at the project from many different aspects so that they were not missing anything. Ms. Gardino stated that a subcommittee of the Technical Committee met in the FMATS Conference Room on July 16th and discussed the checklist and the priority elements they might see. Ms. Gardino stated that they talked about transit, pedestrians, bicycles, drainage, utilities sitting in the sidewalks, fire hydrants in the sidewalks, whether kids used the street to cross in close proximity to Monroe School, and the place where people lived under the bridge that was nice and flattened out really nice for a camp. Ms. Gardino stated that Mr. Fox had told them that every year when they did the Noyes Slough cleanup, they got the most trash right from that location. Ms. Gardino stated that was something they would want to consider in the bridge design, potentially making that less attractive for a camp. Ms. Gardino stated that they had some utilities on the bridge as well. Ms. Gardino stated that they would be discussing it further at the Technical Committee Meeting. Ms. Gardino stated that Mr. Anderson had suggested possibly doing a right-of-way study just to see, because while they knew the right-of-way was 40 feet in this location, where that 40 feet was, and was it really where the road was or where that fence was. Ms. Gardino stated that while they might be trying to minimize right-of-way impacts, it might not be avoidable. Ms. Gardino stated that there were also some problem areas where people were parking and backing out into the street all the time because that was the easiest way for them get out of their driveway and that was not in accordance with the City or Borough codes. Ms. Gardino stated that there were certainly some challenges but it was a project they were planning on starting. Ms. Gardino stated that for the overhead utilities, it might be that the only resolution was putting the utilities underground which would be expensive. Ms. Gardino stated that she just wanted them all to know that they were looking at that. Ms. Gardino added that the Minnie Street Connector was a project that was shut down in the mid-90s because of environmental contamination in the railroad area. Ms. Gardino stated that they had learned a lot since then and maybe it was something they would want to consider. Ms. Gardino stated that the group was talking about maybe looking at the connector again and see if it was something should proceed with again and determine whether to dismiss it or not dismiss it.

Mr. Pruhs asked about the old North Side Grocery that had the underground fuel tanks for where they sold gas and whether anyone had done a survey or environmental phase 1 or 2 assessment on that property, because he recalled that there had been environmental issues with it.

Mr. Anderson stated Mr. Pruhs was correct. Mr. Anderson stated that he thought that was just probably one of many things that would have to be considered. Mr. Anderson stated that it was pretty standard practice to get with DEC and run down all the contaminated sites in the area. Mr. Anderson stated that they had been getting a lot of that on some of their recent projects. Mr. Anderson stated that there were probably some pretty big unknowns out there. Mr. Anderson stated that was one of the concerns as they went forward with Minnie Street and there were all these unknowns, contaminated sites, and the right-of-way there were always these old parcels that had a lot of history to them and until they really got into that detailed title research and started digging in there was invariably going to be some unpleasant surprises. Mr. Anderson stated that it was the same thing with the utilities; when you looked at some of those power poles and whether they were even in the right-of-way. Mr. Anderson stated that, to him, Minnie Street was a good project and no doubt it needed some work out there. Mr. Anderson stated that it might be worth thinking about it a little bit just for the fact that it could be a bigger project than they were anticipating with a lot of impacts to private landowners. Mr. Anderson stated that was always concerning going forward, but these would all be good things. Mr. Anderson stated that when you talked about the environmental world; a lot of those old houses along there he was guessing some of those might be historic and they could be doing surveys of people's houses and some of the businesses along there might be in that boat. Mr. Anderson stated that the scope of that project would be really important, whether it was more of a preserve it and keep it as it is but do our best to rebuild out there versus an upgrade to accommodate some additional capacity or pedestrian type activities. Mr. Anderson stated that he thought that was important to think about.

Ms. Gardino stated that even if they just wanted to go out there and rehab the roadway, they would still have to address the curb corners which were not ADA-compliant and there were utility poles in some of those curb corners. Ms. Gardino stated that even if they just wanted to repave it, it was not going to be easy and would immediately get complicated.

Mr. Pruhs stated that it was a very high density collector area and you were basically shutting down a major roadway. Mr. Pruhs stated that it had a little bit of everything in it. Mr. Pruhs stated that it was just typical Fairbanks, with a little bit of everything.

Mayor Ward asked Ms. Gardino about the Minnie Street Bridge that was quite old from what he understood and whether they had looked at taking it out and making it not a connector road anymore, because they had Illinois and the other side with the other bridge, that he could not remember the name of, that also needed to be redone. Mayor Ward asked if that had been in consideration at all.

Ms. Gardino stated that bridge was the Wendell Street Bridge.

Mr. Anderson stated that DOT had not considered shutting down Minnie Street.

Mr. Pruhs stated that he thought that in the report it said that the bridge was structurally failing so that bridge would have to be replaced. Mr. Pruhs stated that he guessed his question was whether they were going to do it all at once, do it in phases, or were they looking at the bridge too. Mr. Pruhs stated that

they were already looking at the sidewalks, curbs, and utility reroutes so would they do it all at once and suffer for a summer, or continue the pain and suffering over a three year cycle.

Mr. Anderson stated that those were very good points. Mr. Anderson stated that there were different ways to look at it. Mr. Anderson stated that one was to do a bridge project and just deal with the bridge and get that up to par and then deal with Minnie Street after that. Mr. Anderson stated that the other thing that they would have to consider was when you moved a project forward and started upgrading and modernizing Minnie Street was what that meant to the geometries and it all kind of tied back to the right-of-way and you started increasing your impacts as you modernized. Mr. Anderson stated that if you going to agree to replace the bridge, you wanted to do that right too, to accommodate the future as well as now.

Mr. Pruhs stated that it should be interesting what came from them, because when you looked at the setbacks of those structures along that roadway they were built right up to it, they were minimal, so if you were taking any of the road or the sidewalk, how much, and did you just want to take the whole structure or not. Mr. Pruhs stated that they had some interesting decisions to make.

Mr. Anderson stated that he appreciated that discussion because, with the history, the last thing they wanted to do was repeat themselves over and over again. Mr. Anderson stated that when he read through the letter from Mr. McCaleb regarding this it was exactly that statement that 20 to 30 structures including residences, businesses, and historical buildings would be acquired. Mr. Anderson stated that at that time when they looked at it, that was there conclusion. Mr. Anderson stated that depending upon how they looked at that again, they may or may not be in that same realm.

Mr. Pruhs stated that a lot of those historical structures might have historically perished.

Ms. Gardino stated that a lot of the structures were still there. Ms. Gardino stated that the bridge was 63 years old.

Mayor Ward asked Ms. Gardino what the estimated cost was and thought he saw where it was over \$3 million.

Ms. Gardino stated that for the project the cost was over \$14 million and asked if they could they afford that.

Mayor Ward stated that he would opt for the suggestion of just removing the bridge. Mayor Ward stated that he understood that there were some businesses that were kind of on the other side of the slough there, but at \$14 million dollars, it might be worth making it a local road and not a connector road if there were other routes out there available but that was just a suggestion.

Mr. Pruhs stated that it was a very important connector road.

j. College Road Bus Pullouts

Ms. Gardino explained that this project was slated to start in 2016 but was moved out to 2017 and she was preparing the 2017-2020 TIP and wanted to make sure that they were on the same page with what they were going to move forward with. Ms. Gardino stated that there were both pros and cons to

the project. Ms. Gardino stated that there were the safety issues such as when you were putting a bike on the front of the bus in a traveled lane and the bus got rear-ended and the difficulty of transit busses merging into traffic. Ms. Gardino stated that the Technical Committee discussed it and decided that it was best to move forward with the project and program it to start next year.

k. Construction Increases on FMATS Pedestrian Improvements and Badger Road Bicycle Path

Ms. Gardino stated that she wanted to discuss these two projects before they finalized the TIP and incorporated them into the TIP Administrative Modification. Ms. Gardino stated that the action could be approved by the Policy Committee through the approval of the TIP Administrative Modification #4.

l. FMATS 2015-2018 Transportation Improvement Program Administrative Modification #4 Revised (Action Item)

Ms. Gardino stated that the 2015-2018 Administrative Modification contained the two changes discussed in Item 8k and an additional \$50.0 for the FFY17 FMATS Improvement Program, repaving 10th Ave from Cushman Street to Steese Expressway. Ms. Gardino stated that there were drainage issues that needed to be addressed and that a topo survey will need to be done. Ms. Gardino explained that the changes made to the TIP were highlighted in yellow.

Motion: To approve the 2015-2018 Transportation Improvement Program Administrative Modification #4, as presented and discussed.
(Kassel/Westlind).

Discussion: No further discussion.

Vote on Motion: None opposed. Approved.

9. Public Comment Period (3 minute limit)

No public comment.

10. Other Issues

No other issues.

11. Informational Items

a. Capital and Operating Budget Update

Ms. Gardino stated that the update was included in the meeting packet and the Wendell Street Bridge Replacement, Old Steese Highway Upgrade, and University Avenue Widening projects were paused.

Ms. Gardino stated that she was not sure that they really knew what "pause" meant, but the obviously the projects were not moving forward so that was a problem.

Mayor Ward asked for an explanation of what "paused" and "closed" meant.

Mr. Anderson explained that a paused project in his view and the guidance that he received, was different than a closed project in that they were focused on the GO Bond funded projects and were directed not to move forward with any public process-type items on those projects which included things like public meetings, formal environmental documentation, or right-of-way acquisitions. Mr. Anderson stated that they were also

directed to make sure they were looking at where the projects were at, how they could best make the most use of their resources and not end up spending more money because they paused it to prevent further expenditures down the road because of this pause. Mr. Anderson stated that they were still getting guidance and working it out what they were doing when they were putting the projects together to determine where they were at in their schedules, how much funds had been expended, how much funding would be needed in the future to get the project to construction, as well as wrapping up the right-of-way and utilities for those projects. Mr. Anderson stated that they had been working real hard on University because that was a federalized project and there were federal funds in that project. Mr. Anderson stated that they were asking if they could move forward with the right-of-way and utilities just using federal funds and avoiding the use of GO Bond funds, but the jury was still out on that one. Mr. Anderson stated that they were looking for any opportunities to keep the momentum going. Mr. Anderson stated that his concern was that once you lost momentum on one of these things it was hard to get going back again. Mr. Anderson stated that they would have some answers soon on how to move forward.

Mayor Ward asked Mr. Anderson to explain the term: "closed project".

Mr. Anderson stated that for the closed projects, "closed" was a closed project to him. Mr. Anderson stated that he had been involved with Knik Arm and when they typically closed a project that meant that they were closing out all the paperwork, the expenditures, you finished up what you had been doing so you had deliverables, and then they were going on the shelf and you started something new. Mr. Anderson stated that the pause was a new thing and he had never heard of a "paused project" so it was kind of a new thing.

b. MPO Coordination and Planning Area Reform NPRM

Ms. Gardino stated that this kind of to her by surprise as they just came out with a new planning rule and the new Notice of Proposed Rulemaking, changed the definition of what a Metropolitan Planning Area was and gave direction on whether multiple MPOs were warranted within a single urbanized area but yet they would have to coordinate one MTP and one TIP. Ms. Gardino stated that it would complicate things for a lot of MPOs, but not for FMATS. Ms. Gardino stated that she did not see it significantly affecting them since they did not have any close MPO neighbors.

c. Obligations and Offsets

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

12. Policy Committee Comments

- Mr. Anderson commented that it had been a good meeting.
- Mayor Eberhart commented that the Cushman Street Ribbon Cutting was a really good event, they received a lot of good comments and a few questions, and he thanked everyone who was involved in that.

- Mayor Kassel stated that he concurred with Mayor Eberhart that the Cushman Street Ribbon Cutting was a wonderful evening and a great event thanks to Ms. Gardino and all of her efforts on it and the other folks who helped put that together. Mayor Kassel stated it was nice and they received lots of positive comments from the community on the event, as well as Cushman Street.
- Mr. Pruhs commented that he wanted to first thank Ms. Gardino and her staff as once again they were exceptional in putting together another concise and precise presentation. Mr. Pruhs thanked Mr. Anderson for his comments and view on Minnie Street of what may happen and how it may happen. Mr. Pruhs stated that it was going to be a real interesting one and, if it did happen, he wished them the best.
- Ms. Heil stated that she wanted to update everyone about what happened last week. Ms. Heil stated that DEC had their two open houses and two hearings regarding their proposed regulations to incorporate the Air Quality ordinances that the Borough had. Ms. Heil stated that they had one person at the North Pole Open House, five people at the Fairbanks Open House, one oral testimony in the afternoon hearing, and one oral testimony at the evening hearing. Ms. Heil stated that the public comment period closed on July 28 at 5 p.m. Ms. Heil stated that DEC would then be working to adopt those and submit it to EPA. Ms. Heil stated that they would help with the moderate area SIP issues that were facing them so they were moving right along on them as soon as the comment period closed.

13. Adjourn

Motion to adjourn. (Westlund/Kassel). The meeting adjourned at 1:34 p.m. The next Policy Committee Meeting is scheduled Wednesday, August 17, 2016, at 12 p.m. in the Council Chambers, Fairbanks City Hall, Fairbanks, Alaska.

Approved: _____


Mayor Bryce Ward, Chair
FMATS Policy Committee

Date: _____

8-17-16