



## POLICY COMMITTEE

**Council Chambers, City Hall, 800 Cushman Street, Fairbanks, AK  
Meeting Minutes – August 17, 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

#### Attendee

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

#### Representative Organization

Mayor, City of North Pole  
 Mayor, Fairbanks North Star Borough  
 Mayor, City of Fairbanks  
 Director, DOT&PF, Northern Region  
 FNSB Assembly  
 City Council, 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 Design & Construction  
 DEC Air Quality

*\*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 August 17, 2016 Agenda

**Motion:** To approve the August 17, 2016 Agenda. (Westlind/Pruhs).

**Discussion:** No further discussion.

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

### 5. Approval of the June 15, 2016 Meeting Minutes

**Motion:** To approve the July 20, 2016 and August 3, 2016 meeting minutes. (Westlind/Pruhs).

**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, presentations, and field trips she and FMATS staff had attended or participated in since the last meeting.

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

Ms. Gardino stated that she had been looking at a couple things. Ms. Gardino stated that one was the fact that they were paying union dues on the funds

that they had to put toward their health insurance. Ms. Gardino stated that when they took the \$5.22 per hour cut in wages and moved it to their health insurance, they did not have to pay union dues on that money. Ms. Gardino stated that when they decided to put that money back toward wages, they then had to pay union dues on it. Ms. Gardino stated that it was 3 percent which was a significant amount and they did not have the option of putting that towards the health insurance. Ms. Gardino stated that back in 2012 they were reimbursed all the dues they were charged on their health insurance premiums because a complaint was filed with the Union, but then they decided the next week that they really did not have to do that. Ms. Gardino stated that she was trying to make it more appealing to work for FMATS so she had challenged the Union on that and was waiting to hear back from them. Ms. Gardino stated that the Union Steward had supported her with two follow-up emails on that subject.

**c. Air Quality Planning Subcommittee Meeting Update**

Ms. Gardino stated that they were required to have an agreement in place if the MPO was not as large as the non-attainment area for how they were going to conduct their Air Quality Transportation Planning. Ms. Gardino stated that they had an agreement but through the years it had been interpreted differently than how it was originally intended. Ms. Gardino stated that they brought all the entities together to discuss the agreement. Ms. Gardino stated that the DEC and DOT had worked up a modification to that agreement and we were waiting to see what kind of changes were made to try to clarify the roles and responsibilities of each entity, particularly within the MPO. Ms. Gardino stated that the MPO was responsible for on-road mobile source emissions targets that they had to set and how that played a role in what projects were funded. Ms. Westlind asked who the members of the subcommittee were that attended that meeting.

Ms. Gardino stated that the attendees were: Donna Gardino, FMATS; Dave Sanches, Ft. Wainwright; Margaret Carpenter, DOT; Kellen Spillman, Borough Planning; Glenn Miller, Borough Transportation; Christine Nelson, Borough Planning; Cindy Heil, DEC attended via telephone; Bill Butler, City of North Pole; Mike Crabb, DOT Headquarters attended via telephone; and Lee Borden, DEC.

Mayor Ward asked Ms. Gardino if there was a cost associated with managing this agreement or the different functions and services that they had to provide since the non-attainment area of the MPO was split.

Ms. Gardino stated that they had to have an agreement because the non-attainment area was larger than the MPO and somebody needed to address the donut area which was not an MPO function. Ms. Gardino stated that currently the agreement was written such that the Borough chaired the committee that addressed that area. Ms. Gardino stated that they were party to the agreement and member of that committee but not the lead.

Ms. Gardino stated that the cost was just part of the regular cost for doing the job. Ms. Gardino stated that there were costs for advertising the meetings. Ms. Gardino stated that in the past, the State had advertised the meetings and the Borough had chaired the meetings but now the Borough advertised and chaired the meetings, so that was the only cost associated with it.

**7. Old Business**

**a. FFY17-18 Unified Planning Work Program (UPWP) Approval (Action Item)**

Ms. Gardino stated that Page 21 of the meeting packet contained the summary of changes to the FMATS FFY17-18 UPWP. Ms. Gardino stated that FMATS had put it out for public comment and not received any comments. Ms. Gardino stated that she thought it was a good idea to incorporate the fact that they were doing a new TIP from 2017-2020 which was not originally listed as a task. Ms. Gardino stated that she also wanted to bring up the issue of the potential conformity freeze because that impacted the transportation planning process. Ms. Gardino stated that most of the comments were related to the additional tasks that were necessary as a result of that freeze and the development of performance targets for the on-road mobile source emissions. Ms. Gardino stated that there was a change in the funding source for FMATS from Senate Bill 381 to 46 and she wanted to make sure that change was reflected in the UPWP. Ms. Gardino stated that they identified separated out Task 300 Table because it was not clear and identified the actual contingency projects in Table 400 to show that the funding was not available and to show estimated project costs. Ms. Gardino stated that October 1<sup>st</sup> began a new two-year program. Ms. Gardino stated that they were typically supposed to get notification from the State of what their UPWP funding was supposed to be. Ms. Gardino stated that they were told in the spring to just use the amount from last year but thought that the amount may change and, if so, they would probably have to do an amendment.

Mr. Spillman asked Mr. Anderson if he knew when the State would release that funding formula or how much PL funding FMATS would receive.

Mr. Anderson stated that he was not aware of that at this time and asked if Ms. Carpenter or Ms. Chapman had any information on that. Ms. Chapman stated that she had not heard anything. Mr. Anderson stated that they could certainly take that back with them and look into it and report back.

**Motion:** To approve the FFY17-18 Unified Planning Work Program, as presented. (Westlind/Spillman).

**Discussion:** No further discussion.

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

**b. Travel Model Planning Assumption Recommendations Draft**

Ms. Gardino stated that Page 83 of the meeting packet contained the memo from Kittelson who was the consultant that DOT had hired to do the Travel Model Update. Ms. Gardino stated that the Travel Model was being updated so that the DEC could prepare their serious SIP. Ms. Gardino stated that DEC did not know when the official designation was going to happen, but was pretty sure that it would happen. Ms. Gardino stated that to update the model, they needed to use the latest planning assumptions. Ms. Gardino stated that the recommendation was to use a growth rate of 0.71 percent for population and 1.15 percent for total employment. Ms. Gardino stated that they saw two things in their discussions that they thought might impact the travel model, one was bringing the F35s to Eielson and the other was the potential for the Alaska LNG line which did not run through the Borough or the MPO, but might have some short-term impacts during construction and potentially long-term.

Ms. Gardino stated that they had previously seen a draft memo and what had changed was the treatment of the Eielson Air Force Base factor on Page 94 from the EIS that the Borough had researched and identified specific numbers associated with the growth. Ms. Gardino stated that the growth would not be continual, but known to occur within certain years. Ms. Gardino stated that with the SIP, they needed to actually model certain years and not do an interpolation of data as they had in the past. Ms. Gardino stated that there were still no concrete numbers they could use for Alaska LNG. Ms. Gardino stated that FMATS was not asking for Policy Committee approval since the Technical Committee still needed to review it and provide their input. Ms. Gardino stated that Mr. Spillman might want to add some more information. Mr. Spillman thought the big difference in this update of the travel model was summed up well on Page 96 of the document in the two tables. Mr. Spillman stated that they were assuming a big bump in employment in the first five years associated with Eielson Air Force Base as well as a six percent bump in the population. Mr. Spillman stated that rather than a set percentage, he believed this was much more accurate because it was by total population and jobs coming in annually and would lead to a much more accurate travel demand model over the life of the model.

## **8. New Business**

### **a. Yankovich-Miller Hill Bicycle and Pedestrian Path Construction Increase (Action Item)**

Ms. Gardino explained the proposed cost items that led to the request for this increase and stated that she had asked Ms. Pagel if the University would be willing to fund some of the costs associated with this fix, since it was a pre-existing condition. Ms. Gardino asked Ms. Pagel if she had received that University funding. Ms. Pagel stated she had received \$50,000 from the University. Ms. Gardino stated that she thought that was great news and the request would then be reduced \$79,867. Ms. Gardino stated that they would move the funding from Phase 3 of the project to Phase 4 to authorize the fix on Yankovich.

Ms. Westlind stated that it had been brought to her attention that this had been a problem area for years and asked whether the recent rainfall had made it worse or if it was the same amount of damage as in previous years.

Ms. Pagel stated that she had been following this issue for about three years and prior to the construction of the multi-use path after spring breakup they would end up with a mini tidal wave of sediment that would come out on that road and they would get it all cleaned off. Ms. Pagel stated that she did not know how it related to recent rain patterns, but was sure that it was worse this year because of the rain. Ms. Westlind stated that they looked at the soil in that area, it looked like it was predominantly silt and if that was why it kept washing. Ms. Pagel stated that Ms. Westlind was correct. Mr. Spillman asked Ms. Pagel if she could tell them a little more about the proposed use of metal mesh and whether it would fix the problem.

Ms. Pagel stated that the fix that was on the table right now was proposed by the DOT Project Engineer and consisted of a heavy duty cellular confinement layer of 8-inch thick plastic honeycomb filled with gravel and placed on the geotextile and then rip rap would be placed on top of that. Ms. Pagel stated

that she was not sure how it would work, but was told that the materials used in that application were used for severe erosion control.

Ms. Westlind asked about if she had any idea about what the timeframe would be to accomplish that installation. Ms. Pagel stated that her hope was that it would be done by this fall, but did not know if it would take a week, or how long it would take. Ms. Westlind stated that it sounded like it would be pretty quick once they got started. Ms. Pagel stated that she hoped so. Ms. Pagel stated that the area was 230 ft. long and they needed to do a little bit of smoothing, place the geotextile, and pin it in place. Mr. Pruhs asked Mr. Anderson if he had ever used the Strata Web in any of their design or applications. Mr. Anderson stated that DOT had used the Strata Web or similar types of geocells. Mr. Anderson stated that they had done those types of things and had built the runway in Shishmaref on them. Mr. Anderson stated that he was not familiar with this specific application for erosion control. Mr. Anderson stated that this was described to him as a real permanent fix, hence the cost, and something that would last and not have to be redone. Mr. Anderson stated that other options that could be considered might not last as long. Ms. Pagel stated that if she took those costs out, it was about a 20 percent reduction in the total cost. Mr. Pruhs stated that, like she said, they should do it right the first time. Mr. Anderson asked Ms. Gardino if she could summarize the amount of State funds that were left within the appropriations that were available, for this, as well as how they programmed FMATS funding in future years, and how that worked.

Ms. Gardino stated that FMATS had four pots of money: Senate Bill 381 funding was depleted, Senate Bill 160 funding was also depleted, Senate Bill 230 had \$300,000, and Senate Bill 46 had \$300,000; so they had \$600,000 in State funds that were unencumbered that could be used anywhere. Ms. Gardino stated that in the Coordinator's Office they had obligated state funds over the years, mostly 381 and some Senate Bill 46, and that money had not been spent because they had been under budget so they had \$500,000 encumbered under the Coordinator's Office that had not been spent. Ms. Gardino stated that she was proposing in the UPWP and in the Coordinator's Office Budget to use some of that encumbered funding to supplement the FMATS office. Ms. Gardino stated that they had not used that in the past, but they did have a substantial leave liability, and she planned to cash out leave because of some changes in the pension, so knew that they would spend more on personal services this year than they had in the past and would tap into those State funds in order to do that. Ms. Gardino stated that she thought that they had a good three to four years of available state money to sustain the Coordinator's Office and then they had the \$600,000 in the program. Ms. Westlind asked how they would word the language for the motion.

**Motion:** To approve a transfer of \$79,867 from Phase 3 to Phase 4 for the Yankovich Miller Hill Bicycle and Pedestrian Facility project. (Pruhs/Westlind).

**Discussion:** Mr. Anderson asked Ms. Gardino if the \$79,000 reduction came out of the \$600,000 she previously mentioned.

Ms. Gardino stated no, that \$79,000 would come out of the \$250,000 in PH3 and the remainder would come back to them depending upon if they really knew how much they had due to IRIS and other factors.

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

**b. FFY17 FMATS Coordinator's Office Budget (Action Item)**

Ms. Gardino went over and explained the budget items and the increases in the contractual services and the materials and supplies budgets. Ms. Gardino explained that the printing costs were the bulk of that supply budget.

Ms. Gardino stated that they would like to see that increased and had saved significantly on their advertising budget by advertising meetings two, rather than three, days per week. Ms. Westlind asked what BCA meant under Contractual Services. Ms. Gardino stated that it meant Benefit/Cost Analysis in the event they wanted to do a TIGER Grant next year which was a process that was specific to the TIGER Grants program.

**Motion:** To approve the Fiscal Year 17 FMATS Coordinator's Office Budget. (Westlind/Pruhs).

**Discussion:** No further discussion.

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

**c. On-Road Mobile Source Emissions Performance Management Measure Comments (Action Item)**

Ms. Gardino stated that comments were due August 20<sup>th</sup> and the Policy Committee had previously seen the comments and the only thing that had changed was Item #10 on Page 118 where it was recommended by Ms. Heil of DEC that they beef up the section regarding how there was no "one size fits all" when they were trying to measure the benefits of projects because some projects realized benefits as soon as they obligated the money but other projects realized benefits in years to come. Ms. Gardino stated that there was no one consistent way to measure or report the emissions reduction benefits of all projects the same way so it should be done on a project basis.

**Motion:** To approve the letter regarding the On-Road Mobile Source Emissions Performance Management Measure, as presented. (Westlind/Pruhs).

**Discussion:** No further discussion.

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

**d. MPO Coordination and Planning Area Reform Comments (Action Item)**

Ms. Gardino stated that she brought this up previously but the more she read the rulemaking, it became clearer that the proposed rulemaking changed how the MPOs did business. Ms. Gardino stated that basically they formalized the planning rule and then came out with this modification for how the planning world did business. Ms. Gardino stated that she did not understand what was driving this and the National Association of MPOs was in the same quandary. Ms. Gardino stated that they checked and wanted to know if maybe this was a result of the FAST Act. Ms. Gardino stated that what had changed was the rule about multiple MPOs serving multiple metropolitan planning areas would have to have one MTP and have it completed within two years. Ms. Gardino stated that it seemed like they would not be able to get it done in time and the

law currently encouraged this coordination. Ms. Gardino stated that it seemed like there might be some lost representation and it would not give the locals as much control over what they had in their plans.

**Motion:** To approve the letter regarding the MPO Coordination and Planning Area Reform, as presented. (Westlind/Pruhs).

**Discussion:** Mayor Ward thanked Ms. Gardino and stated that he knew there were a lot of rules and layers upon layers when it came to MPOs and how they functioned. Mayor Ward stated that he appreciated her understanding of these things that were definitely above his pay grade. Mr. Spillman stated that he thought #5 on the letter talking about changes to the urbanized area was particularly interesting. Mr. Spillman stated that they went through this exercise in 2010 and would do it again in 2020. Mr. Spillman stated that this was very difficult data to deal with and had to be forecast out 20 years to what would become urbanized. Mr. Spillman stated that he thought that if this went through, it would make their jobs that much more difficult when the 2020 Census data came out.

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

**e. 2016-2019 STIP Amendment #1 Comments (Action Item)**

Ms. Gardino stated that the comments were broken out between the projects that were within the MPO and those outside the MPO, and explained each comment that had been made.

Mr. Spillman asked Mr. Anderson if he could explain how projects got into the STIP. Mr. Spillman stated that it was his understanding that the State had not taken nominations since 2011 and, sitting from the outside, he saw these projects that just appeared in the STIP and they got to comment on them at that point. Mr. Spillman stated that he was wondering if Mr. Anderson could explain, from behind the scenes, how those projects appeared.

Mr. Anderson stated that they had a project evaluation board that met, but not very often. Mr. Anderson stated that it was his understanding that there was another meeting coming up which was an opportunity for communities to bring forward and nominate projects to be scored and there was a process that went on from there. Mr. Anderson stated that they had various funding sources that they used. Mr. Anderson stated that they had preventative maintenance projects where they recognized that there was a problem out there with their existing roads and went out there to fix them; there was HSIP funding which was their safety money that was data driven and based on crashes. Mr. Anderson stated that it depended on the funding type how these projects evolved and got into the STIP.

Mr. Spillman stated that he asked that question because he was reviewing the STIP and thought it was interesting that a project appeared called the Denali Park Area Rail Realignment which was funding for a study to reevaluate a rail realignment around the Denali Park area. Mr. Spillman stated that he thought that it was really interesting because they just gone through a very lengthy Alaska State Rail planning process and the number one project that was identified through that process was the Fairbanks Area Rail Plan. Mr. Spillman stated that he did not see anywhere in the STIP where a Fairbanks Area Rail Plan had been introduced or even talked about. Mr. Spillman stated that he found it troubling that other projects were

appearing and they were pretty far down the list compared to where a Fairbanks Area Rail Plan would be. Mr. Spillman stated that he intended to make a motion to amend the letter to include a blurb about the Fairbanks Area Rail Plan because it had scored much higher than all the other projects in the State Rail Plan.

**Motion:** To approve the letter regarding the comments on STIP Amendment #1. (Spillman/Westlind).

**Discussion:** Mr. Anderson stated that he was not familiar with the rail plan and in terms of separated grade crossings for rail, that was something they were working towards that was done for safety purposes and they really only had the Denali crossing left at Hurricane. Mr. Anderson stated that it was encouraging to him that there was a plan that people were discussing, but he was not familiar with what that was.

**Amendment to the Motion:** To add the following as #25: FMATS would like the State to consider the creation and funding of a Fairbanks Area Rail Plan, as outlined as the top priority in the Alaska State Rail Plan. (Spillman/Westlind).

**Discussion:** Mr. Spillman reiterated that he thought it was one of the priorities of Interior Alaska to get a rail plan for the area. Mr. Spillman stated that they had talked about it for years and the State Rail Plan had bypassed it and thought it was in the interest of FMATS and Interior Alaska to make comments regarding getting this plan funded. Ms. Gardino stated that she wanted to point out that #17 discussed the rail plan and it might be more readable if they beefed up that section as opposed to starting a new section that reiterated the same thing. Mr. Spillman stated that he would be okay with moving that comment if the second agreed to it. Ms. Westlind stated that she agreed.

Mr. Anderson stated that he wanted to take an opportunity to say that as their operating budgets on the DOT side of the house were getting squeezed and smaller, they were putting a lot more thought into the STIP amendments and their capital programs, and how they contributed to what their priorities were statewide. Mr. Anderson stated that this was basically through doing inventories of their infrastructure condition and starting to develop performance measures that tied into some of the performance targets that the Federal Highway Administration was coming out with. Mr. Anderson stated that they knew where these areas of poor pavement and pavement problems were and measuring and tracking how well they were investing. Mr. Anderson stated that this was something to think about in the future. Mr. Anderson stated that their focus in the future was going to be on maintaining those roadways rather than new expansion projects and making sure that the projects fit into the fiscal climate that we were in. Mr. Anderson stated that DOT had eliminated 34 positions, 21 percent of overtime, and closed 4 or 5 maintenance camps. Mr. Anderson stated that they were putting their money and energy towards keeping their infrastructure up to speed and were looking at the types of projects they were doing to see if they made sense.

**Discussion:** No further discussion.

**Vote on Amendment to the Motion:** None opposed. Approved.



**Amended Motion:** To approve the letter regarding the comments on STIP Amendment #1 and to add FMATS would like the State to consider the creation and funding of a Fairbanks Area Rail Plan, as outlined as the top priority in the Alaska State Rail Plan.

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

**f. FMATS 2017-2020 Transportation Improvement Program Draft**

Ms. Gardino stated the TIP was developed using the previous MTP conformity and based on that, they could not add any new projects that were not previously modeled. Ms. Gardino stated that they were moving forward with the list of projects that were already scored. Ms. Gardino stated that she was talking with the different agencies to make sure that they had the match money to do those projects. Ms. Gardino stated that there were some projects that they could not move forward because there were match issues with those projects. Ms. Gardino stated that a TIGER Grant or GO Bond might be the way to go on the Cushman Street Bridge Replacement. Ms. Gardino stated that if the Wendell Street Bridge project did not move forward, they should start thinking about expediting the Cushman Street Bridge project.

Ms. Gardino stated that for the Chena Riverwalk project, the City had applied for a statewide TAP Grant and had not received it. Ms. Gardino stated that could get the federal environmental document done and then reapply for a statewide TAP Grant. Ms. Gardino stated that she would like to see the start of the FMATS Intersection Improvement Program. Ms. Gardino stated that they had received some good nominations for that program. Ms. Gardino stated that there was \$1.3 million that was not programmed yet for Fiscal Year 17 because they had moved the construction of the McGrath project out. Ms. Gardino stated that the Noble Street money was getting obligated for construction.

Mayor Eberhart stated that he wanted to put something on the radar screen because it seemed to him that it might have an impact on the transportation improvement program. Mayor Eberhart stated that since 2015, the City had a Polaris Building Work Group that Mr. Pruhs had taken the lead on.

Mayor Eberhart stated that they met last week with Senator Murkowski and a lot of other people who had an interest in the project. Mayor Eberhart stated that the main topic discussed was the possibility of the City getting control of the site and redeveloping it along with the area east of the site where the Poldine Carlo Building was as a performing arts center and convention center or possible combination of the two. Mayor Eberhart stated that when they looked at replacing the Chena Riverwalk one or both of the bridges, the figures that were bandied about were approximately \$70 to \$100 million dollars. Mayor Eberhart stated that it seemed to him that if they were to be able to do that it seemed to him that it would have a huge impact on the roads and parking and just wanted to raise that and tie it into their thinking. Mayor Eberhart stated that they were looking for federal funding and if there was any way that tying it in would help them be successful, they would like their ideas or input.

Mr. Pruhs stated that it had been a very interesting meeting with Senator Murkowski and she also asked them to be thinking of other issues that they could tie this in with. Mr. Pruhs stated that when they were at the

pre-Policy meeting yesterday, it just seemed like a perfect tying in issue of Federal money for the potential Chena Riverwalk and potential bridges. Mr. Pruhs stated that he knew that members of Senator Murkowski's staff were also looking for other ways to complete that Chena Riverwalk project. Mr. Pruhs stated that along with the removal of the Polaris Building and that entire block, it was an entire renewal of that area. Mr. Pruhs stated that Mayor Eberhart, Mayor Kassel, and Ms. Bailey of Senator Murkowski's office would be meeting on this so there were inroads that were happening on the Polaris Building and the members of FMATS thought it was a natural addition to go this direction too.

Mayor Eberhart stated that Mayor Kassel was also at the meeting and he not only pledged to waive tipping fees, which was very important and could be up to a million dollars on this project, but put his full support behind this project so they appreciated that partnership. Mayor Eberhart stated that they would also have a lot of growth because of the military. Mayor Eberhart stated he saw some figures recently that Ft. Wainwright had grown by over a thousand people in just the past couple of years because of the Grey Eagle, Apaches, and what was going to happen at Eielson. Mayor Eberhart stated that this tied into the quality of life issues because they did not really have a performing arts or convention center of the size and quality they needed to support that population. Mayor Eberhart stated that there might be another tie in there in terms of military and population growth and amenities and quality of life being improved for everybody when they were not out there working and wanted to come to performances or whatever. Mayor Eberhart stated that if anyone had any ideas that would help tie this in to get some federal funding because it was harder to get and the City of Fairbanks did not have funding to do this.

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

No public comment.

**10. Other Issues**

No other issues.

**11. Informational Items**

**a. Statewide Transportation Alternative Program (TAP) Award Update**

Ms. Gardino stated that the meeting packet contained a printout listing all the TAP Award projects and the last one awarded was the Yukon Drive Sidewalk that was in their Preventative Maintenance Program so now they had the funding to construct the sidewalks they wanted. Ms. Gardino stated that the list showed the projects submitted, how they scored, which were funded, and where they were on the list. Ms. Gardino stated that just the Yukon Drive project was funded for our area and encouraged everyone to get a debriefing so they could improve their applications in the future. Mayor Ward inquired if there was a way to see what their individual scores were and why some of the projects submitted were deemed ineligible. Ms. Gardino stated that she would see what she could find out.

**b. Draft FMATS Freight Mobility Plan Existing Conditions Report**

Ms. Gardino stated that she wanted to let everyone know that she had seen a draft and provided comments so they should have one out for everyone to review as soon as they made the corrections she requested.

Mayor Ward asked Ms. Gardino what she thought of the report and whether she saw anything of interest. Ms. Gardino stated that she thought things had changed in some regard but in others there were not a lot of surprises. Ms. Gardino stated that the report evaluated the existing conditions and she was looking forward to seeing what the future was and how they could better manage their freight movement. Ms. Gardino stated that there seemed to be things happening that they needed to make sure to have a handle on so that they could consider them in the future.

**c. Obligations and Offsets**

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

**12. Policy Committee Comments**

- Mr. Pruhs stated that the Fairbanks Metropolitan Area Transportation System had a risk happening to it in funding and that was through the lawsuit on the clean air issue that was potentially being filed by Citizens for Clean Air, the Alaska Community Action on Toxics, and the Sierra Club because the EPA had failed to reclassify the non-attainment area as a serious non-attainment area triggering stricter pollution control measures. Mr. Pruhs stated that he believed that it was the obligation of this working group to give an opinion, mainly through a resolution that he would be working on over the next thirty days to submit. Mr. Pruhs stated that he looked at this group and said to himself that every part of this group, every operating system, had worked on the recent air quality issue: Mr. Pruhs stated that recently the Borough bought 30 new monitoring devices to pinpoint those areas that were deficient, the City of Fairbanks initiated the purchase of FN&G and brought it to AIDEA for their investment to get cleaner, cheaper gas within the City limits and for better home conversions and buildings. Mr. Pruhs continued that now they were now looking at working with AIDEA for costs to assist homeowners in the change-out program. Mr. Pruhs stated that the Interior Energy Project funded the most critical area of non-attainment that had the highest issue of bad air quality, with the construction of infrastructure for gas in North Pole. He stated that the Borough had looked at the hydronic heater issue and others, and created ordinances to rectify this. Mr. Pruhs stated that the City of Fairbanks had already applied through the State DEC to be brought out of non-attainment to attainment. Mr. Pruhs stated that FMATS could be affected with the loss of Federal funds. Mr. Pruhs stated that after looking through all the items, the Committee Reports, Air Quality Planning Subcommittee, the 2016-2019 STIP, issues facing FMATS regarding funding he would be drafting a Resolution for the Policy Committee to approve and talking with each of them individually, to show what all the entities had done over the last two to three years to address this issue in a positive way so the EPA could look at that and say that there were items going on that they were addressing themselves and they should not reclassify them as a serious non-attainment area because they had already taken many steps and were localizing addressing it.
- Mr. Anderson stated that DOT was already thinking about winter and would be starting a campaign to let people know what to expect in terms of road snow clearing this winter because they were in that time of budget reductions.

- Mr. Anderson added that there would be a public meeting for the Danby/Wembley Roundabout project at the Noel Wien Library from 6 to 8 p.m. on Tuesday, August 23rd. Mr. Anderson stated that there was a great roundabout video on the DOT website that showed some very large vehicles moving through a roundabout. Mr. Anderson stated that they did a simulation and worked with the Alaska Trucking Association to really show how a roundabout could be operational for the truckers.
- Mayor Eberhart thanked Mr. Spillman for that amendment. Mayor Eberhart stated that he had not thought about that but that he drove Phillips Field Road twice a day and sometimes shook his head that there were still so many railroad crossings and railway facilities within the City. Mayor Eberhart stated that he used to live in Shannon Park and swore that every day if they knew he was coming home, they would send a train through there. Mayor Eberhart stated that with the delays and the dangers associated with some of the things that trains carried close to residential areas, it was a bad situation that needed to be addressed.
- Mayor Eberhart stated that they were talking at the City yesterday at their Director's meeting about becoming more efficient and reducing costs, but also trying to generate revenue and thought there was something in the State budget language that he thought directed DOT to look at privatizing or outsourcing functions. Mayor Eberhart stated that he remembered there were specific discussions about snow removal and sign manufacturing, etc. Mayor Eberhart stated that he was raising that in the context that the City had a great Public Works Department with lots of equipment and a Sign Shop and asked Mr. Anderson who the City would talk to about those opportunities.
- Mr. Anderson stated that there was legislation intent language that DOT was to reach out to municipalities, evaluate costs, look for those cost sharing methods, and try to do that as partnerships. Mr. Anderson stated that they would be approaching folks very soon and were still trying to get a good understanding of that intent language and would be talking to the City possibly sometime in September.
- Mayor Eberhart stated that they had talks with the military about sharing of operations and equipment and he thought there might be some complementary functions or things that would help reduce costs for everybody and better accomplish some of those tasks.
- Mr. Anderson stated that he appreciated the question and when they were evaluating costs if someone had a better idea those were the kind of things they wanted to be doing right now.
- Mayor Eberhart stated that the City CFO had mentioned that some municipalities in other areas of the country were even buying graders and equipment together and sharing it.
- Ms. Koch stated that DEC had assumed responsibility for the regulatory monitoring at the State Office Building, NCore, and North Pole Fire Station air monitors. Ms. Koch stated that it had previously been done by Borough staff and the shift in responsibility happened per Mayor Kassel's request. Ms. Koch stated that they had a permanent DEC staff member in Fairbanks to assume that workload. Ms. Koch stated that they were still waiting for EPA to make a determination on the moderate SIP. Ms. Koch stated that there had been several lawsuits filed against EPA for passing their February 2016 deadline,

but EPA had not given them a timeframe for when they would make that decision. Ms. Koch stated that it did have potential repercussions for the vehicle emissions budget and FMATS work. Ms. Koch stated that on the Targeted Airshed Grants, they were expecting to hear from EPA Headquarters on the status of those grants. Ms. Koch stated that they had submitted three grant requests from the Borough for funding of new busses, funding for change outs, and reader boards. Ms. Koch stated that they hoped to hear back from EPA in September and would, of course, be in touch with Borough staff as soon as they heard anything. Ms. Koch stated that the last item she wanted to mention was the redesignation of the area from a moderate PM<sub>2.5</sub> area to a serious PM<sub>2.5</sub> non-attainment area and, given the design value that they had in the Fairbanks North Star Borough non-attainment area, EPA would have to redesignate that area as "serious" per operation of law. Ms. Koch stated that she did not believe that was a discretionary action for EPA and was actually somewhat surprised that they had not already done the redesignation. Ms. Koch stated that they had not provided them with a timeframe for when they expected to do the redesignation. Ms. Koch stated that DEC expected that would happen this summer. Ms. Koch stated that would be a very important, serious event that would trigger a new planning process by the State, working in conjunction with Borough staff, for a new planning process. Ms. Koch stated that part of that planning process would also trigger some stricter air quality controls. Ms. Koch stated that there would be a complete public process associated with all of that.

- Mayor Ward stated that for the North Pole Street Light Standardization project which was in the draft and current TIP, they were doing a public outreach to make sure the folks in those subdivisions and neighborhoods actually wanted that project. Mayor Ward stated that the Council had pass a Resolution, nominated the project through FMATS, and it was scored and now, two years later, they had funding so they were excited about the project. Mayor Ward stated that they had done mailings to all the property owners in those subdivisions and put up signs in the subdivisions to notify everyone about the public hearing meeting on August 23rd at 7 p.m. at North Pole City Hall. Mayor Ward stated that they were encouraging everyone to attend and let them know what their thoughts were or if they were not in favor of it, what their concerns were. Mayor Ward stated that some of the comments they had heard already voiced by folks had been that they liked the idea, but were concerned about how much it would cost, whether it would go in the existing right of way, and folks always wanted to know whether it was likely to go in their yard. Mayor Ward stated that they could not necessarily answer that question at this time, but were encouraged that folks were going to get out and testify. Mayor Ward stated that it was a pretty big project and probably one of the biggest projects they had happen in the City in quite some time. Mayor Ward stated that if it went through as proposed, all subdivisions in the City would be illuminated so it would be a great thing for the City of North Pole in his opinion.
- Mayor Ward stated that he did want to point out that there was a comment made about talking to individual members. Mayor Ward stated that they did have elected officials, and fell under the Open Meetings Act, so he just

wanted to make sure to point that out to folks out there that may be sitting on the Board to keep that in mind and wanted to make sure they stayed.

**13. Adjourn**

**Motion to adjourn.** (Westlind/Spillman). The meeting adjourned at 1:39 p.m. The next Policy Committee Meeting is scheduled Wednesday, September 21, 2016, at 12 p.m. in the Council Chambers, Fairbanks City Hall, Fairbanks, Alaska.

Approved:   
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Mayor Bryce Ward, Chair  
FMATS Policy Committee

Date: 9-21-16