



## POLICY COMMITTEE MEETING

**Main Conference Room, State of AK DOT&PF, 2301 Peger Road, Fbks., AK**

**Meeting Minutes – August 20, 2014**

### 1. Call to Order

Mayor Luke Hopkins, Chair, called the meeting to order at 10:00 a.m.

### 2. Introduction of Members and Attendees

<b>Attendee</b>	<b>Representative Organization</b>
*Luke Hopkins, Chair	Mayor, Fairbanks North Star Borough
*Bryce Ward, Vice Chair	Mayor, City of North Pole
*John Eberhart	Mayor, City of Fairbanks
*Rob Campbell	Acting Northern Region Director, DOT&PF
*Guy Sattley	FNSB Assembly Member
*Mike Schmetzer for Perry Walley	City Council Member, City of Fairbanks
*Alice Edwards	DEC, Division of Air Quality
**+Donna Gardino	FMATS MPO Coordinator
**Deborah Todd	FMATS Administrative Assistant
**Aaron Buckley	FMATS Transportation Planner
**Kellen Spillman	FNSB Community Planning
**Linda Mahlen	DOT&PF Planning
**Margaret Carpenter	DOT Planning
+Judy Chapman	DOT Planning
+Brian Lindamood	Alaska Railroad
+Joan Hardesty	Department of Environmental Conservation
Meadow Bailey	DOT&PF Information Officer
Shelley Potter	DOT Planning
Lance Roberts	FNSB Assembly
Mike Vigue	FHWA
Mike Crabb	DOT Program Development, Headquarters
Bob Laurie	DOT Program Development, Headquarters
Kelli Pelham	Representative Tammie Wilson's Office
Kenneth D. Brewer	Citizen
Kathy Buckley	Citizen
Randy Fletcher	Citizen
Gabrielle Larry	Citizen
Bill Larry	Citizen
Alan Armbruster	Citizen
Robert Warren	Citizen
Tony Johansen	Citizen
Sue Roberts	Citizen
Jaime Schwartzwald	TV Reporter

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

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

- 1) **Tony Johansen**-1887 Arctic Loon Circle, Fairbanks, Alaska. Mr. Johansen stated that he was there to speak again in opposition to the plan to convert College Road to a three lane highway with bike paths parallel to the travel lanes. Mr. Johansen stated that assuming nothing had changed since the last meeting, he was opposed the plan. Mr. Johansen stated that he believed the current design served the demands of the bicycle community sufficiently. Mr. Johansen stated that he believed the three lane would not accommodate traffic to the degree the current four lane did. Mr. Johansen stated that he did believe the current four-lane lacked width to those lanes which was a design error that was brought to Fairbanks by Juneau years ago when they decided that 11-foot lanes were sufficient. Mr. Johansen stated that unfortunately DOT had reconstructed the sidewalks and curb and gutters along both sides of that highway restricting it to the current width and if they had unlimited funds to spend he would suggest they buy right-of-way and expand the road to four, 12-foot lanes, but that was not an option. Mr. Johansen stated that he was there to restate his opposition to the three-lane design and asked that they reconsider and come forth with a proposal to build a four lane or reconstruct the existing four-lane in the areas from Sections 2 and 3, the areas from Lemeta-west.

Mayor Bryce Ward joined the FMATS Policy Committee meeting.

Mr. Sattley asked Mr. Johansen, remembering his testimony from a couple months ago, what he thought would happen under the proposed three-lane option with a turning lane in the middle; when a bus or large truck stopped in the only driving lane based on his decades of experience with traffic in this town.

Mr. Johansen stated that he thought that there were problems created with trucks or any vehicle, or busses, slowing to make a right-hand turn, or they would slow to move into the left-hand lane. Mr. Johansen stated that as much as he would like people to go into the left-hand turn lanes at speed, they never did that; they slowed down and then they moved over into that left turn lane. Mr. Johansen stated that in either case you would end up restricting the flow of traffic where today right-hand turn vehicles were bypassed on the left and left-hand turn vehicles were bypassed on the right and that option would not be there.

Mr. Johansen stated that people had voiced a concern about the safety of this design. Mr. Johansen stated that when you looked at the record of accidents, there had been very few accidents in the 11 years that the survey showed.

Mr. Johansen stated that there had been no fatal accidents on that highway, there had been six major injuries, and there had been an awful lot of minor injuries. Mr. Johansen stated that if you really wanted to look at all the accidents which, again, he did not think was very great, but if you really wanted to correct it, you should take the 16-20 year old drivers off the highway and it solved a lot of the problems. Mr. Johansen stated that he did not see that this design was really there to address safety. Mr. Johansen stated that he suspected the design was put there because the consultant that was hired really liked to control traffic.

- 2) **Alan Armbruster**- Mr. Armbruster stated that he had lived on the College Road corridor for about 22 years and it just seemed like going to the three lanes was

the most stupidest thing they could ever do, so keep it at the four lanes and it should be okay--three lanes just doesn't make any sense at all.

- 3) **Sue Roberts**, Walden Estates-Ms. Roberts stated that she was opposed to the traffic change. Ms. Walden stated she thought the lanes were going to be more congested, they were reducing traffic from four to three, and it was going to add congestion, but the one thing that nobody had mentioned so far in any of the meetings she had attended, was the concern about emergency vehicles getting through-especially during high traffic times. Ms. Roberts stated that it would be a real tragedy for a life to be lost or a home to be lost in a situation where literally sometimes seconds counted because an emergency vehicle was stuck and could not get through to get to the incident. Ms. Roberts stated that pretty much summed up what she had to say. Ms. Roberts stated that she was against it and agreed with all of the comments she had heard from all her constituents around the room. Ms. Roberts stated that she had lived in major cities in areas where things like this had happened and it just did not seem like it worked out. Ms. Roberts stated that they were adding to congestion, they were not stopping anything; they were keeping the bus pullouts limited-there was not enough pullouts for the number of stops, so you were going to have congestion with busses stopping there. Ms. Roberts stated that she did not believe that bikes and cars on the same roadway was a safety issue and thought it caused more problems than it fixed, and that pretty much summed up what she had to say.
- 4) **Kathy Buckley**, Fairbanks resident-Ms. Buckley stated that one thing that concerned her was the proposed change from College Road from four lanes to three. Ms. Buckley stated that she was concerned that in the wintertime with the reduced daylight, reduced visibility due to ice fog, with the three lanes would not have the visibility and increase the risk of accidents. Ms. Buckley stated if the firm from Oregon had taken the winter driving conditions here into consideration with their design and felt it had not been addressed sufficiently. Ms. Buckley stated that she thought it was a bad design and agreed with all the points that were made by her neighbors.
- 5) **Kenneth D. Brewer**-45 year resident of College Road-Mr. Brewer stated that he had lived in the same address all that time and was pretty well aware of the advancements, the new roads, all the changes in the subdivisions, and most of all the traffic on College Road that had increased so much. Mr. Brewster stated that he wanted to talk about a safety issue here. Mr. Brewer stated that he did not think they could do much about it, because now people went down the road—he had a commercial driver's license and had a chauffeur's license-and now people were going down the road multitasking. Mr. Brewster stated that when he saw that, he showed them his phone and told them that he was going to dial 911. Mr. Brewster stated that was what they were doing and if they wanted to talk about safety they had to teach the drivers to operate the vehicle, and operate the vehicle only, then drive down the road and then you would not have all these accidents. Mr. Brewster stated that he felt that they had wasted their time, they had all these people from the State department, there had been all these meetings, and people had expressed that they did not want this, it was stupid. Mr. Brewer stated that he agreed with them and only had a degree, did not have

a Master's or all those other things, but he did have common sense. Mr. Brewer stated that he had worked on the pipeline before there was a road, had surveyed it, and had worked for the City at one time, and this was not a good idea.

- 6) **Randy Fletcher**-Mr. Fletcher stated that he too would like to comment in opposition to the three lane. Mr. Fletcher stated that he did not think their Consultant had taken into account the demographics of the Fairbanks drivers, the age, the youth, and the fact that 20 plus percentage of them were young military soldiers. Mr. Fletcher stated that he drove every day on Aurora Drive which was a three-lane road and could tell you that less than half of the people waited for that bus-less than half. Mr. Fletcher stated that the rest of them used that center turn lane to pass. Mr. Fletcher asked what was going to happen with the increased traffic volume on College Road when those same drivers did that same thing. Mr. Fletcher stated that they all knew the answer to that question- people were going to get hurt. Mr. Fletcher stated that the other comment he wanted to address was the apparent deliberate attempt by the FMATS Technical Committee, DOT, and their Consultant to publish data regarding the public being in favor of this project that they knew to be in error. Mr. Fletcher stated that they had been in these meetings, they had seen the petitions, and knew the overwhelming majority of the public were deadset against it, and yet they continued to publish information contrary to that. Mr. Fletcher stated that it seemed to him that it was a deliberate attempt to deceive this committee, the public, and even some of the members of the Legislature and those things needed to be addressed.
- 7) **Gabriele Larry**-Ms. Larry stated that she was there again to address all the same concerns against changing College Road as everyone else had. Ms. Larry stated that everyone there was correct. Ms. Larry stated that she lived in Aurora and drove to work less than a mile. Ms. Larry stated that she walked the road, biked the road, lived there for 40 years with her kids and had a good view of the road from her house and watched truck and large construction vehicles going up and down that road. Ms. Larry stated she for one had driven that road over the years she had driven her kids up and down that road, shuttled them to West Valley, Joy School, Danby; and this was not a good change. Ms. Larry stated that mothers that needed to be able to move around traffic, busses that stopped would deter them when their kids were late and they were running them to school and they did not need to be repressed by additional slow moving vehicles. Ms. Larry stated that kids driving down that road in the morning were not focused on driving they were on their cell phones talking to friends and they needed to be able to just smoothly get down that road. Ms. Larry stated that College Road in her opinion, was a safe road. Ms. Larry stated that she had worked on that road since she was 18, she was an old woman now, but they needed to use some common sense here. Ms. Larry stated that she understood that there were federal dollars at stake and this and that, but they had heard that restriping the road was not a big deal to keep it the way it was and there should not be a big brouhaha over this. Ms. Larry stated that the common sense approach was the right approach. Ms. Larry stated that the constituents had spoken, it was for the people, the people had spoken, they just had an election, they wanted to be able to be treated fairly, and that was all they were asking for, and she knew that

coming to these meeting sometimes she felt like they were not being heard. Ms. Larry stated that the messages needed to be loud and clear when they went into this process so that people could address it up front. Ms. Larry stated that they had 455 signatures that had yet to be heard of. Ms. Larry stated that the last meeting they went to was a technical meeting and those 455 opposition signatures were referred to as a “red herring”, and why, that was not very politically correct in her professional opinion. Ms. Larry stated that they had taken the time to talk to people and she had taken the time here recently at the Fairgrounds, where there was a big event there the last ten days when the Fair was going on they would not have been able to move people in and out of there. Ms. Larry stated that they needed to think about what was going on on College Road. Ms. Larry stated that the safety procedures that were implemented on that road right now were great. Ms. Larry stated that she had yet in the past two years seen an accident and it was pretty good and she travelled that road daily, sometimes three or four times a day. Ms. Larry stated that they should consider their thoughts and consider everyone that had spoken over and over, and hopefully this could come to a close and they could all move on to something else. Ms. Larry stated that she would really like to move on to something more important and knew this was important, but she would like to move on to something else, and was sure that they had other jobs to do too.

Mayor Ward stated the Ms. Larry had mentioned concerns about the petition being included in the information provided to the Policy Committee and inquired if she had been aware that Policy Committee had received the petition after they made their initial action and after the report was written, so there was a bit of a time issue to get that information included.

Ms. Larry stated that she had not been aware of that. Ms. Larry stated that she knew that at that meeting they had it was presented, but she did not know how it was dealt with after that. Ms. Larry stated that she knew that those signatures were vital and important to be considered and that was her concern; that they were considered. Ms. Larry stated that she personally could have stayed at the Fair and gotten 10,000 signatures if that was what they wanted because she was at the Fair every day, was a Board member at the Fair, and they looked at trying to get people in and out of there safely. Ms. Larry stated that was a big concern of hers and she honestly heard peoples’ wheels squealing right next to her because they were in such a frustration mode because they couldn’t get in and out of that intersection during the Fair. Ms. Larry stated that if you slowed them down any more, you would have to have police out there just like they did at Nanooks hockey, because it was going to be overwhelming and hoped they would consider that. Ms. Larry stated that they would have to put extra traffic controls on that during heavy times.

Mr. Ward stated that he just wanted to make sure that Ms. Larry was aware that they were taking that into consideration.

Ms. Larry stated that was good and she appreciated that.

- 8) **Lance Roberts**-Mr. Roberts stated that he wanted to just come and encourage them to keep with the vote that they made last time, the unanimous vote, to do everything with College Road except for the restriping. Mr. Roberts stated that he thought the way that the packet was handled at the Technical Committee wasn't very well, and he had not seen that it was really corrected the last time he looked, which wasn't today. Mr. Roberts stated that they were given a list saying who was for and against and a whole categorization, but that only included stuff up until the 11<sup>th</sup> (7/11/14) when DOT closed their comments; and FMATS before that was sending them their comments. Mr. Roberts stated that all the comments after that, including the comments received at the meeting of the 16<sup>th</sup> (7/16/14) weren't included. Mr. Roberts stated that the Technical Committee was given this biased thing in the packet and the only thing the public saw was that there were more for this than against it. Mr. Roberts stated that when he found out that there wasn't even a mention of the petition in the packet, he went and made copies of the petition and delivered those copies for all the Technical Committee members and then sent an electronic copy which they all should have received because they sent it to all of them. Mr. Roberts stated that in the end they had this recommendation from Kittelson which really shouldn't have been made the way it was since that wasn't the direction that the Technical Committee was given. Mr. Roberts stated that then they talked for a long period of time about the three-lane change which was, again, not the direction the Technical Committee was given. Mr. Roberts stated that he just asked them to keep with their original vote on this. Mr. Roberts stated that they had the letter from the delegation and they had been talking about funding this since it wasn't going with the original intent that they approved that money for. Mr. Roberts stated that the Congressional delegation had been approached and he had talked to the Governor last week about the situation. Mr. Roberts stated that while he could not poll the Assembly because of the Open Meetings Act, from the public comments that had been made it certainly didn't seem like it was that popular with the members of the Assembly. Mr. Roberts stated that one other Assembly member at the last meeting commented about how they wondered about the process DOT was using and if it was broken, because this wasn't the first circumstance where public opinion was seemingly not being weighed in. Mr. Roberts stated that he was anxiously looking for the new plan to be presented to the Planning Commission and hoped that it would be in line with what the public had asked for. Mr. Roberts stated that he also wanted to point out that a lot of the opposition to this came from the businesses because they recognized how important traffic flow was to business. Mr. Roberts stated that they just had the Illinois Street project put a business out. Mr. Roberts stated that was how a downtown office was now just a building waiting to be sold because the way the traffic worked nobody wanted to go in there anymore because it just wasn't convenient. Mr. Roberts stated that when you took away the convenience of people getting to businesses on College Road and you constricted that traffic, they were going to end up going elsewhere, the businesses were going to end up either losing their business or shrinking, moving elsewhere, or shutting down completely. Mr. Roberts stated that if they moved elsewhere they might not move in the Borough, so he hoped that the City representatives realized that they might move outside of the City and they would lose that tax base. Mr. Roberts stated right now appraisals were done on market value so if it was just an empty

building sitting there, and they had a very poor commercial market right now; then they would lose tax dollars because of that. Mr. Roberts stated that he hoped everybody recognized that he never heard one word of support from the business community on College Road it was all opposition to the restriping. Mr. Roberts stated that he thanked them for their vote and hoped that they kept that the same mindset next time.

- 9) **Robert Warren**-916 Starling Court—Mr. Warren stated that he was there to speak in favor of the upgrade to the College Road project. Mr. Warren stated that he was currently a firefighter/paramedic for the City of Fairbanks, but did not speak for the Fire Department at all. Mr. Warren stated that he was also a cyclist and travelled that road often. Mr. Warren stated that he switched between working at the downtown station and the one in Aurora and used that road. Mr. Warren stated that he felt it would definitely be a safety upgrade. Mr. Warren stated that multiple studies in multiple nations had shown that cycles in the roadway were safer and more visible as opposed to being in a sidewalk scenario. Mr. Warren stated that he thought it was a great plan. Mr. Warren stated that somebody said there were six major accidents in the last eleven years and he thought if they could reduce that, it was an upgrade to our community. Mr. Warren stated that there was quite the vocal opposition to this. Mr. Warrens stated that seven other people in the room had said that they did not like it. Mr. Warren stated that he thought that one thing almost all of them had in common was conjecture, they said how they felt about it or their opinion on it, but what he was really interested in was the science behind this. Mr. Warren stated that they had a one year study that showed it would be safer, and it was safer in other communities. Mr. Warren stated that somebody had said that emergency vehicles might not be able to get through. Mr. Warren stated that rush hour on the Old Steese Highway they were able to get through to Home Depot and whatnot just by people generally knew to pull to the right, and they got through that center lane and that was a three lane highway. Mr. Warren stated that he was just there to say he thought it was a great idea.

#### 4. Approval of the August 20, 2014 Agenda

**Motion:** To approve the August 20, 2014 Agenda. (Sattley/Ward).

**Discussion:** Mr. Sattley asked to get an explanation of how the College Road Corridor Study was back on the agenda. Mr. Sattley stated that since a good half of the people that had spoken talked about rescinding their action and the other half said go for their action, he suspected there was some confusion about what their action was or should be. Mr. Sattley asked Ms. Gardino exactly where they were on approving the study and dealing with what the Technical Committee had to say.

Ms. Gardino explained that the Technical Committee was tasked by the Policy Committee last time to basically look at the College Road Corridor Study excluding the three-lane option and to report back to the Policy Committee about how the other recommendations would affect the existing projects, so that was why it was back on the agenda.

Mr. Sattley inquired where that meant they were as far as motions the Committee had made in the past.

Ms. Gardino stated that the last motion was the motion that she had just stated.

Mr. Sattley inquired if any of that mandated action on their part.

Ms. Gardino stated that they might choose not to act or they might not, she could not answer that.

Mayor Hopkins reread the motion that was made by the Policy Committee for Mr. Sattley.

Mr. Sattley stated that he wanted to clarify that for the benefit of the public.

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

## 5. Approval of the July 16, 2014 Meeting Minutes

**Motion:** To approve the July 16 and August 6, 2014 meeting minutes. (Sattley/Edwards).

**Discussion:** Mr. Sattley stated that a fantastic job had been done on the minutes. Mr. Sattley stated that he read them and they were very detailed and he liked that.

Ms. Gardino stated that Mr. Roberts had emailed her with a correction and asked if she could read the correction requested.

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

## 6. Committee Reports

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

Ms. Gardino presented the highlights from the monthly report that were included in the meeting packet.

## 7. Old Business

### a. Unified Planning Work Program (UPWP) PL Allocation Distribution Consultation and Determination (Action Item)

Ms. Gardino introduced Bob Laurie and Mike Crabb from DOT Headquarters, and Mike Vigue from FHWA to explain the UPWP Allocation. Mr. Laurie stated that they were there simply to answer questions and observe the proceedings.

**Motion:** To approve the PL Allocation Distribution as revised. (Ward/Schmetzer).

**Discussion:** Mayor Ward stated that he was curious about the letter FMATS sent to the State DOT that referenced the 80/20 split. Mayor Ward stated that some of the concern he had as a Policy Committee member was the 20 percent that was taken from the existing MPOs and used for planning outside the MPO area. Mayor Ward stated they currently had sat down and prioritized all the tasks that each entity was responsible for and based on his calculations they were not

even at 50 percent of the funding that it took to run their MPO. Mayor Ward stated that he did appreciate the consideration and the reallocation, but his concern lied with the MPO as a whole. Mayor Ward stated that he could not speak for Anchorage or what their status was as far as funding, but as far as planning efforts went, they were not funded at the level or even close to the level that they were paying into.

Mr. Laurie stated that it was not used just outside of the MPO's and was a discretionary thing for specific planning projects. Mr. Laurie stated that FMATS or AMATS could apply for specific planning projects over and above the absolute minimum from FHWA. Mr. Laurie explained that an example would be the Freight Study or Badger Road Study. Mr. Laurie stated that some of the money would be eligible as urban non-MPO communities that were growing and had their own transportation needs which was basically the same as the funding FMATS received prior to becoming an MPO in Fairbanks. Mr. Laurie stated that other communities like Wasilla and Palmer were likely to be an MPO at the next census period. Mr. Laurie stated that just as with Fairbanks, they wanted to build that expertise in the Palmer/Wasilla area, among others.

Mayor Ward asked Ms. Gardino if FMATS was aware of the process to apply for those funds yet. Ms. Gardino stated that they did not know yet. Mr. Laurie stated that they had not set that yet and were getting together with the regional planning chiefs come up with the specifics.

Mayor Ward asked if they were using the population size as a formula for distribution of the funding.

Mr. Laurie stated that it was a large factor as explained in the material sent to them. Mr. Laurie stated that comments made here convinced them that the air quality efforts factored into that, a large portion of which were already picked up by the State. Mr. Laurie stated that the Fairbanks population growth was used as a measure of transportation needs and was faster than Anchorage so they received credit for that. Mr. Laurie stated that military base growth and the announcement of the F-35 Squadron placement at Eielson, the gasline, Knik Arm Crossing for Anchorage, and commuters from outside of the MPA were all considered and factored into that.

Mayor Hopkins inquired about the document on Page 14 of the meeting packet where it talked about DOT discretion that some funds might be allocated in the Department's annual work program for metropolitan and non-metropolitan planning purposes and whether there was some amount of money currently allocated in that program for non-metropolitan planning.

Mr. Laurie stated that since the last 2006 update of the distribution formula, ten percent of the PL funds coming into Alaska went into the annual work program.

Mayor Hopkins asked Mr. Laurie if that would be considered the non-metro planning part of the program.

Mr. Laurie stated that it was used for both metro and non-metro planning and augmented the budgets for the tests that dealt with the planning processes in the regions and for the localized planning that was done,

Mayor Hopkins inquired if any of that money had been spent on FMATS MPO actions and if Mr. Laurie knew how much.

Mr. Laurie stated that it had but it was not tracked to that level of specificity.

Mayor Hopkins inquired about the DUPP or Discretionary Urban Planning Program. Mr. Laurie stated that was the “Discretionary Urban Planning Program” and was the discretionary program. Mayor Hopkins inquired if Mr. Laurie knew or tracked how much of the \$400,000 if any had been spent on FMATS MPO actions. Mr. Laurie stated that they had not had the discretionary program for the last ten or twelve years.

Mayor Hopkins asked if that meant that there was no money in the DUPP.

Mr. Laurie stated that there was not money yet, but with the new distribution formula there would be funding available for that.

Mayor Hopkins asked Mr. Laurie if he knew how much of that funding would come to the Fairbanks MPO.

Mr. Laurie stated that it depended on what kind of projects they came up with and how it competed with other communities.

Mayor Hopkins stated that it would be the over 5,000 population communities; 5-50,000. Mr. Laurie stated that it would be the over 5-50 and the MPOs or Anchorage could come in and they were talking about a project, and they would talk to them.

Mayor Hopkins stated that as he understood it the Knik, or whatever they were calling that bridge project at this point, was part of the AMATS TIP and inquired whether AMATS had discretion over that of some nature.

Mr. Campbell stated that he did not believe so. Mr. Campbell stated that the bridge was approximately 50 percent within the MPO and 50 percent out of the MPO so it had an interesting dynamic in that traffic magically appeared in the MPO from outside. Mr. Campbell stated that Mayor Hopkins was probably not totally familiar with the geography of that area but the MatSu Borough encompassed the other side of the arm there, so they were developing their traffic projections and models, and AMATS was developing theirs. Mr. Campbell stated that the bridge was listed in Table 8 of the AMATS TIP as the NHS System which was not under the jurisdiction of AMATS, per say, but was listed as a complementary type of table that showed the other work being done within the AMATS area that was not funded by AMATS. Mr. Campbell stated that the bridge was not being funded by AMATS, but was contained within the planning documents and those types of references within the AMATS jurisdiction.

Mayor Hopkins stated that it was similar to their TIP the way they had NHS projects, but then it had allocations made that put a lot of money towards things.

Mr. Campbell stated that it did, but it was not funded through AMATS.

Mayor Hopkins inquired whether any of those DUPP or non-metropolitan planning area funds were available or could they be put towards NHS projects in the AMATS or MatSu areas. Mr. Laurie stated that it was not construction money, it was planning money.

Mayor Hopkins stated that he did not know whether the planning was all done, but he was just looking for part of his bucket that was all.

Mr. Campbell stated that his opinion was that they typically did not spend money beyond planning level limits and there was no intent that he was aware of to try to fund that with AMATS money which would be like trying to convert College Road to a three-lane and just be a lightning rod that a lot of people would want to grab a hold of. Mayor Hopkins stated that they had seen that. Mr. Campbell stated that he was just trying to make a parallel example.

Mr. Campbell asked Mr. Laurie if it was their intent that the entire 20 percent would be available for discretionary projects or if some part of that would be discretionarily diverted somewhere outside of the application process that MPOs could go for. Mr. Laurie stated that some of that would be outside, but that was a decision that his bosses wanted to have the flexibility to apply some of that to the annual work program. Mr. Laurie stated that basically for the past eight years they had taken ten percent off the top and put it into the annual work program and this time they were taking 20 percent and putting it into a combined discretionary urban program, some of which would be available for the annual work program to take on some of the non-metropolitan planning tasks.

Mr. Campbell stated that he understood Mr. Laurie's reluctance to give them an actual percentage, but asked if it would it be fair to say that approximately ten percent would be available for these discretionary programs. Mr. Laurie stated that he was hoping for more than ten percent personally. Mr. Campbell asked if it that meant it would not be 19 percent, but somewhere closer to. Mr. Laurie stated that if he was successful, yes.

Mr. Campbell asked if it would be closer to 19 percent or somewhere between 10-20 percent that would be available for discretionary projects and part of it would not and they had not made that slice yet.

Mr. Laurie stated that the example he thought that he had in there was that it would be more like a 55-45 split, but that was just a number that he pulled out of the air.

Mr. Campbell stated that was ballpark and thanked Mr. Laurie.

Mayor Hopkins requested that Ms. Gardino reread the motion.

Ms. Gardino reread the motion and explained the FMATS allocation revision had increased the allocation from the original amount to the proposed amount of \$368,144. Mr. Campbell inquired if the motion was to accept the additional money. Ms. Gardino stated that the motion was just to approve the original distribution but whether they approved that or not, it did not really matter.

Mr. Laurie stated that was assuming the level of funding and right now Congress had only funded eight months of the next fiscal year and they did not know what they were going to do when it expired in May so that was basically just their best guess. Ms. Gardino stated that the allocation distribution was proposed, they consulted with the MPOs, and then it was FHWA that approved the proposed distribution.

Mayor Ward stated that if they were currently talking about Federal money that came into the State for planning, was there any kind of commitment from the State to put in State money for planning for MPOs.

Mayor Hopkins stated that they were talking about Federal money that the State got to slice with their knife how they wanted to.

Mr. Campbell stated that he did not think there was a State component of planning money that they received on an annual basis so he thought it was all federal money coming through the state.

Mayor Ward stated that was the point he was going to make and they were talking about other peoples' money and the state really had not contributed at this point besides what they received from the Legislature which was usually construction money. Mayor Ward stated that as he understood it they did augment some of that State money for planning and asked Ms. Gardino if that was correct.

Ms. Gardino stated that Mayor Ward was correct and some of the allocations they received from the State Legislature specifically stated that they could be used to fund the office and the work that they did at the office. Mayor Ward stated that they had to do that. Ms. Gardino stated that was correct since they did not have Federal money. Mayor Ward stated that he thought it was worth making that point.

Mr. Laurie stated that the State was picking up on the match portion for the portion that was assigned to the Northern Region in the annual work program for FMATS support. Mayor Hopkins stated that he did not hear any thank you in there but that was okay. Mayor Ward stated, "much appreciated".

Mr. Schmetzer stated that maybe he missed it but asked Mr. Laurie if FMATS received \$368,000 while Anchorage received \$1.2 million; if Anchorage was in a

similar situation as FMATS and that \$1.2 million was not enough to fully fund their program.

Mr. Laurie stated that they had several different tasks going just like FMATS did in their UPWP and they did augment it using other funds.

Mr. Schmetzer inquired if they used project funds.

Mr. Laurie stated that he believed so. Mr. Laurie stated that they used STP and CMAQ funds.

Mr. Campbell asked for clarification on the motion and inquired if it meant they were accepting the division of the planning money or just accepting the \$368,000 as FMATS money from the State.

Ms. Gardino stated that it was the distribution they were accepting, not the money.

Mr. Campbell inquired if they had jurisdiction over the distribution and what was meant by the word "distribution".

Ms. Gardino stated that it was call the "PL Distribution Formula" at the top of the page.

Mr. Campbell asked whether they had jurisdiction over that formula.

Ms. Gardino stated that they did not have jurisdiction and, as she stated, they consulted with FMATS and then the FHWA approved the formula.

Mr. Campbell stated that technically they were just accepting receipt of the money.

Ms. Gardino stated that technically they were just saying that they approved of the formula.

Mayor Hopkins stated that they could say that they approved this formula. Mayor Hopkins explained that they had a letter on the front of this packet that stated they wondered about this, that, and the other thing from back in April and they had received a reply dated the 14<sup>th</sup> of August and so if they did not like this distribution, this body could put something out there. Mayor Hopkins stated that they could withdraw it, direct Ms. Gardino to write another letter as it was coming forward, or they could say thanks for this and they were glad with what they got. Mayor Hopkins stated that those were all the actions that they could take. Mayor Hopkins stated that the current amendment was to approve this distribution formula of the funds if they needed a clarification and the funds were sitting right there as they saw them right now. Mayor Hopkins stated that there was a motion on the floor and inquired if there were any further actions or discussions on that motion to say that they accepted approving this formula distribution.

Mayor Ward stated that he wanted to add his thoughts. Mayor Ward stated that he understood that they were talking about a very complex issue and there was Federal monies and an amalgamation of funding that came in from different sources, whether it be through the State's participation in FMATS or the Municipality's participation, and he definitely appreciated the State's consideration to relook at this. Mayor Ward stated that it was not his intention to take funds from another MPO; he believed that they were all kind of in the same boat together; they had lots of things to do and only so much money to do it with. Mayor Ward stated that his concern went back to that 20 percent that was set aside. Mayor Ward stated he was very curious to see the methodology in which those funds were distributed whether it be through the MPO or through an application process that went through scoring, etc., etc. Mayor Ward stated that he was very interested to see how that happened. Mayor Ward stated that he still did not necessarily know if he completely agreed with it, but it was not his decision to make at this point. Mayor Ward stated that at this point he thought they could work with what they had and thought there was still additional work that FMATS could do to try and make the process better. Mayor Ward stated that he would love to see continued effort from the State, and there had been talk in the past, about creating some sort of transportation fund. Mayor Ward stated that there were many different avenues that they could proceed to make it a different process: good, bad, or ugly he guessed that was a decision for other people. Mayor Ward stated that in the end, he thought they could work with this and would continue to do so. Mayor Ward stated that they kind of had to deal with what they were given. Mayor Ward stated that he appreciated their interest to come up here and speak with them and participate in the meeting.

Mayor Hopkins asked Ms. Gardino about a couple of meetings ago when they made it through a distribution of UPWP funding and whether it was correct that some of that funding for the UPWP was PL funding towards local planning efforts to complete PL UPWP tasks.

Ms. Gardino stated that she was not exactly sure what Mayor Hopkins' question was but the UPWP defined the tasks that would be completed within the next couple years for their planning functions. Ms. Gardino stated that they had planning funding to the new level of \$368,000 and they also used STP funds to supplement that with State funds to match their portion, and the North Pole contributed cash.

Mayor Hopkins stated that the Borough contributed in-kind. Ms. Gardino stated that she believed that everyone had gone to a cash match.

Mayor Hopkins stated that they understood how they shoveled money into the PL process like AMATS.

Mr. Campbell stated that he probably would vote against this as it currently stood. Mr. Campbell stated that his concern was that he did not believe that they had jurisdiction over this formula and it needed more continued scrutiny. Mr. Campbell stated that the 20 percent thing was still in what he considered

unfinished form right now and he did not disagree with the work that had been done for it but was not willing to sign off of on this as a complete package yet.

Mayor Hopkins inquired if the makers of the motion wanted to withdraw anything or leave it as it stood.

Mr. Schmetzer stated that he did not believe that it was an action item.

Mayor Ward stated that he would withdraw the motion if the second concurred.

**Vote on Motion:** Motion withdrawn.

**Motion:** To postpone action on the PL Allocation Distribution until there is clarification on the remaining work items. (Campbell/Sattley).

Discussion: No further discussion.

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

**b. Unified Planning Work Program Alternate Funding Plan (Action Item)**

Ms. Gardino stated that the Technical Committee recommended to the Policy Committee the alternate funding scenario for the UPWP. Ms. Gardino stated that they were tasked with finding out what they would do if no highway bill was passed. Ms. Gardino stated that since then a Highway Bill was passed through May 31<sup>st</sup> and there was more clarity on the allocation distribution. Ms. Gardino stated that that she did not know if it was necessary that anything needed to be done for this, but it was work that was done in anticipation of unknowns experienced at the beginning of the month.

Mr. Campbell inquired if this changed any of the previous work that was done on the distribution or just formalized what they did before now that they had more solid highway funding bill numbers.

Ms. Gardino stated that this was created in the event that there were no highway PL funds available October 1<sup>st</sup> for how they would operate the office without Federal funding. Mr. Campbell asked if that made it kind of a moot point that did not need to be addressed. Ms. Gardino stated that Mr. Campbell was correct and that was her belief.

Mayor Ward asked Ms. Gardino if it was correct that they only had eight months of Federal funding. Ms. Gardino stated that Mayor Ward was correct and when they went about approving the UPWP they were going to be proposing a budget for the whole year based on an allocation of the \$368,000 that they just saw in the previous letter. Ms. Gardino stated that if FHWA approved that or they might comment on it, but she did not know as she had not gotten any direction either way.

Mayor Hopkins stated that, just for clarification, this was a budget action and if they saw that funds did not come for the remaining four months they would have to change their budget and they had done that before.

Ms. Gardino stated that Mayor Hopkins was correct and they would have to amend their budget. Mayor Hopkins stated that he heard no motion for this and seeing no motion would consider this not an action item.

**c. Badger Road Corridor Study Funding (Action Item)**

Ms. Gardino stated that the Badger Road Corridor Study project scope was on page 73 of the meeting packet. Ms. Gardino stated that it was listed under Task 300 of the UPWP. Ms. Gardino stated that they had developed a scope over the last month with an estimated budget of \$230,000 for that effort which might be a little light. Ms. Gardino stated that on page 42 they saw the balance in State funding. Ms. Gardino stated in the UPWP she had the study funded under State funds, but the appropriations received from the State said that a project had to be in the TIP in order to receive that funding and this project was not in the TIP. Ms. Gardino stated that she had consulted with the DOT and they agreed that they really could not use any of their State funds to fund the corridor study. Ms. Gardino stated that right now it was in Task 300 which meant it was funded, but the way she saw it, unless they had enough PL funding to fund this effort it would have to be put in as a contingency project and try to seek possibly some of that DUUP funding that they had learned about that morning.

Mayor Hopkins stated that the next item on the agenda was also an action item on final approval of their UPWP.

Ms. Gardino stated that Mayor Hopkins was correct and they really could not approve the UPWP, as presented, with using State funds for this corridor study. Ms. Gardino stated that they were going to have either have another source of funding for it or move it to the contingency project section and then figure out how they were going to get funding for that. Ms. Gardino stated that the other thing was that they had an additional allocation of \$36-\$37,000 dollars that they also had to figure out where to go with that also in their UPWP.

Mayor Ward inquired if she was assuming that based on the allocation that was just discussed earlier that they were receiving the extra \$37,617 dollars.

Ms. Gardino stated that was what she would recommend including.

Mr. Laurie stated that at this point based on the earlier motion made here, they would have to fall back on the previously approved distribution formula.

Mayor Hopkins asked Mr. Laurie if that meant the other motion to postpone an approval of what they were proposing.

Mr. Laurie stated that it left enough uncertainty in FHWA's mind as far as where the funds would be going.

Mr. Campbell stated that would have been a good statement to have made ten minutes ago.

Mayor Hopkins stated that was true. Mayor Hopkins stated that they could certainly, as a body, reconsider their action of the motion that they took. Mayor Hopkins stated that someone could make that motion and that was in parliamentary procedures to consider reconsideration of that action that they took.

Mr. Campbell asked for clarification as to what about that motion, in his opinion speaking as FHWA, made it somehow uncertain that money should be allocated to this MPO.

Mr. Laurie stated that he would probably want a clear indication that the distribution of the funds would not be contested later on down the line. Mr. Laurie stated that as he understood what they were proposing, basically they would have to go ahead and outline and put together the DUPP Program before they could move ahead and ask FHWA to approve the distribution formula. Mr. Laurie stated that they were talking about gathering people, meetings, and several months of work.

Mr. Campbell asked if Mr. Laurie was telling him that based on FMATS reaction to their uncertainty about how this program would be administered, that they were being held accountable for that now. Mr. Campbell asked if it was his position that because they did not agree to take a pig-in-a-poke he was telling him that they were now responsible for that. Mr. Laurie stated that he would not be putting it like that.

Mr. Crabb stated that the issue was that the currently approved formula was the one that gave them the \$330,000, so lacking any motion to move forward with the new formula, the old formula was the approved formula.

Mr. Campbell stated that he thought he needed to take a "time out".

Mayor Hopkins stated that just for clarification, as Chair for this body to hear, they had heard just before that there might be more money because of a change in formula, and inquired if there would there possibly be more funding put into those categories than the \$37,617 that they had just added into it; or was this "the formula" and it was done. Mayor Hopkins stated that if they wanted to take an at-ease and talk amongst themselves, that was fine with him or they could request that. Mayor Hopkins stated that they were just trying to get clarification on an action that they took and then clear discussion that happened that maybe they had sealed some kind of earlier fate where they accepted earlier program fund distribution so hearing no response, he would turn to Mayor Ward under this issue of Badger Road Study, money, and PL Funding.

Mayor Ward stated that it was his understanding, based on the conversation they had from their previous motion, that they did not have any ability to influence the decision of these allocations and guessed it was interesting to find out that they did. Mr. Campbell stated that he would have to do further research personally, but he was not sure they did.

Mr. Vigue stated that he thought that FHWA would be more comfortable, if they were comfortable with what they were doing. Mr. Vigue stated that they sensed from the motion that FMATS was not comfortable with it, so they wanted to be assured of that, or have some reasonable expectation of that. Mr. Vigue stated that technically, under the statute, they consulted with FMATS and put that forward for FHWA to approve.

Mayor Hopkins inquired if that meant from his comment that FHWA could take that as they might want less or they might want more.

Mr. Vigue stated that he did not think they would assume they would want less and did not think that was a good assumption.

Mr. Campbell stated that when he made the motion he was not saying that they were refusing the distribution, he just felt like it was not a completed work product and that it was inappropriate for this body to accept it without having full definition of what they were accepting. Mr. Campbell stated that now he felt like it was being held against them as a lack of good faith on their part and he did not believe that was the case at all, and thought that they generally agreed.

Mayor Hopkins stated that they should hold further discussion and if they wanted to consider a motion to reconsider their actions they could have that and then they could get staff up there. Mayor Hopkins stated that they were wandering off on a completed item, so if they wanted to reconsider it they could have a motion for that and then have a discussion. Mayor Hopkins stated that it was not clear to him that the action they took sent some kind of confused message back to FHWA.

Mayor Ward asked Mayor Hopkins if on parliamentary procedure they could bring back an action to reconsider an item that was already acted upon if a vote of the committee could move them back to that item.

Mayor Hopkins asked Mayor Eberhart his view on it.

Mayor Eberhart stated that he thought they all voted in favor so it was his understanding that anyone could move to reconsider Item 7A and they needed to have a second.

Mayor Hopkins stated that then they went into whether it was debatable or not.

Mayor Ward stated that he would make the motion to reconsider Item 7A.

Mr. Sattley stated that he would second the motion.

**Motion to Reconsider:** To reconsider the motion on Item 7a. (Ward/Sattley).

**Discussion:** Mr. Campbell stated that he would like to hear what type of language in the motion would give DOT and FHWA the comfort level that they needed to move forward with the distribution prior to making the second motion.

Mr. Vigue stated that he thought there was some confusion here. Mr. Vigue stated that he thought what was happening now was that there was an approved formula that gave FMATS the \$330,000 and their previous motion had been to table that for future information.

Mr. Campbell stated that was the new formula.

Mr. Vigue stated that meant that the old formula was still in place because the new formula had not been approved by the Policy Committee or forwarded by DOT over to the Division office of Federal Highways. Mr. Vigue stated that if they left the motion the way it was and DOT forwarded the existing formula as it was written over to the Division office and the Division office approved it, that seemed to him that it took the item off the table for them because now the formula was approved and they did not have anything to talk about so he was a little confused about what it was that they wanted. Mr. Vigue stated that if they wanted to continue to talk about the formula and discuss whether they wanted to write another letter and have some influence over that, then the old formula had to stay in place because if he approved the new formula there was nothing for them to talk about.

Mr. Campbell asked Mayor Hopkins if he could speak directly to that without offending him. Mayor Hopkins stated that whether he was offended or not, Mr. Campbell had the floor.

Mr. Campbell stated he was guessed there were two components to this. Mr. Campbell stated that number one was that when he made the initial motion he was not aware that this body had jurisdiction over this formula. Mr. Campbell stated that he thought it was a DOT/FHWA formula that they were just asked to be consulted on. Mr. Campbell stated that consulting to him did not imply that they had a level of authority to make any decision about that. Mr. Campbell stated that they could comment, they could complain, they could carp, or they could do whatever they wanted but they did not have any authority over it so he was not clear that their passing a motion was going to change anything that they could do with the formula. Mr. Campbell stated that secondarily, his motion at the time he made it was not in objection to the \$374,000 of the new formula, it was to get clarification on the 20% remaining which seemed to be under the State's jurisdiction as to how they were going to divide the discretionary money. Mr. Campbell stated that if that was not

clear either by his motion or his comments, he guessed he would like to clarify that he did not have an objection and did not intend to have an objection to the distribution of the \$374,000, but wanted clarification on the remaining 20% which seemed to be somewhat unfinished in the presentation they received here today. Mr. Laurie stated that it was unfinished and Mr. Campbell was right but they wanted to get past the distribution formula.

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

Mayor Hopkins stated that before they made a motion they had some discussion about the FMATS letter of April 16<sup>th</sup> that raised some issues about the funding amount they received which may or may not be the discretionary urban planning 20%. Mayor Hopkins stated that they needed to remember when they made their motion they needed to think about that.

Mr. Campbell stated that if anybody else wanted to make a motion that was great.

Mr. Sattley stated that it sounded great.

**Motion:** To accept the distribution of funds to the MPOs as presented and reserve the right to comment further on the 20% discretionary program, as it is further developed. (Campbell/Sattley)

**Discussion:** Mr. Campbell stated that he would certainly accept any friendly amendment that anyone wanted to propose.

Mr. Sattley inquired if it was his intent that included writing a letter saying that.

Mayor Hopkins stated that further comment could be in any form and the agencies just heard that pretty clearly.

**Vote on the Motion for Item 7A:** None opposed. Approved.

**Motion:** To move the Badger Road Corridor Study to Task 400 of the UPWP as a contingency project, and add \$31,671 to the study, and seek additional funding in order to fully fund the effort. (Ward/Schmetzer)

**Discussion:** Ms. Edwards asked Ms. Gardino if they put that \$37,000 in the Badger Road could it be in Task 400 even if it was only partially funded.

Mr. Laurie stated that with the new distribution formula one of the commitments that they made was that the funding had the formula been in place since FY13 and F14 that there was funding due to FMATS that they would have received had it been in place over and above of what they actually received which amounted to funds of about \$270,000. Mr. Laurie stated that they had a funding request in for the Freight Study of around \$166,000 awaiting formal approval of the distribution formula that left about

\$100,000 of obligated funds to use for this or whatever project that they chose and did not count the additional \$37,000 in funds that would come next year.

Mayor Hopkins stated that the question was could they use the \$37,000 in Task 400.

Ms. Edwards stated that her recollection was that they could not use State funding since it was not in the TIP and thought that it had to be in Task 400 before they could move it into the TIP and actually do the work. Ms. Edwards stated that she just wanted to understand if by moving it to Task 400 would get it into TIP and whether putting money towards it would be an issue.

Ms. Gardino stated that there were two options and they could do both. They could put the project in the TIP if they were going to use State funds for it or they could try to fund it through that DUUP Program. Ms. Gardino stated that the remaining balance of that money was \$83,600 of PL funds available plus the \$37,000 that they just heard about today for a total of \$121,217 that they could use to fund the Badger Road Corridor Study right now. Ms. Gardino stated that was only about half of the funding that they needed but she would recommend putting it in as a contingency project with half the funding and then applying for the DUUP funding. Ms. Gardino stated other places that applied for the DUUP funding did not even have to have it in their UPWP because they did not have a UPWP like they did. Ms. Gardino stated that they wanted to make sure that it was included in the UPWP if they were going to put any planning funding on it at all regardless of whether it was in the TIP or not but if they were going to use State money on it, it needed to be put in the TIP, but it could be in both places.

Mr. Campbell commented that what they were talking about right now was federal money for this project and if they used it through the DUUP Program it would still be federal money but in both those funding scenarios it would not be required to be in the TIP. It could still be directly funded with those programs and started without putting it into the TIP.

Ms. Gardino stated that Mr. Campbell was correct that it did not need to be in the TIP if it was in the UPWP. Mayor Ward asked if that meant that if they did not want to match it with State funds it would have to be in Task 400.

Mr. Campbell stated that it would have to be in the TIP.

Ms. Gardino stated that they could pay the match on this with State funds in PL because match was a valid use of the funds. Ms. Carpenter inquired if there was actually an issue since currently the PL funding was sitting in a STIP project. Mr. Laurie stated that it was in the Metropolitan Urban Planning umbrella.

Ms. Carpenter inquired if they would have to amend the TIP to include the Badger Road Study if it was funded out of that STIP line item.

Mayor Hopkins stated that as they shared documents, it was certainly very relevant that they understood policies and procedures that happened outside of their FMATS jurisdiction but had a direct influence on it. Mayor Hopkins stated that even though they watched the clock go by this was very relevant stuff if they took an action. Mayor Hopkins stated that they had already heard that they might have done something to themselves and this might be another example of that. Mayor Hopkins stated that so far everyone had been very patient and he appreciated that. Mayor Hopkins asked Ms. Gardino where they were at this point.

Ms. Gardino reread the motion to everyone for clarification.

Mr. Campbell stated that he would like to bandy about the idea of dedicating the rest of that surplus funds to that motion in some way that got them closer to getting the project funded and asked if he could propose an amendment to the motion.

**Amendment to the Motion:** To increase the funding to the number available. (Campbell/Ward).

**Discussion:** Mayor Ward asked if they had to have that amount in specificity or could they just say what the available funds were that remained.

Ms. Gardino stated that she would work with Ms. Carpenter to make sure they knew what that number was. Ms. Gardino stated that they did need to know what that number was but she had a rough estimate of about \$121,000 dollars, but they still needed to know the exact number.

Mayor Ward inquired if they still had the part about seeking additional funding in the motion.

Ms. Gardino stated that it was still included in that motion.

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

**Amended Motion:** To move Badger Road Corridor Study to Task 400 of the UPWP as a contingency project, and add \$31,671 to the study, increase the funding to the number available, and seek additional funding in order to fully fund the effort.

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

**d. Unified Planning Work Program Final Approval (Action Item)**

Mayor Hopkins explained that a motion was made to move Badger Road Corridor Study over to Task 400 Contingency project.

Mayor Hopkins inquired if Ms. Gardino wanted to make any further comments on the UPWP.

Ms. Gardino stated that they had it out for public comment for 30 days and they received no public comment.

Mayor Hopkins inquired if there was anything from the Technical Committee.

Ms. Gardino stated that there were was not since it was still out for public comment at the last Technical Committee meeting.

**Motion:** To approve the UPWP reflecting the previous actions including but not limited to the Badger Road Corridor Study. (Campbell/Schmetzer).

**Discussion:** Mayor Hopkins inquired if there were any parts that they did not have adequate funding for in the UPWP.

Ms. Gardino stated that Task 400 did not have adequate funding for the Trans Cad Model and the Fairbanks Railroad Relocation Study.

Ms. Edwards inquired if the projects were listed in any priority order.  
Ms. Gardino stated that they were not in any particular order.

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

## 8. New Business

### a. South Cushman Sidewalk and Drainage Improvements and Resurfacing Construction Increases (Action Item)

Ms. Gardino explained the request for funding was mostly for traffic control and LED streetlights within the South Cushman project and she proposed using offset funding for that.

**Motion:** To approve the following requests for funding: \$206,897 for the South Cushman Resurfacing project using offset funding and \$172,065 for the South Cushman Sidewalk and Drainage Improvement project, using SB160 funding. (Campbell/Edwards).

**Discussion:** No further discussion.

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

### b. North Pole Interchange Pedestrian Facilities Construction Increases (Action Item)

Ms. Gardino stated that this request had come to her after the Technical Committee Meeting that there were overruns on the North Pole Interchange Pedestrian Facilities project and it came to her very late in the process. Ms. Gardino stated that she tried to make sure all funding was obligated and had done that so DOT had some offset funding available to fund those overruns but the Policy Committee needed to approve those changes that occurred on the project.

**Motion:** To approve the changes on the North Pole Interchange Pedestrian Facilities Project as presented. (Schmetzer/Ward).

**Discussion:** Mayor Ward thanked the State of Alaska DOT for that.

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

**c. FMATS FFY2015 Budget (Action Item)**

Ms. Gardino explained that the budget was from October 15 through September 2015. Ms. Gardino stated that she had shown the actual 2014 expenditures through three quarters and if they noticed it was higher than the previous budget reflected in the TIP since there had been some changes in salary, funding, and some liabilities for leave that were not fully accounted for, she thought it would be prudent in case someone decided to cash out leave that they had money in their budget to do that which was the reason for the increase in the personal services section.

**Motion:** To approve the FFY15 FMATS Coordinator's Office Budget. (Eberhart/Schmetzer).

**Discussion:** Mr. Campbell inquired about the dollar value of that leave liability that they were half covering. Ms. Gardino stated that the total amount was \$51,523 dollars. Mr. Campbell inquired if that was the total or the half. Ms. Gardino stated that was the total.

Mr. Sattley inquired about the telephone line and whether it was included in the contribution made by the City of Fairbanks. Mr. Sattley stated that he knew that the City contributed the space, the desks, the computers, and the car, but wondered whether the telephone was included in that. Ms. Gardino stated that it was not included and never had been since the agreement was prepared.

Mayor Hopkins inquired about maps and additional software listed and if she could talk about that.

Ms. Gardino explained that additional software might be an upgrade to Adobe Acrobat or a version of ARC GIS or Arc Viewer for example. Ms. Gardino stated that the bulk of their supplies was toner to print all the meeting packets which she guessed was probably about \$6-\$7,000 dollars per year.

Mayor Hopkins asked Ms. Gardino if the City of Fairbanks supplied those pieces of software.

Ms. Gardino stated that they had not bought them and it was just something she might anticipate, but if they wanted to have an Arc Viewer they definitely would have to have some discussion with the City of Fairbanks about compatibility and servers and that kind of thing. Ms. Gardino stated that they had discussions in the past about obtaining GIS but it never moved forward because it was just not something that they could afford.

Mayor Hopkins inquired about the increased amount in contractual services for mapping and GIS and consultant services as required.

Ms. Gardino stated that the TIP Tool maintenance cost was \$5,000 per year and that had been the reason for much of that increase. Ms. Gardino stated that printing the bike map had been coming out of the Coordinator's Office budget and cost them about \$4,000-\$5,000 per year or every time they printed it. Ms. Gardino stated that they updated and had been doing data counts for pedestrian and bike counts for the last couple years for the DOT since they did not have a program to do that and it had been funded out of the Coordinator's Office budget and cost them about \$9,000 last year.

Mr. Sattley inquired if the bicycle maps came out of their budget.

Ms. Gardino stated that it was the only source of funding she had and she considered it kind of like a supply or advertising. Ms. Gardino stated that the development of the bike map was funded under the Long Range Plan as a task, but actually printing the map was not a part of that task. Ms. Gardino stated that AMATS' bike maps got printed for free by an engineering firm in Anchorage.

Mr. Sattley stated that the Borough could print bike maps in the future and asked if the Borough had a bicycle plan. Ms. Gardino stated that she believe it was from 1991.

Mayor Hopkins stated that they could certainly have that discussion. Mayor Hopkins stated that he had not been approached by FMATS to print the bicycle maps but they could very well entertain that idea. Ms. Gardino stated that it was a very popular item and they only had about 800 left out of the 4,000 maps that were printed.

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

\*(A short break was taken in the meeting prior to the College Road Corridor Study discussion.)

\*Ms. Edwards departed the meeting for another meeting.

**d. College Road Corridor Study Final Report Modified Recommendations and Implementation (Action Item)**

Ms. Gardino explained that the motion from the Technical Committee was to submit Kittelson Technical Memorandum #6 to the Policy Committee with special consideration of Table 3 on Page 15 of the report with the added emphasis that there would be no expected reduction of crashes by 29% with no improvements to safety. Ms. Gardino stated that DOT had taken the public comments received during the public comment period, analyzed them, and organized them by group, then Kittelson had gone about reviewing those comments and preparing a responsiveness summary. Ms. Gardino stated that Page 104 of the meeting packet contained the recommendation table that was edited to identify the impact of excluding the three-lane option so it listed the initial report recommendations and how those would be affected on the various projects. Ms. Gardino stated that all the west segment project recommendations were being addressed except for the recommendation to

remove the three lanes and the installation of bus pullouts which needed to be verified through additional study. Ms. Gardino stated that enhanced pedestrian crossings were still applicable. Ms. Gardino stated that they needed better bike and pedestrian count data to understand where pedestrians were crossing and knew there was a very long distance along College Road where people were crossing and if there was a place that warranted a crosswalk or beacon system. Ms. Gardino stated once they had data for that they could look at that down the road and other than that most of the recommendations were being addressed. Ms. Gardino stated that the realignment of the Johansen off ramp might still be beneficial but was not required and warranted further study and the removal of the three lane option had no effect on the east segment recommendations.

**Discussion:** Mayor Hopkins asked Ms. Gardino if the memo that revised the implementation time frame and key benefits was what had been modified in the final report and was being referred back to the Policy Committee by the Technical Committee.

Ms. Gardino explained that the Technical Committee was asked to let the Policy Committee know how the exclusion of the three-lane option affected the recommendations within the report itself and of the recommendations in the report, which ones were being addressed and how those were being implemented, if they were being implemented.

Mayor Hopkins inquired if they wanted to discuss it first to clarify what their procedures were for this motion.

Mr. Sattley stated that he needed clarification because he viewed the communication from Kittelson as a communication to them. Mr. Sattley stated that it was his understanding at the last meeting that they accepted or approved the report except for the three-lane design. Mr. Sattley stated that they had done that and passed it so it was not clear to him whether they needed another motion or not. Mr. Sattley stated that if they wanted a motion to accept the communication from Kittelson and/or accept the motion from the Technical Committee which talked about the alleged 29% reduction in crashes, they could do that, but he was not quite clear why they needed to put the whole thing back on the table.

Ms. Gardino stated that the only action she saw coming out of this was if they thought that the Technical Committee had not done what they were tasked to do or if they wanted them to further study the need for bus pullouts in a four-lane scenario they could do that, and other than that she did not see there was any action required.

Mayor Hopkins asked if the bus pullouts would have to be a separate project if they were going to put it in since they already had a project on College Road and if they started tweaking that, they were back to resubmitting it, funding and all that so they could do a study any time they wanted.

Ms. Gardino stated that they could add it as a task to the existing agreement and did not think it was a big undertaking that they added it as a task to the consultant contract they already had.

Mayor Hopkins asked Ms. Gardino if that meant it would only be a study thing and not modify the project.

Ms. Gardino stated that it would not modify the project.

Mr. Schmetzer inquired how much money was available in the Consultant's budget.

Ms. Gardino stated that she did not know if there was PL funding available but they could probably try to tap into some DUUP money.

Mayor Hopkins stated that in response to Mr. Sattley's question to Ms. Gardino about what they were doing here so they could consider some of the actions that were in the table. Mayor Hopkins stated that if they were going to go down that road he would ask for a motion to be put forth. Mayor Hopkins stated that they had a memo with response to public comments from Kittelson and a revised table containing implementation time and key benefits proposed benefits and they could consider some of those actions

Mayor Ward asked Ms. Gardino if they had merged the two projects on College Road.

Ms. Gardino stated that they had not merged the two projects and one project was the College Road Rehabilitation project which went from Mary Leigh to University Avenue, then they had College Road/Margaret/Antoinette Highway Safety Improvement Program project to realign that intersection, and then they had a third project which was the College Road Right Turn Lane project that was in the Steese/Old Steese area which added right turn lanes and that was also an HSIP project.

Mayor Ward asked Ms. Gardino if the project that they merged was the extension of that 1,000 feet. Ms. Gardino stated that they had not merged any projects, all they did was add termini so they did not have a gap in the middle of the road so that when they rehabbed the road it was all rehabbed and not leaving a 2,000-foot gap.

Mayor Ward stated that what they were looking at there was just the planning document his concern was how this would affect the existing projects at Margaret/Antoinette and the repaving. Mayor Ward inquired if they would have to amend the scope of the repaving project if they were to go from the three lane to the four lane option of it was just implied.

Ms. Gardino stated that they did not have to make any action to amend any project.

Mayor Ward stated that he just wanted to make sure he was clear on it and asked Ms. Gardino if the action they took at their last meeting was enough direction to DOT to not pursue a three-lane option on College Road. Ms. Gardino stated that she would let DOT answer that.

Mayor Hopkins stated that was their motion and that was the direction. Mr. Campbell stated that he thought the motion was to go back and study the report for the effect of not having a three-lane. Ms. Gardino stated that Mr. Campbell was correct and that had been the motion.

Ms. Gardino stated that the motion dealt with the report. Mayor Ward stated that they had not taken any action on the actual scope of the project.

Ms. Gardino stated that the only action that the Policy Committee had taken on the scope of the project was to extend the termini to Mary Leigh whether it was four lanes or three lanes it was always a consideration in the scope since the scope was written.

Mayor Hopkins stated that the first part of the motion was to approve the College Road Study Final excluding the three-lane option and they were asking the Technical Committee to do something. Mayor Hopkins stated that they approved the project.

Mr. Campbell inquired if Mayor Hopkins was thinking they were being asked to approve the report excluding the three-lane option. Mayor Hopkins stated that they approved the report.

Mayor Ward stated that was not his understanding of what the motion was at all. Mayor Ward stated that the motion they had was for the project report that was in front of them. Mayor Ward stated that he just wanted to make it clear that if they needed to make a motion or have an action item to change the scope, they needed to do that since at this point they had just looked at the study. Mayor Ward stated that he was just trying to make sure they were all clear and it did not sound like they were, of what actions needed to be taken.

Mayor Hopkins asked Ms. Gardino if earlier she was saying that they modified the scope in the TIP to include the termini so they did not have this short ending before they got to University/Farmers Loop intersection and a couple of other details.

Ms. Gardino stated that they had a 2,000-foot gap between Danby and Mary Leigh and so they did a TIP amendment, amended the scope to extend it all the way to Mary Leigh, and that was the only action on the College Road Rehabilitation project.

Mayor Hopkins asked Ms. Gardino if FMATS, at some point in the recent past, say that they approved a corridor study to study various aspects of going from a four lane to a three lane.

Ms. Gardino stated that Mayor Hopkins was correct and the College Road Corridor Study was a study to improve the safety for all users. Ms. Gardino stated that as a result of that 16-month effort, the three lane option rose to the top as the preferred alternative.

Mayor Hopkins asked Ms. Gardino if FMATS then took an action on that corridor to approve that in the report.

Ms. Gardino stated that Mayor Hopkins was correct. Mayor Hopkins asked Ms. Gardino if the scope in the TIP said anything about having a three-lane road.

Ms. Gardino stated that the scope in the TIP did not specifically detail whether it was four lanes or three. Ms. Gardino stated that the scope in the tip read: *“Rehabilitate and repave College Road between University Avenue and Mary Leigh Avenue including intersection improvements along the route.”* Ms. Gardino stated that when DOT developed the project, on the project justification sheet in 2002, they requested consideration of a three-lane option which was considered in the environmental document when the project went through that process but the scope, as written, did not specifically address the striping.

Mr. Sattley stated that they used the word “direct” DOT and somebody somewhere made the distinction of approving the study or approving the project, and he did not remember who that was. Ms. Gardino stated that it had been Ms. Heil.

Mr. Sattley stated that he remembered that Ms. Heil really made a point that it was a “study”. Mr. Sattley stated that he guessed that they had to ask DOT whether it was their view that they were accepting “direction” from the Policy Committee on the three-lane versus four-lane or did they do what they did a couple months ago where they approved and basically said “ignore the three lane idea, stick with four lanes”. Mr. Sattley asked Mr. Campbell if DOT viewed that as direction from the Policy Committee of FMATS, or was it just an interesting piece of information equal to the Kittelson study. Mr. Sattley stated that he did not know if Mr. Campbell was particularly comfortable with answering that, but that was his question.

Mr. Campbell stated that he was not particularly comfortable with it, but thought it was a valid point to discuss. Mr. Campbell stated he was not talking about College Road right now, he was just talking about highways and roads in general. Mr. Campbell stated that this was a planning organization, “P”-“Planning”. Mr. Campbell stated that it was not a design, construction, engineering, or right-of-way organization. Mr. Campbell stated that it was an advisory group that directed the allocation of funds within the FMATS area. Mr. Campbell stated that to him there was a big distinction between programming monies and having somebody who was a professional engineer actually design a competent facility for public use; those were not the same things. Mr. Campbell stated that in a general sense this body was charged

with identifying important needs within their boundaries and directing resources to those areas to help improve. Mr. Campbell stated that at a planning level they had the ability to decide if it was more important to have large freeways or small rural roads, paved or gravel roads. Mr. Campbell stated that those were all policy level decisions that within the funding stream they had jurisdiction over. Mr. Campbell stated that when they got down to discussing whether to have 11 or 12-foot lanes, to him that was not a policy level discussion that was an engineering level discussion based on expected traffic numbers, the types of vehicles that would be on the facility, projected growth patterns within the area, competing needs for resources and there were a lot of things that went into that but it was not necessarily a policy level decision of how wide they put a four or six-inch lane strip down. Mr. Campbell stated that he would take a little exception and would disagree that this committee could direct DOT on the design of a facility, in a general sense.

Mr. Sattley stated that somewhere in past meeting minutes he had read Mr. Campbell had talked about NHS highways or Alaska system highways versus local stuff and he had sort of categorized College Road as not really essential to the big system, and therefore, it was sort of a local deal. Mr. Sattley asked Mr. Campbell if he still felt that way.

Mr. Campbell stated that he believed he had expressed that opinion several times both privately and publicly with people that had asked him that. Yes, he still had that opinion. Mr. Sattley asked if Mr. Campbell was saying that it threw it more over into respecting the position of the Policy Committee versus the engineering position.

Mr. Campbell stated that he was not trying to torture them with it, but was just saying that was what he said and he believed that he had said it at the last meeting, discussed it with Mayor Hopkins a couple months ago, and in this area he did not believe that College Road had an important economic or transportation definition within the state transportation system. Mr. Campbell stated that he did not think it developed an important resource or connected two large communities and therefore did not think it was a critical link in what he would consider a state transportation system. So, yes, he stood by his previous statements on that. Mr. Campbell stated that he was not trying to be ornery on this particular issue he was just trying to lay out some kind of boundaries in a general sense that they may come across this again in future discussions on other projects just so they understood where he might be on those.

Mr. Sattley stated that separately on bus turnouts which had been a sore subject of his ever since it came up, they could have another study or have Kittelson study it some more. Mr. Sattley stated that bus turnouts were all the way through this and he thought they were needed, but was very reluctant to tinker with this whole mess any more than they had already had because he wanted to see it head down the road to construction and was really reluctant to stick more amendments and more studies into it at this point.

Mayor Ward asked Mr. Campbell what kind of direction he was looking at for the Policy Committee when they approved reports if there were alterations or modifications to those reports, was that something that he looked for in a memo or a motion. Mayor Ward asked Mr. Campbell what kind of consideration he was looking for.

Mr. Campbell stated that he thought it was a pretty important component. Mr. Campbell stated as he said earlier on a policy level he thought this Board was responsible for a lot of things and their general guidance was important in establishing which projects were worked on and the ultimate framework for this community or this MPO, but he was not willing to accept direction on an engineering level. Mr. Campbell stated that at some point an engineer had to stamp those plans putting his professional livelihood on the line. Mr. Campbell stated that he had years of training and a state certification to pass and those types of things were not subject to the opinion of this Board. Mr. Campbell stated this he got the message on College Road. Mr. Campbell stated that he thought this Board should be looking at higher level issues and trying to accommodate those within their working framework. Mr. Campbell stated that the Technical Committee was staffed by competent professionals and people with legitimate credentials to comment on those types of things in terms of technical feasibility.

Mayor Ward stated that at the last meeting the report was approved and the Technical Committee was asked to review the impacts of excluding the three-lane option and thought that the Kittelson memo should be included in the final report.

**Motion:** To include the Kittelson memorandum in the College Road Corridor Study Final Report. (Ward/Campbell).

**Discussion:** Mayor Ward stated as maker of the motion his desire in this was that they asked the Technical Committee to make a recommendation excluding the three lane option and he thought that memo should be included in that final report so that years from now if someone asked why they took that action they could go through the minutes and see it was a key important factor as to why they made that decision.

Mr. Sattley asked Ms. Gardino what difference it made whether the 15-page memo was included in the final report or just in the project file or the record of this discussion or was there something he was missing.

Ms. Gardino stated that the final report was what they saw with the recommendations that were presented and included the three-lane option and it helped someone to understand that the report was approved with the caveat to exclude the three lane option.

Mr. Sattley stated that was in the motion and he did not see why it had to be in the report.

Ms. Gardino stated that there was no note, like in the Vision Fairbanks for example, there was no note that said that the report was approved in whole.

Mr. Sattley stated that he still did not think it was necessary but it probably did not do any harm.

Mayor Hopkins inquired if there was discussion with Kittelson at the Technical Committee meeting regarding the table where recommending the three-lane option was removed and since Kittelson was not there to address that, they obviously made the comment that the expected benefit was some reduction in vehicle crashes by their engineering analysis. Mayor Hopkins inquired if it went into the types of vehicle crashes again or did they just make the statement that vehicle crashes would be reduced.

Ms. Gardino stated that Kittelson had discussed it and the highway manual stated that they would see a reduction of 29% in all crashes and they had discussed the crash reduction at the Technical Committee. Mayor Hopkins inquired if there had been any comments about bicycle and vehicle mishaps or crashes in that report. Ms. Gardino stated that she did not believe so.

Mayor Hopkins inquired if DOT had statistics for that and if it was in the report about College Road crashes. Ms. Gardino stated that it was not in the College Road report information.

Mayor Hopkins stated that he had considered adding looking at the issue of bus pullouts and there was the issue that there were not enough bus pullouts and there would be seven more bus pullouts, Did FMATS have that contract or did the DOT? Mayor Hopkins asked what would happen if they added another component to that contract for bus pullouts since they already approved the final College Road report.

Mr. Campbell stated that bus stop studies were taken on a global basis and not individual routes on a specific segment of road. Mr. Campbell stated that he suspected it would be joint effort between the Borough and FMATS to determine. Mr. Campbell stated that they might be able to do it under this contract but might be more of a separate action.

Ms. Gardino stated that the amount would dictate the type of procurement process they went through.

Mr. Sattley stated that since they were repaving it seemed an opportune time to install seven more but they were told it would require more right of way and would take an extra year and there was lots of resistance to it.

Mayor Ward stated that the report was approved with consultant recommendations to go to a three-lane option and since then there had been other public involvement that led to approve the report without the three-lane option and the memorandum addressed the issues brought forth by the

Technical Committee and laid a very clear path of what the actions of the Policy Committee were and what the results of those actions would be.

Mayor Hopkins further explained the previous motion made by the Policy Committee and how the community had felt about that motion.

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

\*Mayor Eberhart apologized that he had to leave the meeting for Police Chief Interviews.

**e. Planning Notice of Proposed Rulemaking (NPRM) Comments (Action Items)**

Ms. Gardino stated that Page 106 contained draft comments from FMATS for the NPRM due September 9<sup>th</sup> and she had not received much input from the Technical Committee. Ms. Gardino stated that she had attended webinars and coordination was key and having one effective date for all performance measures was important. Ms. Gardino stated that score cards were not reflective of long-term type projects. Ms. Gardino stated that the Code of Federal Regulations was being updated to reflect MAP21.

**Motion:** To modify the letter on the Planning NPRM to include an opening statement that FMATS resists increasing federal regulations and complexities imposed on the federal highway program. (Campbell/Ward).

**Discussion:** Mr. Campbell stated that simplifying regulations was an effective starting point as to how they wanted them to do that and as a matter of policy they should always be vigilant and try to resist creeping bureaucracy whenever they could.

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

**f. Fairbanks International Airport Master Plan Comments (Action Item)**

Ms. Gardino explained the comments on the FIA Master Plan and reiterated the concept of Alaska International Airport System.

**Motion:** To forward the letter on the Fairbanks International Airport Master Plan. (Ward/Sattley).

**Discussion:** Mr. Campbell asked about Ted Stevens Airport inclusion and whether it was outside FMATS boundaries or not.

**Vote on Motion:** Five in favor. One opposed. (Campbell) Approved.

**g. Establishing FMATS Policy Subcommittee (Action Item)**

Mayor Hopkins requested that a subcommittee be formed to establish policies and requirements for how they did business when there was an issue.

Mr. Sattley asked for an example of the kind of policy Mayor Hopkins was talking about.

Mayor Ward inquired if AMATS general policy review could be done by Technical Committee. Ms. Gardino stated that it could.

**Motion:** To direct the Technical Committee to review the AMATS Policies for potential adoption by FMATS. (Ward/Campbell).

**Discussion:** Mayor Ward stated that everything that went through Technical Committee came back to Policy Committee and there were a lots of great things that came out of AMATS policy, but not all of it applied to them. Mayor Ward stated that they already had appropriate mechanisms in place to explore the avenue of policy.

Mr. Campbell stated that he wanted to second some of what Mayor Ward said and thought it was a good step for this body to think about how they could effectively do their job and delegate other things that they could not do. Mr. Campbell stated that developing those policies whether based on AMATS or not he would also recommend that they rely on the Technical Committee for their concerns about specific technical items. Mr. Campbell stated that he would agree in terms of having general policies and having Technical Committee involvement.

Mayor Hopkins stated that they had members on Policy Committee that guided what went on in the Technical Committee. Mayor Hopkins stated that if they had elected officials on the Technical Committee they could send it back for discussion and review and thought it was important to have Policy Committee members on it.

Mr. Campbell asked Mayor Hopkins if he would consider AMATS as a good starting point for his policies or had something else in mind. Mayor Hopkins stated that AMATS policy could be used as a reference document.

Mayor Ward asked Ms. Gardino if the City had a council member considered as an ex-officio so they could enter into a discussion and oftentimes could vote and did they have any kind of guidelines as far as Policy member involvement in Technical Committee as ex-officio members in the Bylaws and was it allowed on a subcommittee.

Ms. Gardino stated that it did speak to that in the Bylaws, but she could not be quoted on it to tell him for certain and wanted to say that any subcommittee formed was chaired by the chair of the Policy Committee.

Mayor Ward stated that if subcommittees formed were chaired by the Policy Committee it might be inadequate for Policy Committee to engage in conversation with the Technical Committee.

Ms. Gardino stated that she would research it further.

**Vote on Motion:** Three in favor. (Campbell/Schmetzer/Ward). Two opposed. (Sattley/Hopkins). Motion failed.

**9. Public Comment Period (3 minute limit)**  
No public comment.

\*Ms. Edwards left the meeting via telephone at this point.

**10. Other Issues**  
None.

**11. Informational Items**

**a. Interim TIP and MTP**

Ms. Gardino explained that the interim MTP and TIP had been approved by FHWA.

**b. Artwork Update**

Ms. Gardino stated that she had a meeting with the artist at 2 p.m. and the art would be shipped September 3rd and arrive September 10th. Ms. Gardino stated that she would let them know when they were going to do the unveiling for the Polaris sculpture.

**c. CMAQ Program NPRM-Comments Due October 3**

Ms. Gardino stated that NPRM Comments are due by October 3, 2014.

**d. Highway Reauthorization**

Ms. Gardino stated that the Highway Reauthorization passed August 6, 2014.

**e. Obligations/Offsets**

Ms. Gardino explained the obligations/offset list included in the meeting packet.

**12. Policy Committee Comments**

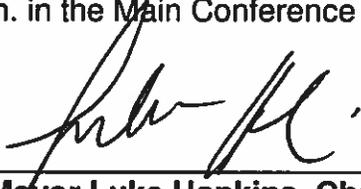
Mayor Hopkins stated that he was interested in hearing sometime soon about STIP projects and how the funding was going and asked to hear something about University Avenue NHS project funding for bridge specifically what Northern Region was going to do with that and hoped that they would not say they had no funding.

**13. Adjourn**

Motion to adjourn. (Ward/Campbell). Meeting was adjourned at 1:14 p.m.

The next Policy Committee Meeting is scheduled on Wednesday, September 17, 2014 at 10 a.m. in the Main Conference Room, DOT&PF, 2301 Peger Road, Fairbanks.

Approved: \_\_\_\_\_

  
Mayor Luke Hopkins, Chair  
FMATS Policy Committee

Date: \_\_\_\_\_

