

Fairbanks Metropolitan Area Transportation System
TECHNICAL COMMITTEE
800 Cushman Street, Council Chambers,
City Hall, Fairbanks, Alaska
Meeting Minutes – August 3, 2011

1. Call to Order

Chair Donna Gardino called the meeting to order at 12:01 pm

2. Introduction of Members and Attendees

The following were present:

- * FMATS Policy Committee members
- ** FMATS Staff members
- *** FMATS Technical Committee members

Name	Representing
*** Donna Gardino	FMATS Coordinator
*** Michael Wenstrup	FNSB Planning Commission
*** Dave Sanches (absent)	Fort Wainwright
*** Scott Bell	UAF
*** (vacant)	Tanana Chiefs Conference
*** Ethan Birkholz for Jeff Roach (absent)	DOT&PF, Planning
*** Bill Butler (absent)	City of North Pole
*** Bruce Carr (absent)	ARRC
*** Joan Hardesty	ADEC, Air Quality Division
*** Bernardo Hernandez	FNSB, Planning
*** Mike Schmetzer	City of Fairbanks
*** Jerry Colp for Bob Pristash (absent)	City of Fairbanks
*** Adam Barth for Glenn Miller (absent)	FNSB Transportation
** Kellen Spillman	FMATS Planner
** Margaret Carpenter	DOT&PF, Planning
Janet Brown	DOT&PF, Preconstruction
Maureen Carey	DOT&PF, Construction
Mary Ann Nichols	Public
Kris Riesenber	FHWA
Robert Worley	Hot Licks Ice Cream

3. Public Comments:

Ms. Nichols said that she was in attendance to get more information on the Morris Thompson Express and she would like to see how it ties into the Vision Fairbanks plan.

4. Approval of the August 3, 2011 Agenda

- **Motion:** To approve the August 3, 2011 agenda. (Colp, Wenstrup)
- **Vote on the motion:** No opposition. Approved.

5. Approval of July 6, 2011 Minutes

- **Motion:** To approve the July 6, 2011 minutes. (Wenstrup, Hardesty)
- **Vote on the motion:** No opposition. Approved.

6. Committee Reports

a) UPWP Subcommittee – Set Committee and Meeting

Ms. Gardino said that the Unified Planning Work Program (UPWP) is the document that outlines the work that is going to be done over a two year period in the MPO and FMATS is about to enter the second year of the current UPWP. Ms. Gardino said that the Policy Committee has asked the Technical Committee to put together a subcommittee to look at the budget, particularly the in-kind services provided by the City of Fairbanks that are and are not included by the UPWP. Ms. Gardino said that she would like to put together a subcommittee and the City of Fairbanks, FNSB, and the DOT should be represented on the subcommittee.

Ms. Gardino asked for volunteers to represent each of those entities and an acceptable date for a meeting. Mr. Hernandez, Mr. Schmetzer, and Mr. Birkholz volunteered to be on the sub-committee and agreed that 9:00am on Wednesday, August 10, 2011 at FMATS would be an appropriate meeting time and location. Ms. Gardino said that she would also make sure that Bill Butler, City of North Pole, is invited to the meeting.

7. Old Business

There was no old business.

8. New Business

a) Wendell Avenue PH4 Increase (Action Item)

- **Motion:** To approve a \$127,670 increase to PH4 for the Wendell Avenue Project, using the FCTP funding from Illinois Street Reconstruction PH4. Move the corresponding amount from FFY12 of GCTP funding from University Avenue to Illinois Street PH4 to make Illinois Street whole. (Birkholz, Hardesty)

Discussion: Ms. Gardino said this motion is moving around grandfather funding, which the state is allowing FMATS to move into FFY12 to the University Avenue Widening project, in order to pay for the increase in Wendell. Ms. Gardino said that the request for funding is included in the meeting packet and Maureen Carey is at the meeting to talk about the increase.

Ms. Carey said the project has essentially been completed and the overall contract amount came in almost exactly what the original contract amount was. Ms. Carey said that there was a built in \$200,000 contingency sum for contaminated material, but there was almost exactly \$200,000 in overruns and some handling of contaminated waste. Ms. Carey said that the funding request is not for construction itself, but because there was not an adequate amount of funding available for construction engineering. Ms. Carey said that the original estimate was based on one season when the project actually began late last year.

Mr. Hernandez asked what the amount of requested funding was and Ms. Carey said the request for construction engineering was \$85,000 and there is also ICAP bringing the total to roughly \$127,000. Mr. Hernandez asked what ICAP is and Ms. Gardino said it is essentially the DOT's overhead and everything charged has ICAP. Mr. Hernandez asked if the project has completed and Ms. Carey said there is a small wait time for some grass to grow in, but essentially the project is complete.

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

b) Curb Corner Upgrades PH3 Modification (Action Item)

- **Motion:** To recommend to the Policy Committee to move the PH3 funding of \$120,000 from PH3 to PH2 on the Curb Corner Upgrade Project to fund the temporary construction permits. (Bell, Wenstrup)

Discussion: Ms. Gardino said that there is a page in the packet on this action item. Ms. Gardino continued on to say that in the TIP there is \$120,000 for phase 3 and it has been decided that any right-of-way work such as easements can be accomplished under phase 2. Ms. Gardino said that the funding is not increasing, but it is simply moving from right-of-way to design.

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

c) College Road Upgrades PH7 Funding (Action Item)

- **Motion:** To recommend to the Policy Committee to move \$400,000 of FCTP funding from the Illinois Street Reconstruction Project PH4 to PH7 of the College Road Rehabilitation project in FFY11. (Birkholz, Schmetzer)

Discussion: Ms. Gardino said that this change is because phase 7 of the College Road project was originally in the TIP, but she was notified that this phase was not going to obligate this year so she moved the funding out. Ms. Gardino continued on to say now phase 7 is going to obligate this FFY and it increased to \$400,000 from the original estimate of \$150,000. Ms. Gardino said she is attempting to keep this project moving and did not want to wait until the next FFY to obligate this funding.

Ms. Gardino said this funding is coming out of the FCTP funding from Illinois Street and it will be replaced with earmark funding on the Illinois Street Reconstruction project. Ms. Gardino continued on to say that this change will be illustrated in the next action item.

Mr. Hernandez asked if this is for utilities and Ms. Gardino said that the project is relocating water sewer and power. Ms. Brown said that to add a right turn lane into the Fairgrounds some power poles must be relocated. Mr. Hernandez asked if they are going to close College Road while completing this project. Ms. Brown said that it is not in the plans, but when it goes to construction it might be a possibility. Ms. Gardino said if they plan on closing the road there will be public meetings.

Mr. Hernandez said he thinks this is a good project and likes the sidewalk that will be added on the south side of the road.

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

d) Illinois Street Reconstruction Funding Adjustments (Action Item)

- **Motion:** To recommend to the Policy Committee to approve a \$50,000 increase to PH2 for Illinois Street Reconstruction Project to fund additional funding needs to complete the design and contract bidding phase of the project. Move \$21,300 of GCTP funding from University Avenue PH2 in FFY12 to partially fund this increase and take the remainder from PH4 on Illinois Street. Add all remaining AK092 1702 funding. \$423,046, to PH4 on Illinois

Street, except \$800,000 for Noble Street Upgrades in FFY12. Move all remain offset funding to Illinois Street PH4 in FFY11 (\$5,770.0). (Schmetzer, Colp)

Discussion: Ms. Gardino said in the meeting packet is a list of how the funding on Illinois Street will look if this action is approved. Ms. Gardino said originally there was earmark funding on the Noble Street Project for 2013 and in anticipation of potentially losing the earmark funding, it is being moved to the Illinois Street Reconstruction project. Ms. Gardino said there was also a request of \$150,000 at the last Policy Committee meeting to complete the design and bidding process, but that did not take into account the funding needs of the City of Fairbanks. Ms. Gardino said that there is still earmark funding on Noble in FFY12, but it appears that funding will obligate early that FFY and that funding is most likely safe. Ms. Gardino said that phase 4 of the Illinois Street Reconstruction project actually decreased from the amount that was originally in the TIP.

Ms. Gardino said that now there is roughly \$1.3 million in GCTP funding in University in FFY12 that was moved out of the Illinois Street Reconstruction project. Ms. Gardino said the only remaining projects that need to obligate this year are South Cushman (Mitchell to Sanduri), the Preventive Maintenance project of \$300,000, Illinois Street Reconstruction, the Wendell Street increase, the Curb Corner Increase and the College Road increase.

Mr. Schmetzer asked if there is an engineer's estimate and Ms. Brown said that there was one.

Ms. Gardino said that since the earmark funding was removed from Noble that funding is going to be short on Noble in 2013. Ms. Gardino said that in the draft TIP there is now \$430,000 of SB230 funding, \$1.2 million of SB46 funding, and \$1 million of advanced construction on Noble in FFY13. Mr. Wenstrup asked if the Illinois Street project is still stuck in phase 3 and Ms. Brown said they have certified right-of-way acquisition, but the actual process can last for years.

Mr. Schmetzer asked if there is more demo on the Illinois Street Reconstruction project and Ms. Brown said that the Senco building needs to be demolished, but it will be part of construction.

Mr. Hernandez asked if there is a need for additional funding on the Noble Street Project and Ms. Gardino said it is programmed and fiscally constrained, but if more funding becomes available it would help. Ms. Gardino said that FMATS did not want to risk leaving the earmark out two years because of the possibility of losing it.

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

e) 2012 – 2015 TIP and Conformity Determination Comments

Ms. Gardino said that the TIP is out for public comment until August 20th and there have already been two open houses held. Ms. Gardino continued on to say that all of the comments that have been received to date are available in the meeting packet.

Ms. Gardino said that the first comment received was from UAF requesting that the UAF Roundabout at Tanana Loop and Alumni Drive be escalated. Mr. Bell said that this project is the top priority for cleaning up the vehicle circulation on campus. Mr. Bell continued on to say that UAF feels that this project will not just benefit the University, but also the public that use the corridor to access the other side of Fairbanks. Mr. Bell said the UAF prefers a roundabout, but has hired Kittelson to do a traffic study and help UAF consider other ideas in the area. Mr. Bell said that this information is expected back this fall and then the University would again work with DOT if other options are proposed. Mr. Bell said that this is a top priority project for UAF and would like to see design funding allocated for it.

Ms. Gardino said that there have been two comments received about the Gold Hill Road Bicycle and Pedestrian project. Ms Gardino said that another open house will be held on the project in approximately 5 – 6 weeks with some new design alternatives that have less impact.

Ms. Gardino said that a North Pole resident submitted a comment in favor of the North Pole Interchange Pedestrian Facilities project, stating that 2014 is too far out and this project is needed immediately.

Ms. Gardino said that another comment was received in favor of the North Pole Interchange Bicycle and Pedestrian Facilities project as well as the North Pole Road/Rail Crossing Reduction project and support for FMATS remaining an MPO.

Ms. Gardino said that there was a comment asking about the potential loss of funding because the PM_{2.5} non-attainment area does not achieve the emissions budget. Ms. Gardino said it is possible, but there is a lapse period, and it would take a long time before loss of funding could happen.

Ms. Gardino said that there was a comment received on the snow clearing on Aurora Drive and the Johansen Pathway. Ms. Gardino continued on to say that the comment also inquired about another entrance/exit to Airport Way near the old Foodland if the Co-Op relocated to that area. Mr. Schmetzer said the AADT on Lacey Street is very low and feels that it functions without another entrance/exit to Airport Way.

Ms. Gardino said that the FMATS Public Participation Plan requires that a responsiveness summary be posted online addressing each comment received.

Mr. Schmetzer said that he thought that Lacey Street might act as a bicycle corridor to the downtown area. Mr. Schmetzer continued on to say that there is a consultant looking at possibly eliminating some of the lights on Lacey Street at 10th, 3rd, 1st. Mr. Schmetzer said with the Cushman and Barnette Complete Street reconstruction project, there is an evaluation of where a bicycle pathway could be incorporated and he believes it possible to put one on Barnette Street. Ms. Gardino said that there are different facilities such as cycle tracks that could be considered in the Cushman Barnette Complete Streets reconstruction project.

Mr. Hernandez said he often rides on Barnette Street and feels it difficult to ride against traffic.

Ms. Gardino said that the TIP, Conformity Analysis, and public comments will go to the Policy Committee later this month for approval then released to the FHWA.

f) Pioneer Park – Morris Thompson Express

Ms. Gardino said that this project has been around for a little while, but with the release of the new TIGER Grant Program she thought it would be a worthwhile conversation. Ms. Gardino said that this project is to extend the Pioneer Park train to the Morris Thompson Cultural and Visitor Center with stops in downtown Fairbanks. Ms. Gardino continued on to say that currently a large number of tour buses are stopping at Pioneer Park or Yukon Quest Cabin and not continuing on to the Morris Thompson Cultural and Visitor Center because it is not in the downtown core.

Mr. Schmetzer said that he was intimately involved with the Vision Fairbanks plan and the Morris Thompson Cultural and Visitor Center construction. Mr. Schmezer said one of the observations by the Vision Fairbanks consultants were that the Morris Thompson Cultural and Visitor Center has a major disconnect from the downtown core area. Mr. Schmetzer said that currently 4-5 tour busses

are parking at the Yukon Quest Cabin and the merchants downtown are heavily dependent on the foot traffic. Mr. Schmetzer continued on to say that the Vision Fairbanks plan had a north south focus and, in his opinion, the concepts of the plan are pretty much dead with the two way traffic failing and the zoning failing. Mr. Schmetzer said that this Morris Thompson Express as well as the Cushman and Barnette Complete Streets program aims to keep some of the momentum of Vision Fairbanks going. Mr. Schmetzer said the City of Fairbanks has hired Kinney Engineering as a consultant with Crandall Arambula as a sub-consultant. Mr. Schmetzer continued on to say that the possibility of two lane traffic is being considered, which would allow for a great deal of right-of-way for enhancements. Mr. Schmetzer said that the City of Fairbanks was also considering ideas to enhance the waterfront and Mr. Pristash came up with the idea about a year ago. Mr. Schmetzer said that the entire route would be either FNSB or City of Fairbanks right-of-way, with possible minimal impact to the courthouse. Mr. Schmetzer said the Morris Thompson Cultural and Visitor Center and multiple people downtown support the idea.

Ms. Gardino said that she believes the idea of running the train to the Morris Thompson Cultural and Visitor Center to have been introduced under Mayor Whitaker and FNSB maintenance may encounter some legal problems attempting to operate a train outside of Pioneer Park. Mr. Hernandez said he did not remember any work being done on this project, but did remember Mayor Whitaker making an attempt to develop the Carlson Center area. Mr. Hernandez said that there were problems encountered trying to develop the Carlson Center area because it was an old landfill.

Mr. Bell asked where the rails would be located and Mr. Schmetzer said he thinks the track would fit in the right-of-way on the north side of the road. Mr. Hernandez asked if Festival Fairbanks is aware of the project and Mr. Schmetzer said that the project is in the preliminary phase and he has not talked to Festival Fairbanks yet.

Mr. Hernandez said that, in terms of Vision Fairbanks, the Technical Committee played a large role in not following the Vision Fairbanks Plan. Mr. Hernandez said that Vision Fairbanks is the official plan that the FNSB has adopted and over the long term the plan is still implementable. Mr. Hernandez said if Cushman and Barnette are constructed as one-way complete streets it is hard to imagine them being changed to two-way traffic.

Mr. Wenstrup asked if this project is worth going through a TIGER Grant process and Ms. Gardino said that a project really needs to be in the environmental process, so possibly TIGER 4 would be more applicable. Mr. Wenstrup asked if the Morris Thompson Express is an MPO project and Ms. Gardino said that the project is not far enough along.

Ms. Brown asked how the rail would work with bikes and Mr. Schmetzer said that the bikes could ride on the separated pathway. Mr. Birkholz asked if the train would be coming at oncoming traffic and Mr. Schmetzer said it would, but it would be separated by a median.

Ms. Hardesty asked if it would be possible to just have a bus that ran back and forth between Pioneer Park and the Morris Thompson Cultural and Visitors Center. Mr. Schmetzer said that idea had been discussed. Mr. Schmetzer said that in working with Crandall Arambula they often compared Fairbanks to Whitefish, Montana partially because both cities have a river running through the town and the riverside was poorly developed. Mr. Schmetzer said that both cities are within two hours of a premier national park and neither city could get the average visitor to stay more than 1.2 days. Mr. Schmetzer said that he feels a train would be unique and a bus would not be as unique.

Mr. Barth said he thinks it is an interesting idea and the current transit system stops at Pioneer Park and continues on to the Transit Center, but ridership is particularly low. Mr. Barth said that he feels a train would generate more interest, but feels there would not be any more interest with another bus.

Mr. Hernandez said that he thinks the train is a good idea, but in terms of economic development a plan was already developed with Crandall Arambula to get visitors to stay in the core area longer and the plan has not been pursued effectively.

Mr. Schmetzer said he thinks that the FMATS Technical Committee has done everything that it could to push the Vision Fairbanks plan. Mr. Hernandez said that the Technical Committee voted against recommending to the Policy Committee to continue evaluation of two-way traffic. Mr. Hernandez said he argued and voted against that recommendation. Mr. Schmetzer said his direction on the issue come from elsewhere. Mr. Hernandez said it was very concerning to him that FMATS would vote against a plan that they played a large role in developing when they are the Metropolitan Planning Organization. Mr. Hernandez said that he feels that the Technical Committee should look at technical issues and not worry about political issues when voting on an action item.

Mr. Colp said if there was a bus that was dedicated to the route it would develop ridership as an interim to a train solution and possibly enhance the future success of the rail. Mr. Wenstrup said if it could be extended it would possibly capitalize on Carlson Center events.

Ms. Brown asked who operates the train in Pioneer Park and Ms. Gardino said that the FNSB operates the train. Ms. Gardino said she will do a little more research and possibly come up with an estimate. Ms. Gardino said she did not want an action item, but just wanted to gauge interest in the potential for a project.

g) TIGER 3 Grants

Ms. Gardino said that some information is available in the meeting packet on the TIGER 3 Grant program. Ms. Gardino said that FMATS did apply for a TIGER 1 Grant for the Illinois Street Reconstruction Project, but was unsuccessful and did not apply for a TIGER 2 grant. Ms. Gardino said that she attended a webinar last week on the TIGER 3 grant and each round of TIGER Grants has had roughly 1500 applicants. Ms. Gardino said in the first TIGER Grant there was \$1.5 billion in funding and \$60 billion in requests were received. Ms. Gardino said that pre-applications are due October 3, 2011 and applications are due October 31, 2011. Ms. Gardino said that she was trying to think of a project to nominate and potential projects need to be into the environmental phase to be competitive with a minimum of 20% non-federal share. Ms. Gardino said to be competitive there needs to be more than a non-federal share, the minimum application is \$10 million, and the funds need to be obligated by September of 2013.

Ms. Gardino said there are very few projects that are eligible, for example the Noble Street Reconstruction project. Mr. Hernandez asked if the sidewalk is going to remain 4 feet wide next to the Craft Market. Ms. Brown said that there is no building acquisition in the right-of-way process on Noble Street and Ms. Gardino said that the planned right-of-way cost on Noble Street is \$380,000. Mr. Schmetzer said that a potential for right-of-way could exist if 2 Street were to be realigned to match itself at Noble. Mr. Colp said that there was a 24 foot offset at that intersection. Mr. Schmetzer said this intersection does not present a danger, but it would be easy to re-align this street in the Noble Street project.

Ms. Gardino said that she has also considered the University Avenue Widening project for a TIGER Grant and she thought that it might be competitive because it reduced a railroad crossing. Ms. Gardino said this is segment 4 of the project and it was estimated to cost \$27 million. Ms. Brown said that a great deal of this project depends on the power plant at UAF.

Ms. Gardino said another option for a TIGER grant is the North Pole Road/Rail Crossing Reduction project, because the environmental document is currently underway on that project. Ms. Gardino said that this project is estimated at between \$50 and \$90 million and it would be very difficult to acquire the 20% non-federal share. Ms. Gardino said that the only project that she thinks is feasible is the Noble Street Reconstruction project. Mr. Hernandez asked, if funding was acquired on Noble Street, if it would be possible to acquire the Craft Market building. Ms. Brown said it would be very difficult because it is a historic building. Mr. Schmetzer said he believes the sidewalk there to be ADA compliant. Mr. Hernandez asked if the utility poles will be relocated on Noble Street and Mr. Colp said there are not many utility poles on Noble Street.

Ms. Gardino said that this will be a competitive process, but she could go ahead and pursue the Noble Street project for a TIGER 3 grant. Mr. Birkholz said that a bike path from Airport Way to North Pole would be an option to keep in mind in the future. Mr. Birkholz said that an Airport Way to Badger Road bike path project is in the new STIP.

Ms. Gardino asked when the STIP is coming out and Mr. Birkholz said the 2012 – 2015 STIP is now available for public comment. Ms. Gardino said that she saw the Old Steese to McGrath Connector project in the 2010 – 2013 STIP and there is also a corridor study for the Steese Highway.

Mr. Colp asked about the possibility of nominating the Cushman and Barnette Complete Streets project for TIGER 3 program. Ms. Gardino said the project would have to be designed under federal guidelines, but she liked the idea. Mr. Schmetzer said the project is not \$10 million, but it could easily be increased and there is a great deal of match on the project. Mr. Birkholz said that the Complete Streets project would have a higher chance of getting funded than the Noble Street project. Mr. Schmetzer said it would be a push to get that project designed by 2013 and it currently does not have an environmental document. Mr. Schmetzer asked if the environmental process on the project is a checklist and Ms. Brown said it would be a checklist if state funding were used, but if federal funding were used it might either be a categorical exclusion or an environmental assessment. Mr. Schmetzer said if the project were a categorical exclusion then it could happen by this fall.

Mr. Hernandez said that a train project might be beneficial if it were extended from the Carlson Center to the parking garage downtown.

Mr. Colp said that the TIGER 1 program was a very significant process and weeks and months were required for the application process. Ms. Gardino said it was very time consuming process and she had to hire some GIS support and a cost benefit analysis was required. Ms. Gardino said that it will be difficult to document the cost benefit, livability, and sustainability of a project. Mr. Colp pointed out that the total grant amount is less than one third what the original TIGER Grant was. Mr. Birkholz said that he feels FMATS should not bother nominating Noble Street for a TIGER Grant and focus on projects for the next TIGER Grants.

Mr. Kris Riesenbergs said he feels it is likely that another TIGER Grant will be issued after TIGER 3. Ms. Gardino said that it would be beneficial to start work on the University Avenue overpass and the Wendell Street Bridge in preparation for a future TIGER Grant. Ms. Gardino said that she likes

the idea of nominating the Cushman and Barnette Complete Streets project better than the Noble Street Reconstruction project for a TIGER Grant and discussions can occur in the future.

h) SB46 Funding Allocation Recommendations (Action Item)

Ms. Gardino said that she is passing around the CAPSIS request that the Policy Committee submitted in a prioritized order. Ms. Gardino continued on to say that the summaries of each state funding source are available in the meeting packet. Ms. Gardino said there is roughly \$500,000 remaining of 381 funding. Ms. Gardino said that she reported to the Policy committee that there was \$50,000 remaining, because they put \$427,000 on Cartwright Road to extend the project on that road. Ms. Gardino said that the extension of the Cartwright Road project will no longer happen under the existing contract.

Ms. Hardesty said that at the Policy Committee meeting the Policy Committee wanted to complete this project because the contractor is already mobilized and it would be cost effective. Mr. Birkholz said that DOT decided to go in a different direction.

Ms. Gardino said that there is \$209,000 of SB230 funding remaining out of the \$5 million, after the North Pole Interchange Pedestrian Facilities project was added. Mr. Birkholz said that a great deal of this funding is programmed, but not spent yet.

Ms. Gardino said that the last page is the SB46 funding that was allocated in the Capital Budget this last year. Ms. Gardino said that the topic of conversation is how to allocate the SB46 funding to demonstrate that FMATS needs and uses the state funds. Ms. Gardino added that she will be doing a presentation to the House Finance Committee on August 18, 2011 at the LIO. Ms. Gardino asked if there were any suggestions on where to allocate the funds. Mr. Birkholz said he would like some time to think about where to allocate this funding and Mr. Hernandez agreed with Mr. Birkholz. Mr. Bell asked if this was a mixture of state and federal funding and Ms. Gardino said it was all state funding from three different appropriations. Ms. Gardino continued on to say that the 381 funding was give to FMATS in 2006, the SB230 funding in FFY11 and the SB46 funding in FFY12. Ms. Gardino said that the intent of this agenda item was to bring recommendations to the Policy Committee.

Mr. Wenstrup asked what stage the Birch Hill Bicycle and Pedestrian Facilities project was currently in. Ms. Brown said that there is currently some surveying being done to determine where the most appropriate location to cross the Steese Highway would be. Ms. Gardino asked if there was consideration of going under the Steese Highway and Ms. Brown said that was a possibility.

Mr. Colp asked if there is going to be a subcommittee formed to work through the recommendations for the SB46 funding. Ms. Gardino said that was a possibility and the Technical Committee agreed. Ms. Gardino asked who would like to be represented on the subcommittee and Mr. Birkholz, Mr. Bell, Mr. Schmetzer, and Mr. Hernandez volunteered to be represented on the subcommittee. Mr. Hernandez asked if an e-mail could be sent out as a reminder. August 25, 2011 at 1:30 was agreed upon for the subcommittee meeting.

Mr. Wenstrup left the meeting. (1:21)

9. Public Comments

There were no public comments.

10. Other Issues

There were no other issues.

11. Informational Items

a) North Pole Road/Rail Crossing Reduction Project Quarterly Report

Ms. Gardino said that the North Pole Road/Rail Crossing Reduction project quarterly report was in the meeting packet and agency review of the EA is scheduled for October.

b) Policy Committee Action Items from 7.21.11

Ms. Gardino said that the Action Items from the July 21 Policy committee Meeting are in the packet.

c) August PC Meeting Date now 8.24.11

Ms. Gardino reminded the FMATS Technical Committee that the August Policy Committee meeting was moved to the 24th at 10:00am.

d) Surface Transportation Authorization – Combined letter of support for MPOs

Ms. Gardino said that the three Mayors wrote a letter of support for FMATS to remain an MPO and a copy that letter is available in the meeting packet. Mr. Hernandez asked if this was written through the FMATS Policy Committee and Ms. Gardino said that it was not through the Policy Committee.

e) FFY11 Obligation Report

Ms. Gardino said that the obligation report is in the meeting packet and it is low because Illinois Street still needs to be obligated.

Ms. Brown said that the plans are being signed in the next day. Ms. Gardino said that there is a \$50,000 design increase that has to be approved by the Policy Committee. Mr. Schmetzer asked what the \$50,000 design increase was for and Ms. Gardino said it was for the City of Fairbanks design efforts.

Ms. Brown said that DOT Preconstruction is wrapping the project up and since that it is a high profile project FHWA will review the plans. Ms. Brown said that the project also goes through authorization to advertise which will authorize phase 4. Ms. Brown said that it usually takes about a month to get the document back from FHWA and it will be sent to contracts which is posted online and printed. Ms. Brown said that this project will advertise at least four weeks. Mr. Hernandez asked what the \$150,000 increase approved at the last Policy Committee meeting was for. Ms. Brown said that there have been many people working on the project and even though the charges have not hit yet DOT is aware there is an overrun.

12. Technical Committee Comments

There were no Technical Committee comments.

13. Adjournment:

- **Motion to Adjourn** (Hernandez, Bell) Approved. Adjourned at 1:31 pm.

Next Technical Committee meeting Wednesday, September 7, 2011, Noon at Fairbanks City Hall, City Council Chambers

Approved: 
Donna Gardino, Chair
FMATS Technical Committee

Date: 9.8.11