



## **POLICY COMMITTEE MEETING**

Wednesday, June 17, 2009, 10:00 AM – 12:00 P.M.

State of Alaska, DOT&PF, 2301 Peger Rd, Main Conference Room

1. Call to Order
2. Introduction of Members and Attendees
3. Public Comment Period (3 minute limit)
4. Approval of the June 17, 2009 Agenda
5. Approval of the May 20, 2009 Minutes
6. Committee Reports
  - a. FMATS Coordinator's Report
  - b. Winter Mobility Task Force
  - c. Governor's Coordinated Transportation Task Force
  - d. Preventive Maintenance Subcommittee
  - e. 2010 – 2013 Transportation Improvement Program Subcommittee
7. Old Business
  - a. TIP Conformity Update
  - b. Long Range Transportation Plan Goals – Presentation
  - c. FFY09 Obligation Status Report
  - d. Illinois Street Reconstruction
8. New Business
  - a. 2006 – 2009 TIP Administrative Modification #10 – Noble Street and Homestead Road (Action Items)
9. Public Comment Period (3 minute limit)
10. Other Issues
11. Informational Items
  - a. ARRA Surface Transportation Discretionary Grant Application
  - b. Continued Discussion on Kinney Report
  - c. PM<sub>2.5</sub> Air Quality Symposium
12. Adjourn

Next Scheduled Policy Committee Meeting, 10:00 a.m., **Tuesday, July 14, 2009** at DOT&PF Main Conference Room

Fairbanks Metropolitan Area Transportation System  
**POLICY COMMITTEE**  
State of Alaska, DOT&PF, Main Conference Room  
2301 Peger Road Fairbanks, Alaska 99701

Meeting Minutes – May 20, 2009

**1. Call to Order**

Chair Steve Titus called the meeting to order at 10:03 am.

**2. Introduction of Members and Attendees**

The following were present:

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

<b>Name</b>	<b>Representing</b>
* Steve Titus, P.E.	DOT&PF
* Mayor Terry Strle	<b>(10:08 a.m.)</b> City of Fairbanks
* Chris Storhok	Mayor Jim Whitaker <b>(absent)</b> Fairbanks North Star Borough
* Mayor Doug Isaacson	City of North Pole
* Luke Hopkins	Fairbanks North Star Borough Assembly Representative
* Chad Roberts	Fairbanks City Council Representative
* Alice Edwards	ADEC Acting Director, Air Quality Division
*** Donna Gardino	FMATS Coordinator
*** Joan Hardesty	DEC, Air Quality
*** Bob Pristash	City of Fairbanks
*** Ethan Birkholz	DOT&PF, Planning Manager
** Jerry Rafson	DOT&PF, Planning Cheif
** Margaret Carpenter	DOT&PF, Transportation Planner
** Tara Callear	FMATS, Planner
David Van den Berg	Downtown Association
Dave Bloom	DOT&PF
Jerry Colp	City of Fairbanks
Meadow Bailey	DOT&PF, Public Information Officer
Guy Sattley	Fairbanks North Star Borough Assembly
Paula Earp	Fairbanks Area Resident
Jeff Stepp	Senator Paskavan Staff
Joe Sheehan	Fairbanks Area Resident
Joe Hardenberg	Staff, Office of Senator Thomas
Jerry Woods	Tanana Chiefs Conference
John Jackovich	Fairbanks Business Owner

**3. Public Comments**

Ms. Paula Earp, resident of the Island Homes area, is concerned about the lack of a safe bike route to downtown from this area of town. One area that is a crux is under the Wendell Street Bridge. It is not possible to get on the bike path from Graehl Park. It is a steep bank on either side of the bridge of gravel and dirt. Mr. Titus recommended that Ms. Earp speak with Ms. Gardino.

**4. Approval of the May 20, 2009 Agenda**

- **MOTION:** To approve the May 20, 2009 Agenda with the addition of the July FMATS Policy Committee Meeting Date Change under Other Issues. (Isaacson/Roberts ) No opposition. Approved.

**COMMENTS:**

Ms. Alice Edwards asked to add the July Policy Committee Meeting Date to the Other Issues section of the agenda.

**4. Approval of April 15, 2008 Policy Committee minutes**

- **MOTION:** To approve the April 15, 2009 minutes. (Hopkins/Strle) No opposition. Approved.

**5. Committee Reports**

**a) FMATS Coordinator / Technical Committee Action Items**

Ms. Gardino pointed out the highlights from the Coordinator's report as presented in the meeting materials.

**b) Sidewalk Maintenance Subcommittee**

Ms. Gardino reported that maps have been developed that illustrate winter sidewalk maintenance improvements that could occur that would increase connectivity among major pedestrian traffic generating centers. The map is broken into 4 zones of improvement that would allow for a phased approach to strategizing funding and available options for assigning maintenance responsibility. The next step is to meet with the committee to review and revise the proposed strategy.

Mr. Hopkins asked whether or not the bike routes would be included in the mapping effort. Ms. Gardino responded that the bike routes will be integrated in the system.

Mr. Titus asked what the projection was for completion of the maps. Ms. Callear said that the current maps are hand drafted for review by the subcommittee. Once reviewed and revised, they will be put into GIS format. Mr. Titus asked for a timeline when the committee work will be done, if possibly the maps could be presented at the next Policy Committee Meeting. Ms. Callear said that it would be a good goal. Ms. Gardino said that the ultimate goal was to have a preliminary plan in place by the time the snow flies, winter 2009-2010.

Ms. Gardino stated that the subcommittee will be scheduled in the next 2 weeks. Mr. Titus asked when the committee work will be done. Ms. Gardino said that the meeting and subsequent meeting will strategize funding opportunities, for example the utilization of CMAQ funds for winter sidewalk maintenance. Peter Serrano has encouraged investigating this opportunity. Mr. Titus asked if there would be something to share at the next meeting. Ms. Callear confirmed that there would be some proposed strategies to share.

**6. Old Business**

**a) Long Range Transportation Plan Update**

Ms. Gardino explained that the Technical Committee recommends that the Policy Committee add the concept of green infrastructure into the goals of the LRTP. Originally what was suggested to be added was the word sustainability. Kittleson, the LRTP consultant, responded stating that this word was difficult to define and therefore it would be better to develop objectives that are geared towards sustainability.

Mayor Isaacson asked what value it is to the goals to consider adding either of the terms. Mr. Roberts agreed that he would like to hear the pros and the cons of inserting this language into the goals. Mr. Hopkins asked for an educational moment to clarify. Ms. Gardino agreed to provide information at the next meeting to better define the terms.

- **MOTION:** To approve the goals of the Fairbanks Metro 2035 Metropolitan Transportation Plan Technical Memorandum #1 amended to remove the words “and green infrastructure” from Goal #1. (Hopkins/Strle) None opposed. Approved.

COMMENTS: Mr. Hopkins asked if this needs to be approved today. Ms. Gardino said that it could be passed with or without, and it could be amended. Mayor Strle recommended taking Green Infrastructure out of the motion, pass it, and then get more information to base the decision upon. Mr. Hopkins therefore amended his motion stating that he is doing so with the intent that there will be information presented at the next meeting so that green infrastructure can be reconsidered for adding it back into the goals. Ms. Gardino said that Kittleson had inquired about what the Technical and Policy Committees understanding of Green Infrastructure, Complete Streets, Context Sensitive Solutions, Smart Growth, and Sustainable Urban Infrastructure. She agreed to present them with this information so that we are all on the same page.

**b) FMATS Allocation Adjustment for FFY09**

Ms. Gardino explained that in addition to the planned rescission in SAFETEA-LU for FFY09, there was an additional rescission of \$33.9 billion nationwide. DOT&PF headquarters is unable to give FMATS the additional allocation \$1.76 million that was expected.

Ms. Gardino clarified for Mayor Isaacson that the projects that received funding in lieu of the Economic Recovery will not be affected by this rescission. Mr. Roberts asked if this funding had been allocated. Ms. Gardino said no. In response to Mr. Storhok’s question about how the additional rescission occurred, Ms. Gardino said that she would contact DOT&PF headquarters and request more information to pass along.

**c) FFY09 Obligation Status Report**

Ms. Gardino referenced the report in the meeting packet and noted that the report does not reflect the additional allocation that was just recently allocated to specific projects.

Ms. Gardino said that the DOT has agreed to prioritize FMATS projects and ensure that the date estimates are accurate for the next report so as to paint a more accurate overall obligation status.

Mayor Isaacson asked about the deobligation. Ms. Gardino explained that when a project bid is lower than what was obligated based on the engineers estimate, the excess funds must be de-obligated. FMATS has de-obligated \$400K in FFY09, but \$309K has been put towards other projects that needed funding. The balance is approximately \$100K remaining that can be used for other projects, but not for match.

Mr. Titus asked if any of the projects are critical. Ms. Gardino said that Noble Street Upgrade PH3 is not going to happen in FFY10. This money needs to be obligated to a different project.

Mr. Hopkins asked about obligation crunch time, noting that FMATS has about 3 months until the end of FFY09. Ms. Gardino confirmed stating that requests should be submitted by August 15 to avoid the risk of not getting the projects obligated by the September 30 deadline.

**d) Farmers Loop to Chena Hot Springs Road Trail Connection**

Ms. Gardino reported that this project has been scored, but Mr. Birkholz reported that the final score has not yet been reported. Ms. Gardino reminded the Committee that when the STIP comes out, FMATS can decide to contribute funds if needed to move the project forward. Mr. Hopkins noted that a change such as this might require an Administrative Modification #11 to do this and it would need to happen quickly.

**7. New Business**

**a) 2006-2009 TIP Administrative Modification #10.**

Ms. Gardino explained the document from the meeting materials with the changes done in red. An explanation page was included to give detail to the changes. Any additional or de-obligated funding has been (re)allocated by a Technical Subcommittee and is reflected in this modification.

**COMMENTS:**

Bradway Road- Mayor Isaacson asked what factors were considered in eliminating Bradway Road for consideration for allocation. Ms. Gardino said that it was in the list, and when the additional allocation was eliminated due to the rescission, something had to come off the list. Ms. Gardino noted that this is a very expensive project, whereas others are more cost effective. Mayor Isaacson asked if other factors were used to prioritize other than cost. Ms. Gardino confirmed that other factors had been considered.

Illinois Street Reconstruction- Ms. Gardino said that it has been confirmed that money for this project will not be used in FFY09 and can be moved to FFY10. Currently there is \$5 or \$6 million in ROW. Mr. Bloom said that PH3 is a moving target because of appraisals, negotiations, condemnation and court judgments. Mr. Hopkins asked why in FFY10 there is no funding for PH3 in this project currently. Ms. Gardino said she cannot recall what is in the 2010-2013 TIP.

Preventative Maintenance Program- Ms. Gardino said some of the Fairbanks and North Pole Load Centers were to be constructed in FFY09 and the remainder in FFY10, but because of the additional allocation, it made sense to do them under one contract. The FCTP funding for this project was increased from \$1.038 million to \$1.5 million.

Mayor Isaacson said that the problem with this is that the required match puts an unexpected strain on the municipalities with the unanticipated \$22K requirement.

Ms. Gardino said that in the past, the DOT&PF has paid the match for the Preventive Maintenance Program for FMATS and this is not going to continue. Ms. Gardino recognized the expense burden of \$66K and \$67.5K of match funds for the City of Fairbanks and Fairbanks North Star Borough respectively. Ms. Gardino noted that typically these match agreements would come about before the process begins.

Mr. Isaacson questioned the fact that the rules are being changed in the middle of the process. Mr. Titus said that the rule has not changed and it has always been there. In the past, when the DOT&PF has paid the match, it has come from General Fund dollars. He said that there is still that opportunity, but you cannot use Federal funds as a match. Mr. Titus asked the Committee if they could use 381 funding at this time. He said if this group agrees, then FMATS can. He said that the point is that 381 funds will disappear, it is flexible money. It will disappear and these match policies are in place and in policy. He said he thinks that some of the municipalities were not aware that the PM program jumped real quick to a bigger

number, and an opportunity was lost to program more money into the budget, but the agreement is there.

Mayor Isaacson said that this is an especially important point to be made since Ms. Gardino had fulfilled his recent request to summarize all the money that North Pole is obligated to participate with. Having had this information, North Pole was able to program it into the budget. However, with this additional amount, to say that its always been there, but never applied, it has caught him unaware.

Mr. Hopkins asked what would happen if there was a return to the previous funding scenario where the Load Centers were not all completed as one contract, returning this to the funding level that the municipalities had expected. Mayor Isaacson noted that they had not anticipated any contribution to the PM program. Mr. Hopkins asked what that amount would be that the municipalities would be responsible under the original scenario.

Ms. Gardino replied that it would return the total cost to \$1.038 million, reducing the total match requirement to \$100K. She did not have the breakdown that would be required for each community. Mr. Hopkins said that if it were 381 funding that was to be used, under the original scenario, possibly they could use less 381 funding from this year to make up this difference.

Mr. Titus asked how much match would be required for the \$1.5 million in PM funding. Ms. Gardino replied that with contingency it would be \$155K. Mr. Titus asked if there was \$155K in 381 funding available. Ms. Gardino said that there was \$700K.

- **MOTION:** To approve the use of 381 funds to provide for the non-federal share of the Preventive Maintenance program in FFY09. (Strle/Isaacson) None opposed. Approved.

**COMMENTS:**

Mr. Hopkins asked if there was another solution. Mayor Isaacson recognized that the smaller contract was an option. Ms. Gardino explained how the FNSB planned to get their share of the match.

Mr. Titus said that the alternative is that you don't get the federal funds, unless you pay the match. Mr. Titus clarified that in the future a match requirement will be a requirement of the municipalities. Mr. Hopkins noted that Road Service Area funding could be saved potentially by funding this with 381 funds. Ms. Gardino noted that next year the Road Service Area will be responsible for this match. Mr. Roberts said that this is his concern. He asked if this has happened before in the past for the Road Service Areas. Ms. Gardino said that the DOT&PF has paid the match due to oversight in the past.

Mayor Isaacson asked for some clarification on what PM projects can be expected to require match from the municipalities for the future. Ms. Gardino explained how it is project specific. Mr. Titus said that it is based on road classification and he agreed to provide the match policy and asked Ms. Gardino to share it with them.

Alaska Railroad Freight Intermodal Facility- Ms. Gardino said that this was a request from the railroad to move funding from the construction phase to the utility phase, with no net difference and no additional funds. Mr. Hopkins asked if this occurred because they did not need additional construction funds. Ms. Gardino replied that they did not ask for additional funds. Mr. Bloom said he thinks that they were supplementing the construction with their own funding.

Gaffney Road Reconstruction- Ms. Gardino reported that the project is currently out to bid. She reported that there will be additional EPA funds available for this project, so this freed up \$472K of the Gaffney/Cushman funds and hopefully it can be used on Barnette once someone requests that the language on this appropriation be changed by the legislature.

Mr. Hopkins asked if the title of the project could be changed since it was modified in the reappropriation. Ms. Gardino replied that there is already a Cushman Street Project.

Wendell Street Bridge- Ms. Gardino noted that Wendell Street Bridge is structurally deficient. Mr. Titus questioned whether or not it was structurally deficient and Ms. Gardino confirmed that it is in fact. Mr. Bloom clarified that it is eligible for rehabilitation funding but not replacement funding. It has been determined that in the case of the Wendell Street, it would be more cost effective to replace it than to rehabilitate it. FMATS scope is to replace it. Mr. Bloom noted that FHWA will only participate in the cost of repair, rather than replacement. Mr. Roberts asked if time would make eligible for full replacement funds. Ms. Gardino noted that a case could be made to FHWA to justify using bridge funds for replacement of the bridge.

Mr. Hopkins asked if the scope of this project is changing based on the discussion. Should this say rehabilitate or replace. Ms. Gardino said that this gives more flexibility to provide the option.

- **MOTION:** To modify the scope of the Chena River / Wendell Street Bridge project as follows: Rehabilitate or replace the Wendell Street Bridge, with a two lane bridge, widen sidewalks and provide for improved pedestrian facilities. (Hopkins/Isaacson). None opposed. Approved.

COMMENTS: Mr. Roberts asked about the bike path that was discussed. Would this occur at that time. Ms. Gardino said yes. Mr. Hopkins asked if the word rehabilitate would block the potential for funding the pedestrian facility. Ms. Gardino recommended that the scope be amended to include this. Mr. Roberts requested the motion be amended. Mayor Strle seconded. None opposed. Approved.

- **MOTION:** To approve the 2006 – 2009 Transportation Improvement Program Administrative Modification #10 as amended. Mayor Terry Strle moved. (Strle/Hopkins). None opposed. Approved.

## 8. Public Comments

Mr. Jackovich owner of the Big I, urged the DOT&PF to do what needs to be done to keep the Big I building up to code. He asked the committee to please get involved in this portion of his dilemma. He had a different impression of what the Illinois Street project would include. He stated that his building is not in the ROW and is not in the way of anything that would affect the project. The building is not what he needs in return to capitalize on his investment. He said that if he does not come out of this situation as good as he should then “he will bring hell and fire to this organization”. He said that it is a historical preservation issue as well.

Mr. Jackovich said that an option would be to move him during the construction. Mr. Hopkins asked about this and what it would entail. Mr. Jackovich said that he does not believe that anything would happen to this building, but he would be willing to move his business if his employees and bills were paid. He said there is no reason why the building shouldn't be saved even if he has to save the building.

Mayor Isaacson asked if there is a timeframe for his request for assistance from the FMATS Committee and what it is exactly that he is asking of the Committee. Mr. Jackovich said the DOT&PF liability concerns are an ignorant decision. He said that there needs to be more evidence that eminent domain is the only solution.

Mayor Isaacson asked how the FMATS Policy Committee would proceed if they wanted to weigh in on this issue. Mr. Titus replied that it is a work in progress and there are no answers and that FMATS should probably let that work in progress continue. Mr. Titus said it is a ROW acquisition issue that this committee has already approved when it approved the project. Mayor Isaacson said as with other projects the Committee could weigh in while it is in process. Mr. Titus said that the Committee has already weighed in on the process when it approved the project within the TIP. Mayor Titus said the process with in the project is another matter and DOT&PF follows FHWA rules in that process.

Mr. Roberts said that the Policy Committee approved this Illinois Street Project. When the Policy Committee approved the project, it was the understanding of the Committee that the Big I building would remain. That is what was approved. Now the acquisition process has overridden that. Mayor Strle said that she questions whether that in approving a project, the Committee approves it for all it entails. She does not believe that it is the role of the Policy Committee to micromanage a project, but similar action and investigation has been taken in other cases, for example the roundabout consideration on the Illinois Street Project. She asked Mr. Titus if this is in fact the role of the Committee to do so. Mr. Titus replied that the Committee should look at a lot of things within the project. He said that, in this case, it may not be the role of the Committee to massage the ROW process. There are rules that are followed for this process. FMATS trying to affect this process may be difficult to do. Making observations about it may be appropriate, but he does not believe that this Committee should micromanage this piece.

Mr. Hopkins said that this Committee can, however, put forward a resolution if certain information is of concern of the Committee. It is the Committees work to do. Whether it has any effect or not is the next item to do. Mr. Titus agrees. Mr. Storhok agreed that this is a large change to the project. This is big, it is a well known building in the community. It should be looked at by the Committee in detail.

David van den Berg, Executive Director of the Downtown Association of Fairbanks, recognizing the Illinois Street Project is next on the agenda, asked how might this potential change in the project scope be reflected in the June 3<sup>rd</sup> Illinois Street Reconstruction Project Open House Meeting in talking about the amendments to the Environmental process. Mr. Titus said it will be addressed.

Joe Sheehan said that he encourages a proactive vision on the traffic congestion on the Steese Highway and Old Steese Highway to the Johansen. He said that at the time, he had encouraged pursuit of an alternate route behind the box stores and in the vicinity of the west end of what is now the box stores, across the railroad tracks, moving south towards an intersect with College Road or behind Sam's Club. He said that this should be looked at now while the AK Railroad's long range plan can be taken into consideration. He said he has not seen much movement in that direction while the opportunity still exists as it will become harder and harder to do. He also acknowledged the fact that the Johansen widening and added turn lane has resulted in marginal improvement of traffic flow, but the turning lane could be extended further. He encouraged no more traffic lights on the expressways because they will cease to be expressways. He said it would be beneficial to synchronize current lights.

Mr. Sheehan also asked if the preferred alternative had been selected for the Farmers Loop Multi-use Path. It was confirmed that the preferred alternative has not been selected. Mr. Titus confirmed that funding has been received to evaluate the congestion in this area.

Mr. Satley asked that Policy Committee hear details of the University engineering professor's report that the DOT&PF is basing its decisions on. He said he does not feel that it is micromanagement. He encourages the committee to understand which phase of the project is potentially damaging.

## 10. Other Issues

### a) July FMATS Policy Committee Meeting Date

Ms. Edwards said that the FNSB and DEC are organizing an Air Quality, PM 2.5 symposium July 15<sup>th</sup>-17<sup>th</sup> and therefore interferes with the scheduled FMATS July Policy Committee Meeting. She proposed shifting the meeting to the Tuesday before the scheduled meeting.

- **MOTION:** To change the date of the July Policy Committee Meeting from July 15, 2009 to July 14, 2009. (Edwards/Hopkins) None opposed. Approved.

COMMENTS: None

### b) Illinois Street Intersection Study Report

Mayor Strle mentioned that there had not been any follow up on the report from the March Policy Committee Meeting. She said that the conclusions as requested had not been presented. She reminded the Committee that the report as presented had not been conclusive about the intersection and roundabout, and DOT&PF had said that a summary of the consultant's findings would be presented.

Mr. Bloom said that he met with Bob Pristash and talked about the phasing situation with no conclusion. He said that he thought that Bob would fill the Mayor in on what had been talked about. Mayor Strle said that she thought that it was asked that the consultant develop a conclusion. Mr. Bloom said that the consultant, Kinney, was at the meeting also. Mr. Bloom said that he would have to look at his notes to remember what was said, but Kinney would give recommendations, but he said that after talking to Bob he was not sure it would be productive. He said he thought Bob would talk to the Mayor about that. Mayor Strle said that it was the group that wanted the report, not just her.

Mr. Hopkins said that his understanding was that the DOT&PF was going to put forward a request to Kinney to detail out what the results were, because the conclusions of the report were vague. He said there are lots of questions about how the various options would function and what part it was going to play in the overall picture. DOT&PF was going to get detail on the report to share with the Policy Committee as opposed to a group getting together.

Mr. Titus restated the situation, noting that Mr. Hopkins and Mayor Strle were under the assumption that someone would get back with information from the report. He corrected Mr. Hopkins and said that it was not just the DOT&PF that were going to get back with the information, it was actually the DOT&PF and the City of Fairbanks were going to be looking at it because it effects both the infrastructures that they are in charge of.

Mr. Titus asked Mr. Pristash what his spin on it was. Mr. Pristash said that the report did not make a recommendation. It just summarized all the facts. A few alternatives were presented and there were a lot of assumptions, and based on what assumptions the reader wanted to

believe, it gave a scenario of traffic flows in the future. They did not take it any further than that and they did not come up with a recommendation based on the report.

Mayor Strle referenced the minutes stating that Mr. Titus said "he does not see why DOT&PF could not ask the consultant for a matrix of solutions given certain scenarios given that it is fuzzy how the data is all connected together and that it would make sense for the consultant to make the recommendations." Mayor Strle said that she thought that there would be a report back from the expert. Mr. Titus asked if the report is still needed. Mayor Strle said yes. Mr. Hopkins agreed.

Mr. Titus said that the DOT&PF and the City of Fairbanks need to get together. Mayor Strle said that she thought that Kinney would give the opinion and that was what was discussed. Mr. Titus agreed that that was what was talked about. He said that there is some concern evidently from both DOT&PF preconstruction and the City of Fairbanks Engineers about the consultant giving the opinion. He said it needs to be revisited as asked for or at least get a white paper on this dialogue. Mayor Strle asked if that means that the Policy Committee will get an opinion from the consultant. Mr. Titus said that he would like to get with the experts Mr. Pristash and Mr. Bloom to see how that document should be dealt with.

Mr. Hopkins said that the minutes should be revisited from the March minutes. Mayor Strle said that it was clear that the consultant would present the findings specifically rather than vaguely. Mr. Titus said that the ball got dropped and that he would get a report for the committee.

Mr. Pristash said that the consultant was asked for a recommendation and he would not give one. He provides the information and it is up to FMATS to decide what is done. The consultant said that he provides alternatives and will not determine which to choose.

Mr. Titus asked that it be an agenda item for the next meeting.

## **11. Informational Items**

### **a) Safe Routes To School Application**

Ms. Callear prepared an application to request \$100K in funding to hire a consultant to conduct a conditions assessment for schools within the MPO boundary and to work with a coordinator to develop a comprehensive improvement plan.

### **b) Illinois Street Reconstruction**

Ms. Gardino said that this is on the agenda as a request for an update to the schedule and funding of the project. Mr. Bloom said that the demolition project is being filed right now and it is being phased. The Lounsberry building will be the second phase.

Mr. Bloom said that the public hearing for Illinois Street is scheduled for June 3. It is a reevaluation for Illinois Street and will discuss the things that have changed since the original FONSI that was received from FHWA including the widening of the Barnette Street Bridge and the addition of the ramp intended to accommodate the traffic after the conversion of Cushman 2-way. It will discuss the potential for removing the Barnette Street portion of the project from 7<sup>th</sup> to 1<sup>st</sup> Avenue out of the project so that the City of Fairbanks can continue to design this portion of the project, converting it to 2-way traffic. It discusses the potential acquisition of the Big I as well. The meeting will be held June 3rd, comments will be analyzed, it will be submitted to FHWA and hopefully it will be approved shortly thereafter. After it is approved, the Barnette Street Bridge can be turned in for authority to advertise. This will need to be coordinated with the demolition project.

Mr. Bloom said that an engineer did do a report on the Big I and the report is dated April 10, 2009. It found several structural concerns with the building. For DOT&PF it is two main issues, 1) structural damage potential and 2) parking. Can Illinois Street be built without structurally affecting the building? The demolition has been phased accordingly. The Barnette Street Bridge project concern is that the pile driving could have an impact on the building. He is not certain of this second point as there are many unknowns in this report just yet. As for parking: it must be accommodated for the facility to remain in business. The FNSB has a requirement for parking and the initial assessment of the parking is that DOT&PF will not be able to comply with that. Alternative lease parking is an option or approach the FNSB for a variance of the parking ordinance. Mr. Bloom said that potential structural improvements on behalf of Mr. Jackovich would affect these scenarios.

Mr. Titus asked about the rest of the project. Mr. Bloom said it is hopeful that it would be advertised in the fall of 2010, but that may be optimistic based on how ROW goes. The plans and specifications are expected to be done in time, but the ROW acquisition will be the critical path.

Mr. Hopkins asked about the public hearing and reviewing things like the slip ramp that is part of this report and somebody made a decision that it is or is not part of the project. Mr. Bloom confirmed this stating that the ramp is to accommodate Cushman being 2-way traffic. Mr. Hopkins agreed that the consultant had presented the ramp as a possibility. Mr. Hopkins asked if all the possibilities going to be out there at the meeting for discussions. He said that it sounded to him like someone had already made the decision that the slip ramp is the preferred solution. Mr. Bloom said that a signalized intersection option could be used may be a part of this hearing as well.

Mr. Hopkins asked about the phased demolition. He asked about the schedule for phase 2 of the demolition. Mr. Bloom said it is a question mark until they have more information. He said the Lounsbury building is what will be phase 2. Mr. Hopkins asked then if phase 2 will be part of the public hearing. Mr. Bloom said no. Mr. Hopkins asked why he said that. Mr. Bloom said that the "potential to acquire the Big I" will be brought out at this hearing.

Mr. Titus said that it is the environmental piece with FHWA and they approve this piece. So the elements that Mr. Bloom is talking about will be then forwarded after the public comment period to FHWA. They have not said good bye to the Big I, for example.

Mayor Isaacson asked when the DOT&PF hopes to respond to FHWA. Mr. Bloom said the hope is to do so by July. Mr. Hopkins asked if the Big I decision would then be made at the DOT&PF level at that point. Mr. Bloom said not necessarily, no. He clarified that the environmental document will say "the potential to take the Big I". And FHWA will then decide if that has a significant impact on the project. Mr. Bloom said they will still continue to study if the Big I can remain whole, depending on what these other engineering studies determine. Mr. Bloom continued that they are just putting before the public that the potential for taking the Big I is now on the table and that's part of this re-evaluation.

Mr. Hopkins asked about the final report that Mr. Bloom referenced as having been completed on April 10. He questioned if there are more engineering reports being done. Mr. Bloom stated that Mr. Jackovich is having one done and that DOT&PF will need to assess what else DOT&PF needs to do to determine and make that decision.

Mayor Isaacson asked if there is a timeframe for those reports. Mr. Bloom said no.

Mr. Hopkins said that it seems if there is going to be a June 3 public hearing, and if there are all these new pieces out there, and we are asking the public to comment on them when they are not even sure on which way it is going to go. It seems to be just to allow FHWA to say, 'sure, go ahead'. He said it seems like we are asking the public to be weighing in on something that is not clear, because it seems fuzzy.

Mr. Bloom says he does not see it that way. He said that he thinks it will be clear to them. He said what was said in the original document versus what has changed from the original document is what is being shown.

Mayor Isaacson said that part of the fuzziness is that without the engineering reports to look at how can intelligent decisions can be made as to whether or not there should be an acquisition. Mr. Bloom clarified that they are not asking the public to decide whether or not there should be an acquisition, rather telling the public that the potential for an acquisition is there, because of the things that have changed. Mr. Hopkins said that is the fuzziness.

Mr. Titus said that part of the change is to Barnette Street. Mr. Hopkins acknowledged this and said that it seems like it is a big public hearing issue and the content that is going to be in it. He said that if he were to walk in and see the list, he would question all of the things that weigh in on the final decision. He said it seems hard to wrap his arms around all of these pieces that are in flux. For example, he referenced the ramp that is said to maybe be the preferred alternative, but that is just what was being talked about at FMATS in wanting more information about its ability to function. He said it was presented in a draft report. That, and then this issue with the Big I being unresolved.

Mayor Isaacson asked if there would be pictures of the variety of the alternatives. Mr. Bloom said yes, that there would be drawings of the intersection and of the ramp. Mr. Hopkins asked, but not the roundabout? Mr. Bloom said no. Mr. Hopkins said that it was in the report as a solution, a three legged roundabout rather than a five legged roundabout was chosen to submit to the consultant. Mr. Bloom said that it is not part of this. Mr. Hopkins said that it was part of the study that looked at evaluating different solutions. Mr. Bloom said, yes, that it was one of the consultants proposed solutions.

Mr. Titus said that this group voted on that twice and the intersection as it is being designed now is the preferred solution. Not the roundabout. So if you are trying to get to a roundabout, and trying to make a roundabout happen through this public process...this is a look at the environmental statement before, the environmental statement after and the changes thereto.

Mr. Hopkins said that if the public is going to weigh in on the ramp, he asked if the other alternatives for that intersection that were part of the report are going to be presented for comment. DOT&PF requested the report to evaluate what the best solution is for intersection. The intersection is a critical piece.

Mr. Bloom said when DOT&PF gets done with the DOT&PF project; Barnette Street is still going to be one way southbound. So, the roundabout did not come into play, and I think that this committee did say no to the roundabout as part of the original project.

Mr. Hopkins asked if the consultant recommended a roundabout. Mr. Bloom said the consultants roundabout was for when Barnette Street was going to be turned to 2-way, which is not part of this project. The consultant did analyze the roundabout as a potential solution

when Cushman would be 2-way and Barnette would be 2-way. Mr. Hopkins asked if this is what is in the report. Mr. Bloom said yes.

Mr. Hopkins said that it is still very confusing for the public. He said that when the public talks to him about this project and they ask how come not this and how come not that, what about that...and if they are not seeing all of the information it remains fuzzy. He acknowledged that Mr. Bloom's department probably sees it differently, but for the public sees it differently.

Mayor Isaacson said that it is just hard with so many moving parts. The pictures make a difference to the public. He questioned whether the public hearing should be postponed until some of this is resolved, especially the Big I situation as it is a rallying point for the public. He restated his question; is this public hearing going on too early.

Mr. Bloom said he does not think that they are based on what the DOT&PF is trying to achieve. Looking at what the original document said and what DOT&PF sees as the changes. He said he can understand the issues of Barnette 2-way or not, or the issue of roundabout, or not a roundabout does get a bit convoluted in this whole thing, and the timing of it all...but as far as the project that DOT&PF has in front of them right now, Barnette Street being one-way makes it very simple. This committee did tell us to accommodate Cushman as a 2-way Street while Barnette was still a one-way street. The DOT&PF's solution to that was a signalized intersection or the ramp. The roundabout was not one of the solutions for that, but it is a solution for when Barnette does become a 2-way street; which is a future phase in a future project.

Mayor Isaacson said that it may be too early even if it has been worked on for a long time. It seems that some of the parts of this are anxiety points for the public and the engineering reports are going to be critical.

Mr. Titus asked if the Big I ROW was not an issue, there would still be a public hearing and would still be asking to modify the FONSI on the Barnette piece, and how to accommodate 2-way Cushman and one-way Barnette. There would still be a public hearing to show the difference between FONSI 1 and FONSI 2. Now that we have the issue of the BIG I included, it is being said that it has the potential for being acquired.

Mayor Isaacson asked if in response the timing is such that this committee could do a resolution. Mr. Bloom confirmed this.

**c) TIP Conformity Update**

Ms. Gardino said that Dr. Ming Lee, UAF, just finished the projections for the employment and sent those to the consultant who is doing the conformity determination. Ms. Gardino prepared a spreadsheet, comparing the TIP projects with the current LRTP schedule, and they think that that is good to go. They are going to start working on the conformity analysis today.

**d) STIP Amendment #18**

Mr. Titus said that it is approved.

**e) Bike to Work Month/Week**

Ms. Gardino reported on the successes on Fairbanks' first Bike to Work events and the related publicity and web traffic to the FMATS bike map.

**12. Adjourn**

**Motion to Adjourn.** (Roberts/Isaacson) Adjourned at 12:45 p.m.

**Next Scheduled Policy Committee Meeting is June 17, 2009, 10:00 am at DOT&PF, 2301 Peger Road.**

Approved: \_\_\_\_\_  
Steve Titus, P.E., Chair  
FMATS Policy Committee

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



## **June 2009 MPO Office Staff Report**

### **Meetings**

- ✚ Attended the Technical Committee Meeting and Policy Committee Meeting in June; prepared and reviewed meeting minutes
- ✚ Prepared all meeting packets for Technical/Policy Committee Meetings
- ✚ Attended pre-Policy committee meetings with the City of Fairbanks, FNSB and State
- ✚ Prepared all meeting backup documentation for the June meetings
- ✚ Posted ads on the State's online public notice system, the Fairbanks North Star Borough's online Public notice system, requested paper advertisements, and placed Public Service Announcements on the radio for both the routine Policy and Technical Committee meetings as well as for several Technical Subcommittee meetings
- ✚ Prepared all Title VI reports for June
- ✚ Attended the Transportation Subcommittee meetings on the DOT Eagle Emergency Response by Clark Milne, the Fischer-Tropsch Status Update by Jomo Stewart and an In-State Gasline Report by Jim Dodson and the Riparian Planning effort by Bob Henzey and Bernardo Hernandez
- ✚ Attended the Illinois Street Reconstruction Project Open House
- ✚ Attended a Webinar on Climate Change is Heating Up, Integrating Bike/Ped Facilities in Constrained Right-of-Ways, TIGER Discretionary Grants Program, Complete Streets and Context Sensitive Solutions, and Census 2010
- ✚ Organized and facilitated six meetings regarding Conformity and the TransCad model, coordinating with Sierra Research, University of Alaska, and DOT & PF

### **Correspondence**

- ✚ Forwarded emergency service provider information to the LRTP consultant as well as requested plans and documents related to security, safety, preservation and preventive maintenance

### **Filing**

- ✚ Filed all meeting items and correspondence
- ✚ Prepared new binders and folders to organize current project information

### **Organization**

#### **Identify New Project Needs and Develop Project Scopes**

- ✚ Coordinated with the DOT & PF on refining the scope of the Gold Hill Road, Holmes Road and South Cushman Street projects
- ✚ Forwarded draft Project Starts to the DOT & PF on the on the Gold Hill Road, South Cushman Street and Wendell Street Bridge project for processing

**Public Outreach**

- ✚ Forwarded web updates to the State for posting
- ✚ Provided information on projects as requested by the public and media

**Agency Relationships**

- ✚ Reviewed the grandfathered funding spending to date and calculated the amount remaining; this varies significantly from what is the latest STIP; communicated variance several times to DOT for resolution

**Strategic Planning**

- ✚ Organized and facilitated the Winter Mobility Task Force Meeting
- ✚ Analyzed the roads in the FNSB and the current functional class and requested updates as appropriate
- ✚ Attended Vision Fairbanks community planning meeting at the Downtown Association
- ✚ Developed a presentation for the Policy Committee on Green Infrastructure as a Long Range Transportation Plan Goal and provided information on other related policies

**Communication**

- ✚ Explored the potential for the use of the email marketing software, Constant Contact, for use in an enhanced public involvement effort for the LRTP development, as well as for future monthly FMATS newsletters.

**Short-Range and Tactical Planning**

- ✚ Requested comments on the update of the Bikeways Map
- ✚ Organized and facilitated the first of a series Winter Mobility Task Force Meeting
- ✚ Finalized 2006 – 2009 TIP Administrative Modification #10 and forwarded to DOT & PF Headquarters for inclusion in the STIP; followed up several times as to the status of when this action would occur
- ✚ Conducted a Technical Subcommittee Meeting on the development of the 2010 - 2013 Transportation Improvement Program
- ✚ Conducted a Technical Subcommittee Meeting on the development of the FFY2010 FMATS Preventive Maintenance Program
- ✚ Attended a meeting on the CMAQ Park and Ride project to determine how best to the develop the project within the time frame allowed
- ✚ Monitored and updated the progress of the Wendell Street Project, the Street Sign Project and all other outstanding obligations

**Funding**

- ✚ Attended a webinar and reviewed the proposed rule for the TIGER Discretionary Grant; anticipate filing an application by the 9/15/09 deadline
- ✚ Resolved funding issue on Van Horn Road

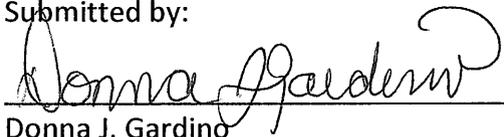
**Legislation**

- ✚ Monitoring the Energy and Transportation authorization legislation

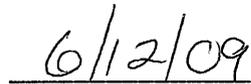
**Finance**

- ✦ Processed invoices, travel expenses and PO requests
- ✦ Filed documentation of past expenditures

Submitted by:

  
\_\_\_\_\_

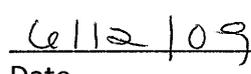
Donna J. Gardino

  
\_\_\_\_\_

Date

  
\_\_\_\_\_

Tara L. Callear

  
\_\_\_\_\_

Date

## FMATS 2010 - 2013 TIP

PREVENTIVE MAINTENANCE PROGRAM DETAIL							
Need ID	Location	Project Description / Funding Source	Phase	FFY10	FFY11	FFY12	FFY13
	Fairbanks	Crack Sealing	2				
	NP and FNSB		4	100.0			
<b>Project Total</b>				<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
	Fairbanks	Slurry Seal	2				
			4				
<b>Project Total</b>				<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
	Fairbanks	Fairbanks City Street Pavement Striping					
			4	50.0			
<b>Project Total</b>				<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
	FNSB	Surface Treatment	2				
			4	390.0			
<b>Project Total</b>				<b>390.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
	FNSB	Intersection Upgrades	2				
		Upgrade the following:	4	0.0			
<b>Project Total</b>				<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
	FMATS	Video Detection	2				
			4				
<b>Project Total</b>				<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
Total Amount Programmed for the Year				\$540.0	\$0.0	\$0.0	\$0.0
Total PM Funding in the TIP				\$686.7	\$686.7	\$211.3	\$715.5
Funds available for Programming				\$146.7	\$686.7	\$211.3	\$715.5



## TECHNICAL MEMORANDUM #1

### Fairbanks Metro 2035: A Plan to Keep You Moving

Final Goals

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**Date:** May 1, 2009 KAI Project #: 9591.0

**To:** Donna Gardino, FMATS AKSAS Project #: 77210

**From:** Phill Worth, Nick Foster, and John Ringert, PE, Federal Project #: PL-1260(004)

**cc:** Margaret Carpenter, ADOT&PF

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Draft goals for the Fairbanks Metro 2035 Metropolitan Transportation Plan: A Plan to Keep You Moving, have been presented and discussed with the Technical Advisory Committee and the Policy Advisory Committee of FMATS. The following goals are now being recommended for endorsement by the Policy Advisory Committee:

- Goal #1:** Coordinate planning efforts to provide an integrated transportation and land use system that embodies smart growth principles and stimulates the economy to grow
- Goal #2:** Provide a safe, efficient, secure, and interconnected multi-modal transportation system for all users
- Goal #3:** Protect the environment, improve air quality, promote energy efficiency, and enhance regional quality of life
- Goal #4:** Optimize the utility and lifespan of the existing transportation system

These goals will be used to guide the entire planning process for the Fairbanks Metro 2035 Metropolitan Transportation Plan. Specific objectives, performance measures, and targets will be developed throughout the planning process to support these goals and achieve the outcomes they describe.

As requested by the Policy Committee at its May 20, 2009 meeting, is a briefing of some current philosophies and approaches to transportation development and land use development. FMATS has adopted consideration of Context Sensitive Solutions and Smart Growth in its current Unified Planning Work Program (UPWP).

## CONTEXT SENSITIVE SOLUTIONS

**CONTEXT SENSITIVE SOLUTIONS (CSS)** is a collaborative, interdisciplinary approach that involves all stakeholders in providing a transportation facility that fits its setting. It is an approach that leads to preserving and enhancing scenic, aesthetic, historic, community, and environmental resources, while improving or maintaining safety, mobility, and infrastructure conditions

**CSS Principles:** These core CSS principles apply to transportation processes, outcomes, and decision making.

- Strive towards a shared stakeholder vision to provide a basis for decisions.
- Demonstrate a comprehensive understanding of contexts.
- Foster continuing communication and collaboration to achieve consensus.
- Exercise flexibility and creativity to shape effective transportation solutions, while preserving and enhancing community and natural environments.

**CSS Qualities:** Context sensitive solutions is guided by a process which...

- Establishes an interdisciplinary team early, including a full range of stakeholders, with skills based on the needs of the transportation activity.
- Seeks to understand the landscape, the community, valued resources, and the role of all appropriate modes of transportation in each unique context before developing engineering solutions.
- Communicates early and continuously with all stakeholders in an open, honest, and respectful manner, and tailors public involvement to the context and phase.
- Utilizes a clearly defined decision-making process.
- Tracks and honors commitments through the life cycle of projects.
- Involves a full range of stakeholders (including transportation officials) in all phases of a transportation program.
- Clearly defines the purpose and seeks consensus on the shared stakeholder vision and scope of projects and activities, while incorporating transportation, community, and environmental elements.
- Secures commitments to the process from local leaders.
- Tailors the transportation development process to the circumstances and uses a process that examines multiple alternatives, including all appropriate modes of transportation, and results in consensus.
- Encourages agency and stakeholder participants to jointly monitor how well the agreed-upon process is working, to improve it as needed, and when completed, to identify any lessons learned.

- Encourages mutually supportive and coordinated multimodal transportation and land-use decisions.
- Draws upon a full range of communication and visualization tools to better inform stakeholders, encourage dialogue, and increase credibility of the process.

**CSS Outcomes:** Context sensitive solutions leads to outcomes that...

- Are in harmony with the community and preserve the environmental, scenic, aesthetic, historic, and natural resource values of the area.
- Are safe for all users.
- Solve problems that are agreed upon by a full range of stakeholders
- Meet or exceed the expectations of both designers and stakeholders, thereby adding lasting value to the community, the environment, and the transportation system.
- Demonstrate effective and efficient use of resources (people, time, budget,) among all parties

For more information: [www.contextsensitivesolutions.org](http://www.contextsensitivesolutions.org)

## COMPLETE STREETS

**COMPLETE STREETS** are designed and operated to enable safe access for all users. Pedestrians, bicyclists, motorists and bus riders of all ages and abilities are able to safely move along and across a complete street. Creating complete streets means changing the policies and practices of transportation agencies. A complete streets policy ensures that the entire right of way is routinely designed and operated to enable safe access for all users. Transportation agencies must ensure that all road projects result in a complete street appropriate to local context and needs. Instituting a complete streets policy ensures that transportation planners and engineers consistently design and operate the entire roadway with all users in mind - including bicyclists, public transportation vehicles and riders, and pedestrians of all ages and abilities.

### ***Elements of a Good Complete Streets Policy***

A good complete streets policy:

- Includes a vision for how and why the community wants to complete its streets.
- Specifies that 'all users' includes pedestrians, bicyclists, and public transportation passengers of all ages and abilities, as well as trucks, buses, and automobiles.
- Encourages street connectivity and aims to create a comprehensive, integrated, connected network for all modes.
- Is adoptable by all agencies to cover all roads.
- Applies to both new and retrofit projects, including design, planning, maintenance, and operations, for the entire right of way.
- Makes any exceptions specific and sets a clear procedure that requires high-level approval of exceptions.
- Directs the use of the latest and best design standards while recognizing the need for flexibility in balancing user needs.
- Directs that complete streets solutions compliment the context of the community.
- Establishes performance standards with measurable outcomes.
- Includes specific next steps for implementation of the policy.

### ***Implementation***

An effective complete streets policy should prompt transportation agencies to:

- Restructure their procedures to accommodate all users on every project.
- Re-write their design manuals to encompass the safety of all users.
- Re-train planners and engineers in balancing the needs of diverse users.

Many states are signing legislation requiring the DOT to establish policies to accommodate all users of the road. In the recently introduced American Clean Energy and Security Act (HR 2454), complete streets policies are encouraged as a strategy to reduce greenhouse gas emissions from the transportation sector.

For more information: [www.completestreets.org](http://www.completestreets.org)

## SMART GROWTH

**SMART GROWTH** invests time, attention, and resources in restoring community and vitality to center cities and older suburbs. New smart growth is more town-centered, is transit and pedestrian oriented, and has a greater mix of housing, commercial and retail uses. It also preserves open space and many other environmental amenities. In communities across the nation, there is a growing concern that current development patterns -- dominated by what some call "sprawl" -- are no longer in the long-term interest of our cities, existing suburbs, small towns, rural communities, or wilderness areas. Though supportive of growth, communities are questioning the economic costs of abandoning infrastructure in the city, only to rebuild it further out. The following are some Smart Growth Principles:

- Create a range of housing opportunities and choices
- Create walkable neighborhoods
- Encourage community and stakeholder collaboration
- Foster distinctive, attractive communities with a strong sense of place
- Make development decisions predictable, fair and cost effective
- Mix land uses
- Preserve open space, farmland, natural beauty and critical environmental areas
- Provide a variety of transportation choices
- Strengthen and direct development towards existing communities
- Take advantage of compact building design

Focusing on the transportation issues and smart growth, communities are beginning to implement new approaches to transportation planning such as better coordinating land use and transportation; increasing the availability of high quality transit service; creating redundancy, resiliency and connectivity within their road networks; and ensuring connectivity between pedestrian, bike, transit, and road facilities. In short, they are coupling a multi-modal approach to transportation with supportive development patterns, to create a variety of transportation options.

For more information: [www.smartgrowth.org](http://www.smartgrowth.org)

## GREEN INFRASTRUCTURE

**GREEN INFRASTRUCTURE** is the ecological framework for environmental, social, and economic health. It emphasizes the importance of open and green space as part of the interconnected systems that are protected and managed for the ecological benefits they provide. It implies that green infrastructure is a necessity, not a *nice thing to have*. It looks at conservation in concert with land development and man-made infrastructure planning and acknowledges that people need places to live, work, shop, and enjoy nature. Green infrastructure uses planning, design and implementation approaches similar to those used for roads, water management systems and other community support facilities. It is a philosophy that provides a framework for planning conservation and development.

The Federal Highways Administration (FHWA) within the Department of Transportation (DOT) has both programmatic and geographic efforts in green infrastructure. Programmatically, FHWA is the convener of the Integrated Planning Workgroup (IPWG), an interagency effort which aims to more effectively link transportation system planning with natural and cultural resource planning. FHWA also led development of the interagency document "Eco-Logical: An Ecosystem Approach to Developing Infrastructure Projects," published in 2006. The report introduces ecosystem-based planning for infrastructure project development and mitigation of impacts. This framework can serve as a starting point from which ecosystem-based project development and mitigation decisions can be considered and made. FHWA and partners are implementing the Eco-Logical concept at the national level through outreach and training.

On the ground, FHWA is funding \$1.05 million in projects to field test Eco-Logical principals with a focus on complying with the SAFETEA-LU (current transportation bill) planning and environmental linkages provisions. FHWA also supports hands-on workshops on Linking Conservation and Transportation Planning. Four workshops have been held to date in Arkansas, Colorado, Arizona, and Texas. The workshops are intended to assist State DOTs, Metropolitan Planning Organizations (MPOs), and State and Federal resource agencies better coordinate and integrate transportation and conservation planning data and activities.

For more information: [www.sprawlwatch.org/greeninfrastructure.pdf](http://www.sprawlwatch.org/greeninfrastructure.pdf)

## SUSTAINABLE URBAN INFRASTRUCTURE

**SUSTAINABLE URBAN INFRASTRUCTURE** is a term used to describe infrastructure that facilitates a place or regions progress towards the goal of sustainable living. Attention is paid to technological and government policy which enables urban planning for sustainable architecture and initiatives that promote sustainable agriculture.

In theory, a sustainable design can lead to the development of sustainable communities by ensuring that infrastructural knowledge makes improvements that do not deplete natural resources. Consequently the transition and mass adoption of renewable resources features heavily in sustainable infrastructures.

The design emphasis for a sustainable urban infrastructure is on localization and sustainable living. The aim is to reduce individual's ecological footprint according to the principles of sustainable development in areas with a high population density.

The criteria for what can be included in this kind of urban environment varies from place to place, given differences in existing infrastructure and built form, climate and availability of local resources or talents. Generally speaking the following could be considered sustainable urban infrastructure:

- public transport networks
- Distributed generation and integrated energy demand management initiatives and programs
- high efficiency buildings and other development constraints such as only permitting the construction of green buildings and sustainable habitats with energy-efficient landscaping.
- connected green spaces and wildlife corridors
- Low impact development practices to protect water resources.

For more information: [http://en.wikipedia.org/wiki/Sustainable\\_urban\\_infrastructure](http://en.wikipedia.org/wiki/Sustainable_urban_infrastructure)

FMATS TIP OBLIGATION STATUS REPORT - FFY09

5/29/09

FMATS ALLOCATION TOTALS

FMATS ALLOCATIONS	PHASE	AMOUNT	FFY09 OBLIGATIONS	PERCENT OBLIGATED
FMATS CTP & TRAAK ALLOCATION	All	\$11,966.0	\$311.4	3%
FMATS CMAQ ALLOCATION	All	\$2,000.0	\$180.0	9%
FMATS GRANDFATHER STIP ALLOCATION	All	\$7,800.0	\$0.0	0%
DEOBLIGATIONS	Ph 4	\$456.9	\$304.5	67%
<b>TOTAL</b>		<b>\$22,222.9</b>	<b>\$795.9</b>	<b>4%</b>

CTP/TRAAK FUNDING

AKSAS	CTP/TRAAK	PHASE	OBLIGATION DATE ESTIMATE	TIP AMOUNT	FFY09 OBLIGATIONS	PERCENT OBLIGATED	COMMENTS
	23rd Avenue Improvements	2	8/1/09	\$150.0	\$0.0	0%	Potential addition to FFY09: Policy Committee meeting discussion for additional design funding
	Chena River/Wendell Street Bridge	2	07/15/09	\$800.0	\$0.0	0%	New project start sent to DOT NR 5/28/09
62164	College Road Rehab (Univ. to Danby) & Intersection	2	06/30/09	\$400.0	\$0.0	0%	SHPO Issues - may not be ready in time
	Cowles Street Upgrade	4	08/01/09	\$350.0	\$0.0	0%	Will obligate in time
77198	FMATS Coordinators Office	8	02/20/09	\$169.3	\$164.2	97%	
	Holmes Road	2	07/01/09	\$272.0	\$0.0	0%	Potential addition to FFY09: Policy Committee meeting discussion for design funding
63102	Illinois Street Reconstruction (Grandfather)	3	08/15/09	\$1,200.0	\$0.0	0%	Can be transferred to FFY10
63102	Illinois Street Reconstruction (Grandfather)	4	08/15/09	\$6,600.0	\$0.0	0%	Can be transferred to FFY10
63102	Illinois Street Reconstruction	3	06/09/09	\$358.5	\$0.0	0%	Is this needed? Not in Design Status Report
	<b>Noble Street Reconstruction</b>						<b>Removed \$860.0 - not ready to obligate</b>
63025	North Pole Homestead Rd/NPHS Blvd Extension	4	07/15/09	\$130.0	\$70.0	54%	Obligated 4/27/09
	North Pole Homestead Rd/NPHS Blvd Extension	4	08/01/09	\$335.0	\$0.0	0%	Potential addition to FFY09: Policy Committee meeting discussion on change orders
65199	Phillips Field Road Upgrade	4	05/31/09	\$2,300.0	\$0.0	0%	ROW issues resolved
65199	Phillips Field Road Upgrade	4	05/31/09	\$1,200.0	\$0.0	0%	STIP Preventive Maintenance funding
76717	Preventive Maintenance Program	2	02/09/09	\$75.0	\$0.0	0%	PDA sent on 5/14/09; sent to FHWA 6/9/09
76717	Preventive Maintenance Program	4	07/01/09	\$1,500.0	\$5.0	0%	\$5,017 for University Ave. Approach Upgrades; FNSB surface treatment project to contracts 6//12/09; Load center project to contracts week of 6/15/09

FMATS TIP OBLIGATION STATUS REPORT - FFY09							5/29/09
61175	Van Horn Road Rehab/ Safety Improvements	4	07/15/09	\$170.0	\$0.0	0%	Authority to obligate these funds received 5/28/09
67052	Wendell Street ADA	2	05/09/09	\$72.2	\$72.2	100%	Obligated 4/3/09
67052	Wendell Street ADA	4	06/30/09	\$814.0	\$0.0	0%	Final design transmitted to DOT & PF for final review 5/29/09; comments to be discussed 6/17/09
22895	FMATS Sign Replacement Project	2	04/01/09	\$147.0	\$0.0	0%	Request for funding has been sent to DOT HQ
22895	FMATS Sign Replacement Project	2	07/01/09	\$73.0	\$0.0	0%	Potential addition to FFY09: Policy Committee meeting discussion for additional design funding
63135	FMATS LED Street Light Conversion	4	08/15/09	\$3,310.0	\$0.0	0%	Final design underway
	South Cushman: Mitchell to Van Horn Road	2	07/15/09	\$100.0	\$0.0	0%	New project start forwarded to DOT NR 5/28/09
	Gold Hill Road Bike/Pedestrian Path	2	07/15/09	\$440.0	\$0.0	0%	New project start forwarded to DOT NR 5/28/09
	<b>TOTALS</b>			<b>\$20,966.0</b>	<b>\$311.4</b>	<b>1%</b>	
	<b>Less Grandfathered Funding</b>			<b>7,800.0</b>			
	<b>Less STIP PM</b>			<b>1,200.0</b>			
	<b>CTP/TRAAK TOTALS</b>			<b>\$11,966.0</b>			

**FMATS TIP OBLIGATION STATUS REPORT - FFY09**

**5/29/09**

**DEOBLIGATED FUNDING**

AKSAS	DEOBLIGATIONS	PHASE	OBLIGATION DATE STATUS	TIP AMOUNT	FFY09 OBLIGATIONS	Percent Obligated	COMMENTS
60226	North Pole Homestead Road	4	10/30/08	\$36.6	\$36.6	100%	
63237	2nd Avenue/Wilbur Widening	4	02/05/09	\$50.0	\$50.0	100%	
60226	North Pole Homestead Road	4	04/09/09	\$46.8	\$46.8	100%	
63237	FMATS LED Street Light Replacment	2	04/09/09	\$171.1	\$171.1	100%	Obligated 4/27/09
<b>DEOBLIGATION TOTALS</b>				<b>\$304.5</b>	<b>\$304.5</b>	<b>100%</b>	

**CMAQ FUNDING**

AKSAS	CMAQ	PHASE	OBLIGATION DATE STATUS	TIP AMOUNT	FFY09 OBLIGATIONS	PERCENT OBLIGATED	COMMENTS
	FNSB / CMAQ- North Pole Park and Ride- Stage II	all	04/01/09	\$725.0	\$0.0	0%	DOT to write HQ to transfer funding to FTA
	LRTP Conformity/Modeling Analysis	8	04/01/09	\$70.0	\$70.0	100%	Obligated 04/01/09 and 4/24/09
	COF/ADA- Compliant Curb Corner Upgrades	2	04/09/09	\$110.0	\$110.0	100%	
60226	FNSB / CMAQ - PM 2.5 Reductions	all	04/09/09	\$1,095.0	\$0.0	0%	Agreements are at FNSB and DEC for signatures
<b>CMAQ TOTALS</b>				<b>\$2,000.0</b>	<b>\$180.0</b>	<b>9%</b>	

**EARMARK FUNDING**

AKSAS	EARMARKS	PHASE	OBLIGATION DATE STATUS	TIP AMOUNT	FFY09 OBLIGATIONS	PERCENT OBLIGATED	COMMENTS
77053	Fairbanks Intermodal Distribution Pilot Grant Program	4	06/09/09	\$1,759.8	\$0.0	0%	
60747	Leasure Subdivision Improvements	3		\$30.0	\$0.0	0%	
	Morris Thompson CVC Intermodal Parking Facility (FTA)	all		\$675.0	\$0.0	0%	
62023	North Pole Citywide Pavement Rehabilitation	2	01/14/09	\$220.0	\$220.0	100%	Obligated 1/14/09
<b>EARMARK TOTALS</b>				<b>\$2,684.8</b>	<b>\$220.0</b>	<b>8%</b>	

FMATS TIP OBLIGATION STATUS REPORT - FFY09

5/29/09

**GENERAL FUNDS/OTHER FUNDED PROJECTS**

AKSAS	GENERAL FUNDS/OTHER FUNDED PROJECTS	PHASE	OBLIGATION DATE STATUS	TIP AMOUNT	FFY08 OBLIGATIONS	PERCENT OBLIGATED	COMMENTS
62054	Barnette Street 7th-Gaffney	2		\$90.0	\$0.0	0%	Working on the MOA
62054	Barnette Street 7th-Gaffney	4		\$1,047.0	\$0.0	0%	Working on the MOA
62047	Gaffney Road Reconstruction	2	05/08/09	\$178.6	\$178.6	100%	Bids returned; Exclusive Paving; \$697,337.5
62056	Cartwright Road Improvements: Fairbanks	3	05/31/09	\$326.1	\$0.0	0%	
62056	Cartwright Road Improvements: Fairbanks	7	06/30/09	\$550.0	\$0.0	0%	
77198	FMATS Coordinators Office	8	10/01/08	\$90.7	\$90.7	100%	
77210	FMATS LRTP Update	8	04/01/09	\$17.9	\$17.9	100%	
77210	FMATS LRTP Update	8	04/01/09	\$178.7	\$178.7	100%	
61725	Noble Street Upgrade	2	07/15/09	\$19.4	\$0.0	0%	
77194	Cushman Street Reconstruction	2		\$75.0	\$0.0	0%	
77194	Cushman Street Reconstruction	4		\$600.0	\$0.0	0%	
61338	Trainor Gate and Farewell Intersection Improvements	4		\$300.0	\$0.0	0%	
61338	Trainor Gate and Farewell Intersection Improvements	7		\$10.0	\$0.0	0%	
77250	University Ave. Widening	7		\$5,000.0	\$0.0	0%	General Fund Appropriation
77250	University Ave. Widening	7		\$1,000.0	\$0.0	0%	GO Bond
<b>GF/OTHER FUNDED PROJECTS TOTALS</b>				<b>\$9,483.4</b>	<b>\$465.9</b>	<b>5%</b>	

## June 17, 2009 Proposed Action Items for 2006 – 2009 TIP

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### **Correction to the 2006 – 2009 TIP Administrative Modification #10**

#### **Noble Street Upgrade**

Current Funding for FFY 09:

FCTP	\$445.4 PH2
GF-Noble	\$414.6 PH2

Match issue was previously not addressed. State will pay 50% of the non-federal share of 9.03% since Noble is an urban collector. State agreed to allow the City to use the \$414.6 general fund dollars as their match contribution, until it runs out. Thereafter, a match agreement will be put in place for with the City for the remainder.

Change to:

FCTP	\$821.2 PH2
GF-Noble	\$38.8 PH2

To accommodate the additional \$375.8 delay the Project Start for Holmes Road (\$400.0). Move the remaining \$24.2 to Illinois PH3.

#### **Notified 6/16/06: \$860.0 will not be ready to obligated in FFY 09:**

Subcommittee recommends the following:

Move from FFY09 to FFY10:

FCTP	\$430.0 from Noble (Federal and non-federal funds)
FEDCTP	\$391.2 from Noble (federal funds only)
GF-Noble	\$38.8

#### **Add:**

North Pole Homestead Road: \$335.0 for Change Orders for PH4 in FFY09 (381 funds \$30.2)  
23<sup>rd</sup> Avenue Improvements: \$150.0 to expedite design to achieve February 2010 deadline (additional match required \$3,228.2)  
Sign Replacement Project: \$73.0 additional design funds (federal only)  
Holmes Road: \$272.0 to initiate Design in FFY09  
Add remaining \$30.0 to Illinois Reconstruction PH3 to total \$178.5

South Cushman Street: Mitchell to Van Horn

Change PH 2 funding from \$280.0 to \$100.0 in FFY09; move remaining \$180.0 to PH3 Illinois Street