



TECHNICAL COMMITTEE

Meeting Minutes – March 4, 2015

City of Fairbanks, 800 Cushman Street, City Council Chambers
Fairbanks, Alaska

1. Call to Order

Ms. Gardino called the meeting to order at 12:00 p.m.

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
*** Bob Pristash	City of Fairbanks
*** Jackson Fox for Mike Schmetzer	City of Fairbanks
*** Bill Butler	City of North Pole
*** Cindy Heil (via telephone)	ADEC, Air Quality Division
*** Brian Lindamood	AK Railroad Corporation
*** Judy Chapman	DOT&PF Planning Chief
*** Jerry McBeath	FNSB Planning Commission
*** Christine Nelson	FNSB Community Planning Director
*** Adam Barth for Glenn Miller	FNSB Transportation
*** Dave Sanches (via telephone)	Fort Wainwright Planning
*** Melanie Herbert (absent)	Tanana Chiefs Conference
*** Mary Pagel	UAF
*** Alan Hoza (excused)	AK West Express
** Deborah Todd	FMATS Administrative Assistant
** Margaret Carpenter	DOT&PF Planning
** Kellen Spillman	FNSB Planning
Patrick Cotter	PDC Engineers
Bill Rogers	City of Fairbanks
Lee Borden	DEC Air Quality
MaryAnn Nickles	Citizen

Ms. Gardino introduced Mary Pagel as one of the newest members of the Technical Committee representing UAF and asked her to tell them a little bit about herself.

Ms. Pagel stated that she was a Project Manager at UAF in the Design and Construction Division and her background was in transportation and traffic so she was looking forward to this.

Ms. Gardino explained that Alan Hoza was another new member that would be joining the Technical Committee. Ms. Gardino stated that Mr. Hoza was with Alaska West Express and was unable to attend this meeting, but would be replacing Gage Schutte who is in a new position and was unable to attend the meetings.

Ms. Gardino explained that Alice Edwards was promoted and appointed Deputy Commissioner of DEC so Cindy Heil would be sitting in for both the Policy and Technical Committee meetings until a new DEC Director for the Division of Air Quality was appointed.

3. Public Comment Period (3 minute limit)

No public comments.

4. Approval of the March 4, 2015 Agenda

Motion: To approve the March 4, 2015 Technical Committee Agenda.
(Lindamood/McBeath).

Discussion: Ms. Gardino stated that she had some open house information that she would share with them under informational items.

Vote on Motion: None opposed. Approved.

5. Approval of the February 4, 2015 and February 18, 2015 Meeting Minutes

Motion: To approve the February 4, 2015 meeting minutes. (McBeath/Lindamood).

Discussion: No further discussion.

Vote on Motion: None opposed. Approved.

Motion: To approve the February 18, 2015 meeting minutes (McBeath/Lindamood).

Discussion: Ms. Gardino noted that a request was received for an addition to the meeting minutes under the South Lathrop Street Extension project. Ms. Gardino stated that a sentence was added to the end of the paragraph that read: "Mr. Spillman stated that the project would include improvement of the railroad crossing on Sanduri."

Amendment to the Motion: To amend the meeting minutes to include the sentence: "Mr. Spillman stated that the project would include improvement of the railroad crossing on Sanduri." (Lindamood/Nelson).

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

Amended Motion: To approve the February 18, 2015 Special Technical Committee Meeting minutes as revised.

Vote on Motion: None opposed. Approved.

6. Subcommittee Reports

Policy Development Subcommittee Report

Ms. Gardino stated that she would be sending out the latest policy draft to them next week for comments so she could get input from everyone before their next meeting.

7. Old Business

No old business.

8. New Business

a. PL Fund Recommendations (Action Item)

Ms. Gardino explained that they had not yet received an email from DOT Headquarters indicating FMATS had received any additional PL funds, but she did get a telephone call from Ms. Carpenter and Ms. Chapman that said that they received additional PL funds and at the last Policy Committee meeting they funded the extra \$102,000 or so needed for the Freight Plan which left remaining PL funds

of \$168,094. Ms. Gardino explained that PL funds were “planning funds” and whatever they funded with those funds was typically in the UPWP. Ms. Gardino stated that the UPWP was a two-year planning document that talked about all the things they planned to do in the next two years as far as planning went. Ms. Gardino explained that FMATS had \$168,000 more than they thought they had so they needed to make recommendations for how they would spend that planning funding. Ms. Gardino stated that she started out with the Bike/Ped Count Methodology, the TransCad Modeling, and the Fairbanks Area Railroad Relocation Study which were all in the current UPWP. Ms. Gardino stated that establishing a bike/ped count program was an idea that would be very appropriate use of the PL funds, but it was not currently in the UPWP. Ms. Gardino stated that a Transportation Demand Management Study was one of the projects in the short term that was in the MTP, but after discussion with DOT, they thought it would be better as a planning project, as opposed to an STP project, so she had put that down as an idea as well as putting funding in the UPWP and exchanging out STP money, now that they had planning money available instead of using project money. Ms. Gardino stated that they could amend the UPWP to use that money.

Ms. Pagel inquired what the UPWP was.

Ms. Gardino stated that it was the “Unified Planning Work Program” which was the planning document that laid out all the FMATS planning efforts for the next two years. Ms. Gardino stated that if they were to do something with the planning money that was not currently included in the MTP, they would amend the UPWP to do that. Ms. Gardino explained that the funding was available from FY13 and FY14. Ms. Gardino stated that they had not received their allocation from the DOT until August 2014 so those fiscal years were virtually gone before they even knew how much they were supposed to be getting. Ms. Gardino stated that was the reason that they needed to figure out where they would be spending that money.

Mr. McBeath inquired what date the objective was to spend that \$168,000 by.

Ms. Gardino stated that she believed that PL funding was good for three years so 2013 money had to be spent or obligated by FY2016 which began in October.

Ms. Chapman stated that the money had to be obligated by FY2016.

Mr. Lindamood stated that it looked like they could scrub the first three projects right off the bat.

Ms. Nelson inquired if they had to have the methodology done before they could do a program and whether they were sequential or concurrent such as the Bike/Ped Count Methodology and the Bike Count Program, and how those worked together.

Ms. Gardino stated that she would think that they would want to develop a methodology and then fund the program but would need input from Ms. Chapman.

Ms. Chapman stated that right now she could not hire her vacant position in Traffic Data, so this was actually a bad year to be implementing a program. Ms. Chapman stated that she would prefer to put it off until they knew the budget situation and knew they could fill their vacant positions. Ms. Chapman stated that doing a methodology might be a different thing since they could figure out what they would do when they had the bodies to actually do the work. Ms. Chapman stated that they

could hire interns, but they needed people to supervise them, and they were down one of those key positions right now, so it was not really a great year to be implementing a bike/ped count program from their perspective.

Ms. Nelson stated that she understood what Ms. Chapman was saying and that was why she had asked the question.

Ms. Gardino stated that it was a good question and they could actually develop the methodology, select the type of equipment they would use, the locations, and all of that so they could have it all formalized. Ms. Gardino stated that right now what they were doing was a program that was not really statistically valid, but it was something.

Mr. Pristash inquired if this list was the only projects the money could be spent on or if it was just a starter list.

Ms. Gardino stated that it was just a starter list.

Mr. Pristash asked if that meant that they did not have to decide where the money would be spent today and it was just a planning list.

Ms. Gardino stated that it would have to be a planning type project and they could not build anything with that money.

Ms. Pagel stated that her suggestion was to have a greater understanding of how technology, such as iPhones and having earbuds in, affect pedestrians, and the affect that it had on how they handled pedestrians with respect to signing and treatment of facilities. Ms. Pagel stated that maybe there was information available that she was not aware of, since she was out of touch with training, but it was something that she would like to know more about. Ms. Pagel inquired if there was a possibility for a study there.

Ms. Gardino inquired if she was talking about a research project.

Mr. McBeath stated that it was an issue that was national and global in scope, so why should they in Fairbanks, Alaska be initiating that kind of a study, although it would be highly useful information for them to have. Mr. McBeath stated that he imagined that there were a lot of other organizations outside that would be doing some of that work.

Ms. Pagel stated that she agreed with Mr. McBeath and that was probably true.

Ms. Gardino stated that they were not going to throw anything off the table so she would write it down.

Ms. Chapman stated that they were running through some of the list of new projects with Design Section and on Airport Way Beautification they were having a hard time coming up with an estimate for design features since they were not sure what they were estimating whether it was plants, stamped concrete, or something else.

Ms. Chapman stated that they thought it would be more useful to have a study to determine what those design features were and come up with recommendations based on safety and aesthetics.

Ms. Nelson stated that the subcommittee had discussed having design features or elements that could be replicated in multiple projects in multiple locations.

Ms. Nelson stated that might be a visioning planning process that could be looked at.

Ms. Gardino stated that it sounded like a fun project and they would not necessarily have to tie it just to Airport Way.

Ms. Nelson stated that she thought it was a separate thing to look at what Airport Way wants and needs were.

Mr. McBeath inquired if they were talking about a furniture survey.

Ms. Chapman stated that they were talking more about design guidelines for public projects in the right-of-way, such as aesthetic treatments.

Ms. Nelson stated that it would be aesthetics for overpasses and that type of thing.

Mr. McBeath stated that it did not involve the public, so it was not a survey of the public and what they would like to see, but a survey of what you could possibly put in different kinds of places.

Ms. Chapman stated that it would be more of a study where they would hire landscape architects or people that were knowledgeable in materials and maintenance issues, aesthetics, and what people wanted in those types of places.

Ms. Nelson stated that they had talked about how the Southwest had designs on all their overpasses and bridges, and landscape plans for all of their cloverleaves.

Ms. Nelson stated that here it would probably be on a lot smaller scale and would provide design options for Engineers to decide what would work in certain locations and might or might not involve the Arts Committee, and had some sort of a public process.

Ms. Gardino stated that they would definitely have a public process and would be surveying for public opinion given the constraints they had for low maintenance, the weather, and that type of thing.

Ms. Nelson stated that she thought that was different than what the community wanted for Airport Way.

Ms. Chapman stated that they thought it would provide a prototype for design guidelines that could be applied by Engineers for aesthetic treatments on public transportation projects.

Mr. McBeath asked Ms. Chapman if that meant that DOT had nothing remotely resembling that right now when they were designing a project, so they just did not know what to do. Mr. McBeath stated that was quite an admission if that was what they were saying.

Ms. Chapman stated that in terms of aesthetics, unless there was something given to them, that was not their world or what they were interested in. Ms. Chapman stated that they were more interested in function, budget, and keeping the maintenance costs down.

Ms. Pagel stated that it was a constant challenge.

Ms. Nelson agreed with Ms. Chapman and stated that when they had to reinvent the wheel every time for every project, it was just more expensive. Ms. Nelson

stated that if they had some parameters that could be tweaked a little bit, it would be better.

Ms. Pagel agreed that maintenance and what would last through the cold was important.

Mr. McBeath inquired if the outcome would be a list of the increments or enhancements that could be added to different types of projects.

Ms. Chapman stated that it was not necessarily additions, but it could be integral to the design and function of the project and the material itself; such as stamped concrete. Ms. Chapman stated that speaking for the DOT, in order for that to be successful, if it were left to Design and there was whole world of possibilities; nothing would happen. Ms. Chapman stated that if they had to work through a long, laborious process with a committee, it might or might not work. Ms. Chapman further stated that if they were given simple guidelines to follow that were already sanctioned by the public or a group and worked for maintenance or were as low maintenance as possible, then there was something to pick from and they could work with FMATS if necessary and it could work.

Mr. Pristash stated that at the very lowest level, the City had aesthetic feature design guidelines or something like that now for landscaping like trees and shrubs, but there was nothing beyond that he was aware of. Mr. Pristash stated that it seemed like every project provided different design features that got a lot of attention like the Illinois Street or Complete Streets projects. Mr. Pristash stated that fundamentally you could have some design features that you could pull out of a guideline but eventually it would be different for every job.

Ms. Chapman stated that she thought the idea originally came from communities that had architectural guidelines they gave to developers to follow when designing their projects. Ms. Chapman stated that when a developer came into a community, it was not necessarily that they wanted to develop an ugly building that the community did not like it, it was just that they were not architects.

Mr. Pristash stated that it was like Vision Fairbanks but the buildings would not all have to have a certain look to them.

Ms. Chapman stated that it would be voluntary and did not necessarily have to be adopted.

Ms. Gardino inquired if they could put a dollar amount to it.

Ms. Chapman stated that she did not know and would have to think about that.

Ms. Nelson stated that it depended on how broad they wanted to scope it.

Ms. Gardino asked what they wanted to do on Airport Way since that was where the conversation started.

Mr. Lindamood stated that was where it started but it sounded like they were looking for something general and he thought it would depend on timing, followed by need.

Ms. Chapman stated that they could still score Airport Way, but it was not ready and they could not put a price tag to it. Ms. Chapman stated that they could not estimate

it until they knew what they were estimating and they did not know what that was, so this study or something had to come before that.

Ms. Nelson inquired about the timing for Airport Way.

Ms. Gardino stated that they did not know yet.

Ms. Nelson stated that the full study might not happen, but they might be able to do an Airport Way survey that was related and the timing was better synched to the project.

Ms. Chapman stated that it was one of their new projects so it had not been launched at all but had been scored.

Ms. Gardino stated that it had scored very low.

Ms. Chapman agreed with Ms. Gardino and stated that it was not a project of imminent concern from that standpoint.

Ms. Nelson and Ms. Chapman agreed that it would probably cost approximately \$75,000.

Ms. Gardino stated that she would just put \$75,000.

Ms. Nelson inquired about the swapping out of STP and putting it in the UPWP and if there was a list of planning activities identified that came up to \$375,000 that they were swapping out.

Ms. Gardino stated that the budget just went by task and they did not assign which pot of money paid for what things.

Ms. Carpenter stated that it was the task and it was in the UPWP how much their budget was and it went by task and did not assign what each pot of money paid for.

Ms. Carpenter stated that the task they had listed was the PL funding but there were other funds like STP funds that went towards the Coordinator's office.

Ms. Nelson asked if that meant they were not planning projects, but overall planning functions.

Ms. Gardino stated that Ms. Nelson was correct and they were for tasks such as attending meetings and the overall public participation such as advertisements done for all the public meetings or air quality conformity.

Ms. Gardino asked how much funding should be applied towards the "Effect of Earbuds and iPhones on Transportation Projects" idea and thought it might be a good research project to send to T2.

Ms. Gardino asked for other ideas.

Mr. McBeath inquired if the Relocation Study could be done in phases and if they needed all of \$1.2 million to get it started.

Mr. Lindamood stated that depending on the scope he was even pessimistic about the \$1.2 million.

Ms. Gardino stated that she had heard Mr. Lindamood say before that he had enough \$200,000 studies already.

Mr. Lindamood agreed and stated that he had a stack of them on his desk right now.

Ms. Gardino stated that the Freight Mobility Plan was not covered and asked Ms. Carpenter if the Bike/Ped Count Methodology was funded.

Ms. Carpenter stated that it was in the UPWP but did not think it was funded.

Mr. Pristash asked Ms. Gardino if the PM funding could be used to do an inventory of the asphalt that needed to be treated or sealed. Mr. Pristash explained that some communities went through and checked all the roads and gave them all a score and then based on the score, volumes, and ADTs; made recommendations for treatment to the roadway.

Ms. Gardino stated that DOT did have pavement data for some roads. Ms. Gardino stated that they had information for Cushman and Barnette, but there was no information for Wickersham or Lacey.

Mr. Pristash stated that the City drove through and looked at the roads and realized how bad they were based on experience, but they did not have an inventory.

Ms. Gardino stated that the Performance Measures on Pavement and Bridge Conditions was on the Agenda but she found out last week that they extended it another month, so she put that on the back burner. Ms. Gardino stated that it would be valuable to have that data for a lot of their projects.

Ms. Nelson stated that it would also be good to have the criteria.

Ms. Gardino stated that the DOT had data for IRI and rutting but did not have it for cracking so they were going to have to start doing that as well.

Mr. Lindamood stated that both the South Lathrop Park Extension Road and the proposed North Pole Crossing Reconfiguration projects were going to require diagnostic studies of the crossings that were not huge amounts of money. Mr. Lindamood stated that maybe they should use the money for those types of projects.

Ms. Gardino suggested that everyone come up with a project scope and estimate for their project ideas and then they could discuss them at the April meeting.

Ms. Gardino stated that she would also send the planning eligibility criteria to them. Ms. Gardino asked Ms. Chapman and Ms. Nelson if they could work on the design tools program; Mr. Pristash if he would work on inventory and pavement conditions; and Mr. Lindamood if the Railroad was working on crossing studies and whether FMATS could assist with that. Ms. Gardino stated that she would check with DOT T2 about the effect of iPhones and Earbuds on Pedestrians research idea and then asked Ms. Pagel if she would contact T2 about it. Ms. Gardino requested that everyone get the project information back to her the week before the April 1st Technical Committee Meeting (March 25) so she could get them in the meeting packet.

Mr. McBeath asked Ms. Chapman for a brief explanation about the bike counts program and why she they could not commit to doing it.

Ms. Chapman stated that they had just hired a new person in Juneau and he had to learn the Federal requirements and it might not be a good time for him to take on additional federal requirements when they had a vacancy in-house.

Mr. McBeath inquired if it was something that was hired out.

Ms. Chapman stated that they hired summer interns to do the counts but those interns had to be supervised and they had no one to do that, but stated that FMATS could hire someone to do that.

Ms. Gardino agreed and stated that FMATS could hire a consultant to do the bike/ped count.

Mr. McBeath stated that he would like to see the bike/ped count study remain viable.

Ms. Gardino told Mr. McBeath that the bike/ped count program would remain on the books.

b. Comments on the NPRM on Pavement and Bridge Condition

Ms. Gardino explained that she had attended a webinar and would review the document in the coming month.

c. TIP Project Scores

Ms. Gardino explained funding distributions and presented the project scoring tabulation. Ms. Gardino stated that the Wickersham-Stage II, College Road Bus Pullouts, Dennis Road Lighting Improvements, and Loftus Road Pedestrian Improvement projects would be sent to them for scoring.

Ms. Nelson inquired about incorporating additional scoring criteria and when they would be able to do that.

Mr. Fox stated that he would finish nominating the Wickersham Stage II project and get it to Ms. Gardino to send to everyone.

9. Public Comment Period

No public comments.

10. Other Issues

No other issues.

11. Informational Items

a. Report Every Dangerous Driver Immediately (REDDI) Presentation

Ms. Gardino explained that after publication of the meeting packet she had received a call that Karina Huffaker was not able to make it to the meeting and would try to attend the April 1st meeting.

b. Response from DOT&PF on STP Amendment #12 Comments

Ms. Gardino explained the letter FMATS received regarding the comments made on STP Amendment #12.

c. 02.18.15 Policy Committee Action Items

Ms. Gardino explained the Policy Committee action items included in the meeting packet.

d. Obligations and Offsets

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

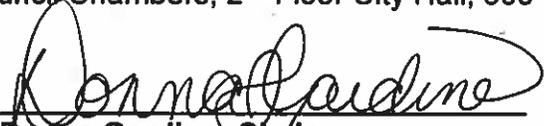
12. Technical Committee Comments

- Mr. Lindamood stated that the Railroad Right-of-Way Program Open House Meeting would be that evening from 4 to 7 p.m. with a short presentation at 5 p.m. and another one at 6:30PM. Mr. Lindamood stated that four to six grade crossings would be improved this summer and he would get a list of the crossings and schedules to everyone so they could avoid those areas.
- Ms. Chapman stated that DOT was doing a Badger Road safety audit and there were strict requirements about objectivity so she would not be attending and even the Fairbanks DOT Traffic/Safety Engineer would not be attending but Pam Golden would like to attend the April meeting to report the results of that audit if it could be placed on the agenda. Ms. Chapman stated that this audit was the first one that had ever been done in the State of Alaska.
- Mr. Barth stated that the Borough website with the bus routes was up and running and it had been a great resource and there was an app called "Route Shout" for iPhones that could tell you the schedule for the bus route that you were taking and what time it would be at your particular stop. Mr. Barth stated that there were also maps on the website and all those were being publicized on the radio and television.
- Mr. Fox stated that the City received LPA approval from the Borough Planning Commission for the Cushman Complete Streets project and thanked Mr. McBeath, Ms. Nelson, and Mr. Spillman for having him to the Borough to discuss the project.

13. Adjourn

The meeting adjourned at 1:12 p.m.

The next Technical Committee meeting is Wednesday, April 1, 2015, at noon in the City Council Chambers, 2nd Floor City Hall, 800 Cushman Street, Fairbanks, AK.

Approved:  Date: 4.1.15
Donna Gardino, Chair
FMATS Technical Committee