



POLICY COMMITTEE MEETING

Wednesday December 17, 2008, 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 December 17, 2008 Agenda
5. Approval of the November 26, 2008 Minutes
6. Committee Reports
 - a. FMATS Coordinator's Report (Donna Gardino)
7. Old Business
 - a. 2009 – 2012 Draft TIP, Preventive Maintenance, CMAQ
 - b. Position Vacancy
8. New Business
 - a. TIP Development Timeline Revision (Action Item)
 - b. Preventive Maintenance Program (Action Item)
 - c. CMAQ – New Projects (Action Items)
 - d. TIP Conformity (Action Item)
 - e. Proposed TIP Changes for FFY09 (Action Items)
 - f. Barnette/Cushman/Gaffney – Presentation on Proposed Changes (Action Item)
 - g. FMATS' Interior Delegation Meeting
9. Public Comment Period (3 minute limit)
10. Other Issues
11. Informational Items
 - a. Meeting with DOT & PF Headquarters/AMATS
 - b. PM 2.5 Update
 - c. Economic Stimulus Package
12. Adjourn

Next Scheduled Policy Committee Meeting, 10:00 a.m., Wednesday, January 21, 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 – November 26, 2008

1. Call to Order

Chair Steve Titus called the meeting to order at 10:05 am.

2. Introduction of Members and Attendees

The following were present:

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

NAME	REPRESENTING
* Steve Titus, P.E.	DOT&PF Regional Director, Northern Region
* Mayor Terry Strle	City of Fairbanks
* Mayor Jim Whitaker	Fairbanks North Star Borough
* Mayor Doug Isaacson	City of North Pole
* Luke Hopkins	FNSB Assembly Representative
* Chad Roberts	(absent) Fairbanks City Council Rep.
* Alice Edwards	(absent) ADEC Acting Director, Air Quality Division
*** Donna Gardino	FMATS Coordinator
*** Joan Hardesty	DEC, Air Quality
*** Bruce Carr	Alaska Railroad
*** Mike Schmetzer	City of Fairbanks
*** Bob Pristash	City of Fairbanks
*** Ethan Birkholz	DOT&PF, Planning Manager
** Todd Boyce	FNSB Planning
** Bernardo Hernandez	FNSB Planning
** Margaret Carpenter	DOT&PF, Transportation Planner
Jennifer Yuhas	City of Fairbanks
David van den Berg	Downtown Association
Guy Sattley	FNSB Assembly
James Conner	FNSB Air Quality
David Leone	FNSB Transit
Dave Bloom	DOT&PF Pre-construction Chief
Gerald Rafson	DOT&PF Planning Chief
Clark Milne	DOT&PF Maintenance Engineer
Meadow Bailey	DOT&PF Public Information Officer
Jo Schlotfeldt	DOT&PF
Chris Eshleman	Fairbanks Daily News Miner
Bob Tilly	URS Alaska
Jim Blizzard	Dept. Public Works FTWW
Don Lowell	

3. Public Comments Don Lowell said the previous DOT Commissioner, Joe Perkins, was at the Chamber Transportation Committee last week. When he was commissioner, Mr. Perkins said that any funds which could be saved on highway realignment or building overpasses on the rail realignment through town, (for instance, the Peridot crossing), could be used on the complete rail realignment. Mr. Lowell requested that the committee check with the current DOT Commissioner to see if that same philosophy is still in place.

4. Approval of the November 26, 2008 Agenda

- **MOTION** to approve the November 26, 2008 agenda. (Strle/Hopkins) No opposition. Approved.

5. Approval of October 15, 2008 Policy Committee minutes

- **MOTION** to approve the October 15, 2008 minutes. (Strle/Hopkins) No opposition. Approved.

6. Committee Reports

a. FMATS Coordinator / Technical Committee Report Donna Gardino included a written report in the meeting packet. She also attended the AMPO Conference in Seattle for MPOs. Land use, transportation planning and its coordination was featured. Cheyenne, WY shared a safety plan they have implemented which she would like to pursue. There was a discussion regarding the new authorization which would streamline 100 programs currently listed in the federal highway bill down to 10. This authorization is very different from SAFETEA-LU. Best practices for small, medium and large MPOs were discussed, with information on how to measure the effectiveness of an MPO. Climate change, greenhouse gas, emissions and carbon taxes are being addressed by the MPOs in their LRTPs. Donna Gardino will write a summary on that meeting for members.

The gas line needs meeting was held last week in Anchorage where Enstar, ANGDA, Denali and TransCanada gave presentations on their projects. The state presented its needs and has developed a database wherein communities can input projects which may be gas line related. The deadline for input is December 15.

Ms Gardino reviewed the scope of work, made comments and noted that the freight plan and addressing climate change were very important elements in the LRTP update. She also reviewed the Airport Way Improvement Technical Memorandum which evaluates a roundabout for Airport and Cushman area. There have been two Preventive Maintenance sub-committee meetings developing the mini-TIP for PM and one TIP sub-committee meeting to develop a draft TIP in the last month. Those will be presented at the next Policy Committee meeting.

Luke Hopkins asked if there is some coordination of projects between FMATS and Northern Region DOT for the December 15 gas line database input deadline. Donna Gardino said all the projects go to Margaret Carpenter at DOT and will be coordinated. Luke Hopkins asked if the list can be accessed online as it is built. Donna Gardino will send out the link to the members. Bruce Carr will coordinate with Donna Gardino for rail projects.

Doug Isaacson asked if some projects need to be identified as FMATS if they are already identified with the DOT list. Jerry Rafson said if it is a community priority, it has to be made known to DOT.

7. Old Business.

a. Land Use Decisions and Transportation Impacts A letter from the Technical Committee to the Policy Committee was included in the meeting packet. Bernardo Hernandez told the members there will be \$8.7 million CTP funding for the MPO to work on road projects in 2009; in 2010 there will be \$7.5 million. There is less money to work with as gas prices are higher and vehicle miles traveled throughout the United States has been dramatically decreasing. In addition, this country is experiencing a great amount of deteriorating infrastructure in terms of roads, bridges, airports and rail. In our own TIP probably \$30 million won't be funded and will be

put in to the out years. The projects waiting until later will be even more expensive because of inflation. The Technical Committee has been reviewing a list of projects to prioritize and felt there should be an internal discussion among the entities of the MPO to see how the development community could help share with costs to develop this infrastructure. For example, with development occurring in the Bentley Trust properties, there has been a series of problems created on the Old Steese; a similar example is with the development of the Lazelle Estates property.

Doug Isaacson said some of the feedback from developers is that they can't amortize additional costs. If we ask developers to share the costs, it has to be affordable, which is difficult. At Homestead Road, it has gone from projecting \$120,000 -129,000 to now over \$225,000 just for planning. If we are going to be using funds that are very expensive for us, federal funds, it is going to become cost prohibitive for developers. They will have to engage in extra environmental studies and other costs. A way needs to be found to program monies on a state basis that will allow development, or we are shutting ourselves out of business; we are not going to have roads or developments. As policy makers, we have to consider how we are going to get the state to ante up money instead of federal dollars, as state money is cheaper. How are we going to strategize to get this going? How do we have this discussion with developers and everyone else that impacts the roads so they know the true costs, rather than inflated costs? We spend 20% of our money in design, it is not sustainable.

Luke Hopkins agreed there is an issue. Voters just passed \$15 million for the Steese/Johansen area and a lot of that is going to be intersections and sidewalk improvements. We are seeing a lot of this money go back to these development areas to take care of and finish these projects. Through the MPO there are some solutions that may or may not fit our community that is used elsewhere. He said he accepted the letter and it was a reasonable thing to consider.

Steve Titus said there are processes to follow, NEPA processes, 106 processes, environmental issues which are costly, but they cannot be shortcut. If we were prioritizing projects that were more within our budget and looking for community developers to help, that becomes a ticklish matter. Outside the right of way, the state can comment on and closely look at developments and subdivisions to see how state facilities would be influenced. But when a major development takes place outside the ROW, the state cannot make the developers do things in mitigation. Things are developed, there are problems and then people say it is DOT's problem. The borough recently enacted legislation about traffic impact analysis based on certain kinds of developments, which helps identify the impacts to the DOT facility and whatever mitigation may need to take place to maintain the level of service.

Doug Isaacson said he discussed the issue with a developer with 700 acres outside the city. The big retailers could afford the costs. But residential developers in Alaska cannot afford those process costs. If our processes are too expensive to marginal developers, then they cannot do the development they want. How do we help these developers afford it? How do we afford it if it is going through a federal process? It seems that the money we are asking them to contribute is money that has already been paid for by federal funds. Can we then turn it into state funding? It is a problem to have so many federal mandates and compliance issues. We need to have a special meeting on looking at strategies for funding our local projects with monies that are going to be perhaps from the state or developers.

Jim Whitaker said we should be thinking about this issue. We may find there is no answer and make requests for more FMATS money. Money, good planning and recognizing what resources are available is something we have to consider.

Doug Isaacson said to bring in builders and people who have these large tracts of lands.

Steve Titus said those people have business plans and costs. There is only so much the public sector could do in that regard. He said he didn't think we could supplement somebody's subdivision so that it is successful; it would not be proper.

b. AGIA Meeting Update Donna Gardino said Frank Richards presented the state priorities for gas line needs. TransCanada specified how much they would be shipping, number of camps, etc. The FMATS brochure was very well received.

Steve Titus said it was viewed by people attending the meeting that FMATS was more prepared than anyone else for that meeting. Donna Gardino did an excellent job representing FMATS.

Donna Gardino reported that Mel Johnson, the TransCanada representative, said they hope to complete construction in late 2017 and will be hauling 2.5 million tons of steel needed for Alaska. They will need a place with power on the rail line to coat and double joint the 40 ft pipes into 80 ft. TransCanada has similar projects in Canada but not anything to this scale. They plan to have six 1,400 person camps and eight construction spreads. River crossings will be a challenge. They will need space for timber salvage, a fuel supply, fabrication and support facilities. They don't know where they will get the pipe so it is hard for them to say where improvements are needed. They are working on a logistics plan to come out next year which will help identify the infrastructure needs.

Craig Dodson and Gus Gustafson gave the Denali presentation which will have compressors every 100-200 miles, a gas treatment plant up north and very large 587 ton side-boom cat pipe layers. John Lao from Enstar talked about the 20-24" line from Fairbanks to Foothills for an estimated \$2.3 billion and Parks Highway to Fairbanks. Enstar discussed going through Minto Flats and around Fairbanks, using a 12" line from Minto Flats into Fairbanks. Harold Heinze from ANGDA talked about 6,000 loads of 20-24" pipe to get gas from the north to the south.

Luke Hopkins said thanks to Donna and the work of the Technical Committee for putting together a piece on the MPO area. He commented that his impression was the State DOT was starting out with a \$2 billion plus list of needs but he was surprised there were pieces missing in DOT's presentation on their concentration on the Steese Highway from the end of the Richardson to the Elliott link. There was not a lot of connection to date between shipping by rail and transferring to pipe yard to truck. There are a lot of discussions our community needs to have not unlike the MAG group which sat down during the last pipeline and listed the needs in this community. Where is the pipe yard going to be? Where is the best routing if it comes by rail? What are those impacts going to be? If we are trying to prepare for the eventual gas line, there are several considerations both within the FMATS area and just outside of it we need to be thinking about. The railroads can handle an 80 ft. stick of pipe on a 90 ft. flatcar, but if a lot of pipe comes through our town by rail and we don't have our crossings addressed or relocated, we are going to have a lot of congestion in this town, just from the railroad bringing in 80 ft. sticks.

Luke Hopkins was very surprised with the Denali presentation, having heard they spent so much money on their work so far. Their presentation was without any information that talked about pipe delivery, pipe lengths, the amount of production and infrastructure action. On the Richardson Highway piece down to Valdez, Valdez wasn't even mentioned. If we are going to have a major gas line through our community, there is a short window of planning and then doing the work to prepare for it. There were many communities there, with noticeable ones missing. Dave Miller from FHWA was quite impressed with the FMATS brochure and suggested it was important for Washington, DC to see. The follow-up from this meeting is important making sure our needs are

listed and seen by DOT headquarters to make sure FMATS has the standing needed to be able to get funding for our area. We need to make sure this process keeps going to meet the needs of our area. If trucks are going to come up the Parks and drive through our community, there wasn't any discussion of the need to connect the Parks to the Steese in some manner that may need an upgrade. When you go on the Parks to the Mitchell, how do you get to the Steese? What is DOT planning and what does our community want?

Donna Gardino talked with Jeff Ottesen about the issue. There are things we can do during the EIS process to mitigate social and economic type of impacts. We can try to direct that process during our comments on the EIS.

Doug Isaacson spoke regarding Steve Titus' comments about the idea that developers already have a plan and the information is already out there. Their plans will be affected by our information with which they may not be familiar. We need to evaluate what is the scope of FMATS? What is our mission? Maybe it is within the scope or not within the scope of the FMATS Policy Committee that we find some way of facilitating this information, getting it out to the community at large and engaging all of these people that are going to be involved. At the gas line meeting, he asked questions about land use and where we were going to put all the stuff coming in. There is a very short window where we need to be pushing some ideas around about where we are going to put all these pipe yards. Do we have it set aside in our land use plan? Since we are dealing with transportation, maybe it would be appropriate for us to engage the public in some workshops that are specific to this discussion so that it can help guide our FMATS policy or those within the municipal boundaries. If it is within our scope and mission, we should engage our own gas line needs workshop in the Interior.

Donna Gardino asked if that meant which kinds of other things, like medical services, more schools, etc.

Doug Isaacson said we make sure we invite as many as we know and the general public who are involved with this need to be acquainted with the details and the impacts. We have had workshops on other transportation issues, perhaps it is time to have workshops on the gas line needs so that we know what the community is thinking and we can plan accordingly.

Steve Titus said when there is more of a plan from the gas line companies, we can then react to the information and develop our plan. There is still information that needs to come forward from them. The Technical Committee foresees that the operation and mobilization in support of the pipeline will affect our infrastructure and wants us to represent projects that are needed in the community.

Luke Hopkins asked if the brochure list was prioritized. It was not advertised that it was prioritized.

Steve Titus said that Doug Isaacson's suggestion to have workshops on the issues should be kept on the agenda to be considered at the right time.

Jim Whitaker said once there is a successful open season and the details associated with that are known, we will have a much better idea with what we are dealing. In terms of community impact, there has been a very definitive study completed three years ago which is still valid in terms of infrastructure beyond and including transportation. It is still available and a copy will be given to Donna Gardino.

c. \$2 Million Grandfathered Funding for Southern Bypass Rail Route

- **MOTION** to rescind the action requested earlier by Jim Whitaker on June 18 regarding using \$2 million in grandfathered funding as a means of bargaining for funds that would be available for the Southern Bypass Route. (Whitaker/Strle)

Luke Hopkins asked regarding the FHWA evaluation of the project to be available for federal funding.

Steve Titus noted Peter Serrano's letter said if it were determined that the grandfathered funding could be used for this, then they would comment. If it were determined that it could not be used, then they would hold their comment until such time. Given the right conditions, federal monies coming to the FMATS program could be used for an FTA railroad project. They would not comment on the issue of grandfathering which is different than a railroad project.

Jim Whitaker said there has been a \$20 million request made to the administration for this purpose. There may be enough given to replace the funds considered here which is the rationale for removing this point of contention between DOT and FMATS.

- **VOTE** on the motion to rescind. None opposed. Approved.

Steve Titus said if someone is interested in using monies from the FMATS program for an EA or EIS for one of the phases then it should be a project that is nominated.

Jim Whitaker said the Policy Committee has made it clear it wants this as a priority.

8. New Business

a. Notice of Position Vacancy The planner position description and qualifications was included in the meeting packet.

- **MOTION:** To approve the notice of position vacancy. (Strle/Hopkins) None opposed. Approved.

b. Scope Change for Barnette Street -10th to Gaffney The Technical Committee recommended the modification of the title and scope of the Barnette 10th to Gaffney project to Barnette 7th to Gaffney and use any necessary additional funds to make that change from 381 funds currently programmed in the Cushman Street Reconstruction Project. Bob Pristash said this allows Cushman two-way to proceed north of 10th Avenue because traffic studies indicate Cushman and Barnette work as a couplet. When Cushman goes two-way further north to 7th, Barnette has to go two-way to 7th along with it.

- **MOTION:** To approve scope change for the Barnette Street 10th to Gaffney. (Strle/Whitaker)

Bob Pristash said no additional funding is required.

Donna Gardino said Cushman and Barnette would go two-way to 7th and would not go further north until there is more money. A federal project that has not begun is in the TIP for Barnette, which cannot begin until Illinois Street goes to construction. In the new TIP funding is hoped to start funding that for design with federal funding. It is a large project with estimates from \$8-\$15 million, which will be difficult to fund.

Terry Strle said when people ask when Cushman will go two-way; the answer is when more funds are available.

Luke Hopkins asked regarding using the 381 Cushman Street funding. The 381 funding would be used for Barnette/Cushman/Gaffney with the scope and title change.

Donna Gardino said Gaffney to 10th on Cushman was just completed for about \$500,000. To complete the whole Gaffney/Cushman/Barnette loop would cost another \$2 million. That money is currently programmed in the TIP for Cushman Street and Barnette. Right now there is \$350,000 for Barnette and \$5.5 million for construction on Cushman. There is general fund money that can only be used on Cushman and Gaffney because that is what the legislation stated. There is \$1.165 million in Cushman and it was suggested using some of that money to accomplish the Barnette leg of that. Bob Pristash said the incremental change from 10th to 7th would cost about \$1 million as there are two traffic signals to be added, about \$500,000 per intersection.

Luke Hopkins asked what happens with the rest of the funding and will there be some money to continue with the design phase of Cushman two-way, or does it now all become available for Gaffney/Barnette? Is Cushman two-way still moving forward even though now there is the need for Barnette two-way to receive money and have actual improvements on it?

Bob Pristash said with the limited money they have, the consultants for Vision Fairbanks suggest widening of the road; building a typical section of that should take place north of 7th on Cushman. Anything north of 7th cannot be done until at least 2010, when Illinois is to be advertised. Design can start now, but the actual bidding and construction cannot be done until 2010.

Jim Whitaker said he thought adequate funding was secured to move forward on Illinois/Barnette and take it to construction. There is Cushman two-way with estimates between \$6-14 million. Now there is roundabout talk again. He asked how much money there is for this.

Donna Gardino said there is \$5.165 million for construction, \$100,000 for utilities and \$200,000 for right of way for Cushman. It is estimated to take \$14 million to take Cushman two-way all the way. The currently scoped Barnette traffic revision project is to consider a roundabout.

Bob Pristash said the \$6 million will be used for east of Gaffney, part was used for the Cushman/10th/Gaffney revision. The rest of it will be available for the Cushman reconstruction project. To reconstruct Cushman is where Barnette gets tied into it as Barnette has to go two-way if Cushman goes two-way.

Steve Titus said he remembers the city had to do some work in the Gaffney area. FMATS approved approximately \$6 million for Cushman two-way from the bridge to 10th. The features wanted were minimal because it did go from 6th to 14th. The balance of our 381 money was put into that effort as it was for design and construction. There was a question of how much the city money on Gaffney would cover; they were going to change the scope to do some things. He said he did not remember Barnette going to two-way except as a future project.

Luke Hopkins would like to see this written out about how money was approved and/or moved. He asked about the impact and suggested postponing the project scope change approval for a month to have more clear information.

Bob Pristash said a month would set back the project.

Donna Gardino said the Draft TIP will be at the next Policy Committee where the cost for each project will be lined-out. She will bring the backup documentation from the previous motions.

Terry Strle asked if by doing Cushman two-way to 7th and Barnette two-way to 7th, the \$6 million to make Cushman two-way will go away.

Donna Gardino said there is \$6 million in the TIP right now for Cushman. When Bob Pristash spoke about the work on Gaffney, it was already taken out. There is \$1.9 million to work on Gaffney, \$6 million to work on Cushman and \$350,000 to work on Barnette right now. What is suggested is taking part of the 381 that is currently programmed in Cushman to facilitate the two-way on Barnette as a couplet.

Jim Whitaker said the consideration is that the traffic patterns on Barnette will be disrupted and therefore it needs to be done in conjunction. He remembers there was a discussion of some length on that issue and all understood there would be some traffic disruption but we were to secure the funds, set them aside and move forward with Cushman two-way and Illinois/Barnette because that is what could be done at that point in time with the funding available. The debate was prospective traffic disruptions on Barnette. We went through that issue and thoughts regarding a roundabout. We are having the same discussion again.

Ethan Birkholz said originally the \$6 million estimate for Cushman was the very minimum amount. The purpose of that was for DOT to make Cushman two-way. In further discussions, when they proceeded with the design, there was a decreased level in service at some of the intersections north of 7th. The consultants said they needed two-way on both Cushman and Barnette. That may not have been adequately explained at the time. They felt it needed to be two-way on both streets at the same time. We were under the impression that it was okay just to make Cushman two-way. As Bob Pristash got further into the design, the consultants said it needed to work two-way. Barnette south of 7th cannot be addressed at this time. A compromise is a demonstration project as a couplet. In order to do that, we would move approximately \$1 million in 381 funds from Cushman. The \$6 million for Cushman two-way from Airport Way all the way to 1st would be a band-aid project. In order to do what Vision Fairbanks wants is going to take a lot more money. The way that Bob Pristash has it planned out to 7th is the best compromise. There is still more money needed for Cushman.

Steve Titus asked if the city has funds to work on Gaffney other than FMATS funds.

There is about \$870,000 in EPA money.

Luke Hopkins said when this body was told about the level of service, we said we would accept the lower level of service for a period of time and keep moving forward because if we tried to give the original Crandall and Rambula discussion about having everything work smoothly, we couldn't get there with the monies available. The flow of traffic from Cushman to Barnette was where the level of service was going to be lower for a while. We went to Sierra because we heard questions raised about traffic; they did the analysis and said the CO, etc., were going to be within the limits and Cushman two-way was acceptable.

Ethan Birkholz said in discussion with Crandall and Rambula going to 7th and having it two-way is a better situation now than just trying to make Cushman two-way and not having Barnette two-way.

Bob Pristash said the first thing the city wanted to do before proceeding with the Cushman design was to make sure the traffic pattern was going to work as Crandall and Rambula said it

would. Going back to their original report of the traffic study and public meetings, the model they used to predict the traffic pattern assumed Barnette was going to be two-way. They never mentioned it in the meetings, but it is in the computer model. Other traffic studies and an implementation study of how Vision Fairbanks could work were done. The conclusion was for Cushman and Barnette both to go two-way at the same time.

Jim Whitaker said his concern is that we not get put into a position that the only way the project can move forward is if we go from an incremental cost of \$6 million as a band-aid project. The specific question before us is if we are changing scope and the project is going to get built within that scope. The broader question is if the project will move forward as funded within that new scope with some certainty.

Steve Titus said the issue is adding 7th to 10th on Barnette two-way. It takes money out of Cushman, which doesn't make the Cushman project whole. That discussion came up before and we were willing to leave Barnette one-way. The bridge was widened to accommodate two-way and there are some other issues on Illinois if Barnette goes two-way. It was never said Barnette would never be two-way, but it would be a follow-on project. The money isn't available. The \$6 million Cushman project was the minimum with features to take it up to \$14 million. He said he is not convinced Barnette has to go two-way now which would short the Cushman two-way project. Steve Titus proposed getting a full explanation for understanding this issue for the next meeting. Donna Gardino will work with the Technical Committee on this and bring it to the next Policy Meeting.

Luke Hopkins said he did not want to postpone the vote.

Terry Strle withdrew her motion. Jim Whitaker withdrew his second of the motion.

c. 2010 General Fund Request A letter from Steve Titus as FMATS Policy Chair to the OMB to ask for flexible funding for capital projects was included in the meeting packet.

- **MOTION:** To approve letter to OMB with attached project list. (Hopkins/Strle) None opposed. Approved.

Doug Isaacson noted some projects which scored high were not on the list, for example Bradway Road. Donna Gardino said the list was of example projects, some of which are close to construction. Bradway was just added to the TIP and is to begin in 2009.

Terry Strle left the meeting at 12:00pm for another commitment.

d. Authority Limit for Phase Changes The request for a new authority matrix was included in the meeting packet. It was agreed by the Technical Committee the matrix should apply to all phases of project development, not just Phase IV.

- **MOTION:** To approve new authority matrix request. (Isaacson/Whitaker)

Jim Whitaker asked if Donna Gardino had instances where change orders were not authorized and been limited. She said every change goes to the Policy Committee. Homestead Road is requesting \$40,000 more for design which would have come to this committee. The Technical Committee under the new scenario would have approval of up to 20%. Jennifer Yuhas said the requests were cumulative.

Ethan Birkholz said it would not necessarily need an action item as there are several ways money can be shuffled in the TIP, which is why the limit is set at 10%, 20%, etc. If another project can be juggled and keep it within the 10%, that is the intent of the limits. Many times a phase has a minor increase and having to wait a month is not productive. That issue has been resolved with construction and to extend it to the other phases would resolve the issue.

Donna Gardino said when money is not going to be obligated, rather than lose it, she would look to those projects to use funding. For example when Amendment #8 was being finalized, she developed a page of changes she had made. It is a constant shuffling of money to make sure everything is obligated and not lost.

Doug Isaacson said his only concern was that we are not juggling funds to try to make budgets. He trusts the staff, even though he harps over the fact that it costs \$100,000 for a light post to design, or \$40,000 for Homestead. It seems like we come up with a budget shortfall for someone's paycheck so we have to increase design so the paycheck can be paid. He is aware that may be cynical and not necessarily what happens. The MPO needs to have the ability to do these incremental changes and the big stuff does come to the Policy Committee and once it affects the budget, the Policy Committee is going to be notified. He is not opposed to this request.

- **VOTE:** Isaacson and Titus for the motion to approve authority matrix request. Hopkins and Whitaker opposed. Motion failed.

e. Homestead Road Design Increase Ethan Birkholz said the additional funding is to complete the contract award to cover timesheets in arrears, unanticipated time spent to obtain local planning approval, the right of way work, negotiating temporary construction easements, utilities agreements and contracts time in putting the project out to bid. In looking at expenditures for preparing the last PDA request, there was a considerable amount of time that had been entered into the accounting system that had not been processed. The requested \$26,200 which came in the end of September was immediately consumed by the time sheet expenditures that just been entered into the system of which the manager was not aware.

Doug Isaacson said we're talking about a mile road, on gravel, in an undeveloped area that is actually being developed on both sides. He wondered how much time was spent with the planning commission, but asked if someone is responsible for authorizing time sheet overruns and knowing how much time is allowed. The cost of design is 18% on a small project, which is exorbitant. He asked how much time was spent in designing a possible roundabout, which was not part of the original concept.

Ethan Birkholz said that technically the project manager should be aware of the overruns. The manager is not managing one project, but dozens. The money was obligated last year before the project was actually finalized with design. This was a \$500,000 earmark, now it is almost \$1.4 million to do the project the North Pole community wants.

- **MOTION:** To approve the Homestead Road design increase. (Hopkins/Whitaker) None opposed. Approved.

f. 2009-2012 TIP Development Donna Gardino noted there will be a draft TIP to the Policy Committee at the next meeting.

g. 2009 CMAQ Projects The sub-committee met and included CMAQ and PM 2.5 projects in the TIP.

h. Preventive Maintenance Program Included in the meeting packet was the PM spreadsheet from last year to show many of the projects completed. The Preventive Maintenance sub-committee met twice and developed a mini TIP of PM projects for a clearer look at the projects and their funding. It will be presented at the next meeting.

9. Public Comments

10. Other Issues

a. Jim Whitaker clarified his vote cast on the approval authority to explain it was not a question of confidence in Donna Gardino or staff. It was from five years of FMATS experience during which the TIP was changed with the committee informed after the fact. Now, there is the consideration of changes discussed by the committee before approval. He noted he has great confidence in the FMATS coordinator and staff.

10. Informational Items

a. Planning Fund Rescission in 2010 Donna Gardino said there is a rescission to planning funds of about \$170,000 statewide in Alaska. The state, the MPO and the borough all receive some of those diminished funds. She is meeting in Anchorage with AMATS and the state to discuss the new STIP, TIP and allocations.

b. Next Meeting. Steve Titus will be out of town meeting with the commissioner on December 17. Luke Hopkins will run the next meeting.

12. Adjourn

- **Motion to Adjourn.** (Whitaker/Hopkins) No opposition. Approved. Adjourned at 12:28 pm.

Next Scheduled Policy Committee Meeting is December 17, 2008, 10:00 am at DOT&PF, 2301 Peger Road.

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

Date: _____

December 2008 MPO Coordinator's Staff Report

Meetings

- ✚ Attended the Technical Committee Meeting and Policy Committee Meeting in December; reviewed and corrected meeting minutes
- ✚ Prepared all meeting backup documentation for the December meetings; developed the Action Items for the Technical Committee
- ✚ Posted ads on the State's online public notice system, the Fairbanks North Star Borough's online Public notice system, created and requested paper advertisements, and placed Public Service Announcements on the radio
- ✚ Prepared all Title VI reports for November
- ✚ Attended Structured Public Involvement Training (half-day)
- ✚ Attended the DOT & PF HQ/MPO Meeting

Correspondence

- ✚ Prepared list of projects for consideration in the Economic Stimulus Package and forwarded it to FHWA

Filing

- ✚ Filed all meeting items and correspondence

Organization

- ✚ Advertised the Notice of Position Vacancy

Identify New Project Needs and Develop Project Scopes

- ✚ With a Technical Committee Sub-committee, developed a two-year plan for the Preventive Maintenance Program
- ✚ Assisted the City in the development of a new project to ensure FMATS' signs conform to new federal regulations
- ✚ Entered FMATS' Gas Line project needs in the State's database

Public Outreach

- ✚ Attended the Interior Delegation Meeting with the Downtown Association and the State of Alaska DOT & PF; organized the FMATS Interior Delegation Meeting
- ✚ Attended Transportation Sub-Committee meetings on PM 2.5, Port MacKenzie Rail Project and the State's presentation on needed infrastructure to support the gasline; distribute FMATS Gas Line list of projects to the committee

Agency Relationships

- ✚ Contacted the FNSB to discuss the plan for 2nd and Moore and the Wilbur Street Extension
- ✚ Contacted the State regarding the need for a conformity analysis on the TIP

- ✦ Researched and obtained information on slurry seal for the City of Fairbanks
- ✦ Attended teleconference with DEC and DOT on conformity determination for the TIP
- ✦ Forwarded a list of construction-ready projects to FHWA for inclusion in a possible stimulus package

Strategic Planning

- ✦ Attended TransCad training for the travel model
- ✦ Reviewed the LRTP Scope of Services and provided extensive comments to the State
- ✦ Attended the AMPO Conference in October and hope to implement the following for our MPO: Freight Plan, Safety Plan, Bike and Pedestrian Plan, incorporate climate change into the LRTP, including issues such as warming permafrost and the effects of green house gas emissions

Communication

- ✦ Contacted the LIO and Representative Kawasaki's office to arrange to meet with the Interior Delegation to discuss FMATS' Legislative Priorities

Short-Range and Tactical Planning

- ✦ Worked with the City and State to develop a presentation on the development of the downtown city streets

Funding

- ✦ Attended the all-day meeting with DOT & PF Headquarters to discuss the MPO allocation, regulations, rescissions, etc.

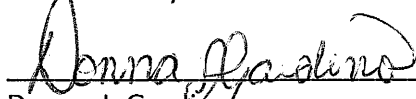
Legislation

- ✦ Reviewed the Conformity Regulations, both Federal and State

Finance

- ✦ Developed the FFY08 year-end budget summary for the Policy Committee

Submitted by:



Donna J. Gardino



Date

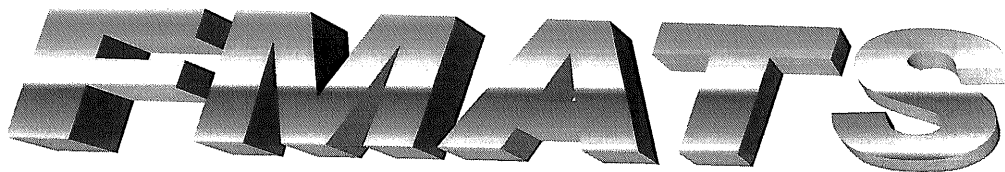
**FMATS COORDINATOR'S OFFICE
ACTUAL EXPENDITURES BY FUND SOURCE
FFY 2008
APRIL 1 - SEPTEMBER 30, 2008**

	FUND SOURCE				
	381 FUNDS	PL FUNDS	NP FUNDS		TOTAL
Total Funds Available	\$91.2	\$52.5	\$3.8		\$147.5
Less Expenditures:					
	Budgeted Amt.				
Personnel Services	\$96.5	\$37.4	\$19.5		\$56.9
Materials and Supplies	\$30.8	\$5.2	\$10.2		\$15.4
Utilities	\$1.2				\$0.0
Travel	\$7.8				\$0.0
Advertising	\$11.1	\$10.5	\$2.6		\$13.1
ICAP	\$3.8	\$2.5			\$2.5
Total Expenditures	\$151.2	\$55.6	\$32.3	\$0.0	\$87.9
Unexpended Funds	\$35.6	\$20.2	\$3.8		\$59.6

**FMATS COORDINATOR'S OFFICE
FFY 2009 APPROVED BUDGET**

	FUND SOURCE					
	381 FUNDS	PL FUNDS	NP FUNDS	FCTP		TOTAL
Total Funds Available	\$110.6	\$51.7	\$7.5	\$149.4		\$319.2
	Budgeted Amt.					
Personnel Services	\$237.6					
Materials and Supplies	\$23.2					
Utilities	\$1.6					
Travel	\$19.2					
Advertising	\$22.4					
ICAP	\$15.2					
Total Budget	\$319.2					

**FAIRBANKS
METROPOLITAN
AREA
TRANSPORTATION
SYSTEM**



POLICY COMMITTEE MEMBERS

Steve Titus, P.E.
Chair
Dept. of Transportation & Public Facilities
Regional Director, Northern Region
2301 Peger Road
Fairbanks, Alaska 99709
(907) 451-2210

Mayor Jim Whitaker
Fairbanks North Star Borough
P.O. Box 71267
Fairbanks, Alaska 99707
(907) 459-1300

Mayor Terry Strle
City of Fairbanks
800 Cushman Street
Fairbanks, Alaska 99701
(907) 459-6793

Mayor Doug Isaacson
City of North Pole
125 Snowman Lane
North Pole, Alaska 99705
(907) 488-2281

Luke Hopkins
Vice-Chair
Fairbanks North Star Borough
Borough Assembly Representative
P.O. Box 71267
Fairbanks, Alaska 99707
(907) 455-6805

Chad Roberts
City of Fairbanks
Fairbanks City Council Representative
P.O. Box 71819
Fairbanks, Alaska 99707
(907) 452-2435

Alice Edwards
Dept. of Environmental Conservation
Acting Director, Air Quality Division
P.O. Box 111800
Juneau, Alaska 99811-1800
(907) 465-5109

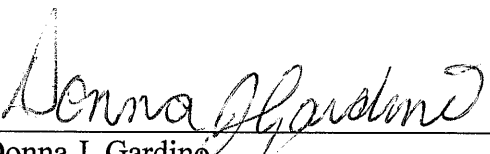
**FMATS Technical Committee
Action Items
12-03-08 Meeting**

Motion: To add the FMATS Sign Replacement Project into the TIP.
(Schmetzer/Bratcher). None opposed. Approved.

Motion: To make a presentation to the Policy Committee regarding
the change of scope for Barnette Street from 10th to 7th as
restructured on the funding scenario presented today.
(Birkholz/Colp). None opposed. Approved.

Motion: To recommend to advance to the Policy Committee the
2009 – 2012 TIP for review and advancement to the public,
with technical changes as discussed (Carr/Birkholz). None
opposed. Approved.

Motion: To recommend to the FMATS Policy Committee to
restructure the funding for the North Pole Citywide
Pavement Rehabilitation project as presented.
(Bratcher/Schmetzer). None opposed. Approved.



Donna J. Gardino
Chair, FMATS Technical Committee

12/3/08
Date

APPROVED FMATS 2009 - 2012 TIP Development Timeline

1. Development of Draft Public Participation Plan by Technical Committee - April 2
2. Development of Draft Project Selection Criteria by Technical Committee - April 2
3. Preliminary Approval of Draft Public Participation Plan by Policy Committee - April 16
4. Preliminary Approval of Draft Project Selection Criteria by Policy Committee - April 16
5. Public Review of Draft Public Participation Plan - April 20-June 3
 - 45 - day Comment Period
6. Public Review of Draft Project Selection Criteria - April 20-June 3
 - 45 - day Comment Period
7. Opportunity for Project Nominations - April 20- June 3
 - FMATS Policy & Technical Meetings
 - Public Notice/ Open House (2)
8. Finalize Document Recommendations - Technical Committee - June 4
 - Participation Plan
 - Nomination Criteria
 - Revised TIP Development Timeline
9. Policy Committee Approves Document Recommendations - June 18
10. Project Scoring / Preliminary Recommendations to Coordinator by Technical Committee - July 2
11. Technical Committee Recommends Draft Project Scores and TIP to Policy Committee - September 3
12. Conformity Determination Process Begins - December 17
13. Policy Committee Approves Draft TIP and Conformity Determination - Contingent upon completion of the Draft Conformity Determination
14. Public Review / 30-day Public Comment Period - Begins the week after approval of the Draft TIP and Conformity Determination
 - Public Notice/ Meetings/ Mailing
15. Final Review and Prioritization
 - Technical Committee Recommendations - Occurs at the first Technical Committee Meeting following the end of the Public Comment Period
 - Policy Committee Review / Approval - Occurs at the first Policy Committee Meeting following the end of the Public Comment Period

16. Final TIP Submitted to DOT&PF Headquarters - Occurs within two weeks of Approval
 - Public Review of Major STIP Amendment - 30 days (another 30 day review is not required; can incorporate into STIP by an Administrative Modification)
17. Final TIP Submitted to FHWA - Occurs within two weeks of Receipt

Proposed TIP Action Items – December 17, 2008 Policy Committee

PREVENTIVE MAINTENANCE

1. *Approve proceeding with the FFY09 PM work as outlined in the Preventive Maintenance Program Detail, as presented.*

CMAQ

2. *To allocate a not to exceed amount of \$70.0 of FFY09 CMAQ funds to conduct the conformity determination on the 2010 - 2013 TIP and LRTP Update.*
3. *To allocate a not to exceed amount of \$22.0 of 381 funds to complete the conformity determination and modeling for the 2009 – 2012 TIP.*
4. *Add \$150.0 of CMAQ funds to the new COF ADA-Compliant Curb Corner Upgrades.*

Currently, \$1,275 for PM2.5 and \$725.0 for the North Pole Park and Ride; reduce the PM 2.5 budget by \$220.0.

TIP FUNDING CHANGES

5. *Add \$800.0 to Phillips Field Road Upgrade PH 4 based on latest estimate. \$1,000.0 freed up by substituting the GO Bond Funding into University Avenue in FFY09.*
6. *Add GO Bond Funding to University Avenue*
7. *Add \$56.0 to complete PH4 to Wendell Street ADA in 2009*
8. *Restructure the funding for the North Pole Citywide Pavement Rehabilitation Project as presented. (Earmark project)*
9. *Add a new project to the TIP: FMATS Sign Replacement Project*

OTHER SIGNIFICANT SUGGESTED CHANGES IN THE 2009 – 2012 TIP THAT DO NOT NEED ACTION AT THIS TIME – FOR REVIEW PRIOR TO PUBLIC COMMENT PERIOD IS INITIATED

1. *Initiate Bradway Road in 2009*
2. *Initiate Peridot Street Reconstruction*
3. *Construct Nordale Road in 2010*
4. *Construct Phillips Field Road in 2009 as planned*

SECOND DRAFT FMATS 2009-2012 TIP

NID	AKSAS	Score	Project Description	Fund Code	Sponsor	Phase	BASE YR FFY09	FFY09	FFY10	FFY11	FFY12	B'yond
<small>FCTP=FMATS CTP & TRAAK GCTP= FMATS Grandfathering GTI=Governors Transportation Initiative GF=General Fund CMAQ=Congestion Mitigation Air Quality 1702=SAFETEA-LU Earmark High Priority 1306=SAFETEA-LU Earmark Freight Intermodal 3044=SAFETEA-LU Earmark Bus related 115=2005 Section 115 Earmark 3037=FTA JARC 381=HB 381 Tobacco bill Y381=HB 381 Yankovich/Miller Path FEDCTP=Fed share only CTP & TRAAK M381=HB 381 used as match NCPBD= National Corridors and Border Development UNF=Unfunded DEOB=FMATS project deobligations PL = FHWA Planning Funds EPA = Environmental Protection Agency NP = City of North Pole TBD=To be determined</small>												
21059		99	Barnette Street Traffic Revision: Fairbanks	FCTP	FMATS	2	1,899.0		888.7		534.0	666.5
			Convert Barnette street to 2 way traffic from 10th to the intersection of Illinois, Barnette and Cushman Streets with consideration for a roundabout at this intersection.	FCTP		3	800.0					935.9
				FCTP		7	600.0					701.9
				FCTP		4	15,320.0					17,922.2
			Project Total				18,619.0		888.7		534.0	20,226.5
9946		57.7	Bradway Rd Reconstruction: FNSB	FCTP	FMATS	2	656.0	328.0		354.8		
			Reconstruct Bradway Road (in the North Pole area) between Dennis Road and Badger Elementary School.	FCTP		3	50.0				56.2	
				FCTP		7						
				FCTP		4	14,640.0					17,811.8
			Project Total				15,346.0	328.0		354.8	56.2	17,811.8
12422	62971	42.1	Chena Pump / Chena Small Tracts Safety: FNSB	FCTP	FMATS	2						
			Widen Chena Pump Road from Palo Verde Avenue to Despain Lane , including a new five-lane bridge and replacement of the existing pedestrian bridge.	FCTP		3	240.0	120.0	124.8			
				FCTP		7	500.0					
				FCTP		4	5,000.0					5,849.3
			Project Total				5,740.0	120.0	124.8			5,849.3
6359		46.3	Chena River / Wendell St Bridge: Fairbanks	FCTP	FMATS	2	1,065.0					1,245.9
			Repair bridge deck.	FCTP		3	100.0					117.0
				FCTP		7	200.0					234.0
				FCTP		4	17,810.0					20,835.2
			Project Total				19,175.0					22,432.0
22096		20.4	City Lights - Lazelle - Steese Intersection: Fairbanks	FCTP	COF	2	268.0					313.5
			Realign City Lights Blvd. intersection with Lazelle Road. Realign intersection of Lazelle Road with the Steese/Johansen Expressway. Widen Lazelle Road in the project limits and provide pedestrian facilities and illumination.			3	480.0					561.5
						7						
						4	1,670.0					1,953.7
			Project Total				2,418.0					2,828.7
13699	62164	99	College Road Rehab (Univ. to Danby) & Intersection: Fairbanks	FCTP	FMATS	2	250.0	250.0				
			Rehabilitate and repave College Road between University Avenue and Danby Street. Including intersection improvements along the route.	FCTP		3	150.0			162.2		
				FCTP		7	300.0			324.5		
				FCTP		4	7,500.0					8,773.9
			Project Total				8,200.0	250.0		486.7		8,773.9

SECOND DRAFT FMATS 2009-2012 TIP

NID	AKSAS	Score	Project Description	Fund Code	Sponsor	Phase	BASE YR FFY09	FFY09	FFY10	FFY11	FFY12	B'yond
<small>FCTP=FMATS CTP & TRAAK GCTP= FMATS Grandfathering GTI=Governors Transportation Initiative GF=General Fund CMAQ=Congestion Mitigation Air Quality 1702=SAFETEA-LU Earmark High Priority 1306=SAFETEA-LU Earmark Freight Intermodal 3044=SAFETEA-LU Earmark Bus related 115=2005 Section 115 Earmark 3037=FTA JARC 381=HB 381 Tobacco bill Y381=HB 381 Yankovich/Miller Path FEDCTP=Fed share only CTP & TRAAK M381=HB 381 used as match NCPBD= National Corridors and Border Development UNF=Unfunded DEOB=FMATS project deobligations PL = FHWA Planning Funds EPA = Environmental Protection Agency NP = City of North Pole TBD=To be determined</small>												
19103		99	Cowles Street Reconstruction: Fairbanks	FCTP	FMATS	2	1,370.0					1,370.0
			Reconstruct Cowles Street from 1st Avenue to 10th Avenue.	FCTP		3	160.0					160.0
				FCTP		7	3,000.0					3,000.0
				FCTP		4	5,670.0					5,670.0
			Project Total				10,200.0					10,200.0
16103	60434	99	Cowles Street Upgrade: Fairbanks	FCTP	FMATS	2						
			Upgrade Cowles Street (19th Avenue to 23rd Avenue) and 21st Avenue (Cowles - Lathrop). Work will include grading, paving, drainage and illumination improvements, and construction of new sidewalks.	M381		2						
				381		2						
			Deob funding is not added into the TIP	DEOB		2						
				FCTP		3						
				FCTP		7						
				FCTP		4						
			Project Total									
19105		39.0	Davis and Snowman Rehabilitation: North Pole	FCTP	FMATS	2	160.0					187.2
			Rehabilitate Davis Blvd and Snowman Lane. Upgrade pedestrian facilities.	FCTP		3	25.0					29.2
				FCTP		7						
				FCTP		4	1,260.0					1,474.0
			Project Total				1,445.0					1,690.4
21057		24.7	Dawson Road Connector: North Pole	FCTP	FMATS	2	200.0					234.0
				FCTP		2	200.0					234.0
			Extend Dawson Road between Yellowstone Road and Plack Road.	FCTP		3	280.0					327.6
				FCTP		7	100.0					117.0
				FCTP		4	1,340.0					1,567.6
			Project Total				2,120.0					2,480.1
		99	FMATS Sign Replacement Project	FCTP	FMATS	2	400.0	200.0	208.0			
			Establish and implement a sign assessment or management method to maintain minimum levels of sign retroreflectivity and replace signs as required.	FCTP		3						
				FCTP		7						
				FCTP		4	2,600.0					3,041.6
			Project Total				3,000.0	200.0	208.0			3,041.6
16104		56.1	Gillam Way Upgrade: Fairbanks	FCTP	FMATS	2	905.0			430.7		677.6
			Upgrade Gilliam (Airport to 19th), includes surface repair, widening, street parking and sidewalks.	FCTP		3	150.0					175.5
				FCTP		7	400.0					467.9
				FCTP		4	2,970.0					3,474.5
			Project Total				4,425.0			430.7		4,795.5

SECOND DRAFT FMATS 2009-2012 TIP

NID	AKSAS	Score	Project Description	Fund Code	Sponsor	Phase	BASE YR FFY09	FFY09	FFY10	FFY11	FFY12	B'yond
<small>FCTP=FMATS CTP & TRAAK GCTP= FMATS Grandfathering GTI=Governors Transportation Initiative GF=General Fund CMAQ=Congestion Mitigation Air Quality 1702=SAFETEA-LU Earmark High Priority 1306=SAFETEA-LU Earmark Freight Intermodal 3044=SAFETEA-LU Earmark Bus related 115=2005 Section 115 Earmark 3037=FTA JARC 381=HB 381 Tobacco bill Y381=HB 381 Yankovich/Miller Path FEDCTP=Fed share only CTP & TRAAK M381=HB 381 used as match NCPBD= National Corridors and Border Development UNF=Unfunded DEOB=FMATS project deobligations PL = FHWA Planning Funds EPA = Environmental Protection Agency NP = City of North Pole TBD=To be determined</small>												
3846	63869	99	Holmes Road Reconstruction (FMATS): FNSB	FCTP	FMATS	2	300.0					351.0
			Reconstruct Holmes Road from Dennis Road to Badger/Peede Road and construct a drainage ditch from Holmes Road to the Chena River.	FCTP		3	500.0					584.9
				FCTP		7	600.0					701.9
				FCTP		4	9,200.0					10,762.7
			Project Total				10,600.0					12,400.5
3847	63102	99	Illinois Street Reconstruction: Fairbanks	FCTP	FMATS	2						
				GCTP		2						
			Reconstruct Illinois Street (1st Ave. - College) including the Chena River and Noyes Slough crossings.	FCTP		3						
			Deob funding is not added to the TIP	GCTP		3	1,176.0	1,176.0				
			2007 GF appropriation	DEOB		3						
				GF		3						
				FCTP		7						
				GCTP		7						
				FCTP		4	2,800.2		2,800.2			
			From FNSB Road Improvements & Upgrades earmark	1702		4	2,180.6		2,180.6			
			Advance Construct (AC)	GCTP		4	47,400.4		8,987.9	13,012.5		29,714.4
			FMATS Project Total				4,980.8		4,980.8			34,038.4
			Grandfathered Project Total				48,576.4		8,987.9	13,012.5		34,038.4
			Project Total				53,557.2	1,176.0	13,968.7	13,012.5		34,038.4
6587		49.6	McGrath Rd Upgrade: FNSB	FCTP	FMATS	2	700.0					818.9
			Upgrade lower McGrath Road (Farmer's Loop-Crystal Drive).	FCTP		3	250.0					292.5
				FCTP		7	400.0					467.9
				FCTP		4	3,380.0					3,954.1
			Project Total				4,730.0					5,533.4
17975	61725	99	Noble Street Upgrade: Fairbanks	381	FMATS	2						
			Reconstruct Noble St. from 1st Avenue to Gaffney Road.	FCTP		2	860.0	860.0				
				FCTP		3	300.0	300.0				
				FCTP		7	500.0			540.8		
			Advance Construct (AC)	FCTP		4	10,920.0			5,196.9	6,395.8	
				CMAQ		4					1,000.0	
			Project Total				12,580.0	1,160.0		5,737.7	7,395.8	
9947	62166	99	Nordale Road Pavement Rehabilitation: FNSB	FCTP	FMATS	2						
			Rehabilitate and resurface Nordale Road.	FCTP		7	25.0	25.0				
				FCTP		4	2,800.0		2,912.0			
			Project Total				2,825.0		2,912.0			

SECOND DRAFT FMATS 2009-2012 TIP

NID	AKSAS	Score	Project Description	Fund Code	Sponsor	Phase	BASE YR FFY09	FFY09	FFY10	FFY11	FFY12	B'yond
<small>FCTP=FMATS CTP & TRAAK GCTP= FMATS Grandfathering GTI=Governors Transportation Initiative GF=General Fund CMAQ=Congestion Mitigation Air Quality 1702=SAFETEA-LU Earmark High Priority 1306=SAFETEA-LU Earmark Freight Intermodal 3044=SAFETEA-LU Earmark Bus related 115=2005 Section 115 Earmark 3037=FTA JARC 381=HB 381 Tobacco bill Y381=HB 381 Yankovich/Miller Path FEDCTP=Fed share only CTP & TRAAK M381=HB 381 used as match NCPBD= National Corridors and Border Development UNF=Unfunded DEOB=FMATS project deobligations PL = FHWA Planning Funds EPA = Environmental Protection Agency NP = City of North Pole TBD=To be determined</small>												
20815		99	NPHS Blvd - Eighth Ave. and Old Rich Intersection Improvements: North Pole	FCTP	FMATS	2	75.0					87.7
				FCTP		3	20.0					23.4
				FCTP		7	100.0					117.0
				FCTP		4	500.0					584.9
			Project Total				695.0					813.1
22095		40.3	Peridot Street Reconstruction: North Pole	FCTP	NP	2	395.0	395.0				462.1
			Reconstruct Peridot Street from the Richardson Highway to Badger Road, approximately 0.95 miles. Pave and provide street lights and bike/ped facilities.			3	1,100.0					1,286.8
						7						
						4	5,920.0					6,925.6
			Project Total				7,415.0					8,674.5
3839	65199	99	Phillips Field Road Upgrade: Fairbanks	FCTP	FMATS	2						
			Upgrade Phillips Field Road between Illinois Street and Peger Road.	FCTP		3						
				FCTP		7						
				FCTP		4	2,800.0	2,800.0				
			Project Total					2,800.0				
19096	76717	99	Preventive Maintenance Program: FMATS	FEDCTP	FMATS	2						
			Pavement surface maintenance, traffic control signal upgrades, street light load center rehab, storm drain maintenance, reclaim/double chip, seal coat, crack sealing, roadway striping, dust control, signage replacement and intersection upgrades.	M381		2						
				381		2						
				FCTP		3						
				FCTP		7						
				FCTP		4		699.0	364.9	640.8	614.8	
			Project Total					699.0	364.9	640.8	614.8	
3843		99	S. Cushman (Gaffney - 17th): Fairbanks	FCTP	FMATS	2	420.0					491.3
			Reconstruction and widening of Cushman Street from Gaffney Road to Van Horn Road to five lanes.	FCTP		3	2,200.0					2,573.7
				FCTP		7	3,400.0					3,977.5
			Phase 1	FCTP		4	4,200.0					4,913.4
			Project Total				10,220.0					11,956.0
16205	63216	60.8	S. Cushman (17th - Mitchell): Fairbanks	FCTP	FMATS	2	1,806.0					2,112.8
			Reconstruction and widening of Cushman Street from Gaffney Road to Van Horn Road to five lanes.	FCTP		3	3,714.0					4,344.9
				FCTP		7	50.0					58.5
			Phase 3	FCTP		4	10,130.0					11,850.7
			Project Total				15,700.0					18,366.8
3829		55.3	S. Cushman (Mitchell - Van Horn): Fairbanks	FCTP	FMATS	2	590.0					690.2
			Reconstruction and widening of Cushman Street from Gaffney Road to Van Horn Road to five lanes.	FCTP		3	100.0					117.0
				FCTP		7	200.0					234.0
			Phase 2	FCTP		4	3,870.0					4,527.4
			Project Total				4,760.0					5,568.5

SECOND DRAFT FMATS 2009-2012 TIP

NID	AKSAS	Score	Project Description	Fund Code	Sponsor	Phase	BASE YR FFY09	FFY09	FFY10	FFY11	FFY12	B'yond
FCTP=FMATS CTP & TRAAK GCTP= FMATS Grandfathering GTI=Governors Transportation Initiative GF=General Fund CMAQ=Congestion Mitigation Air Quality 1702=SAFETEA-LU Earmark High Priority 1306=SAFETEA-LU Earmark Freight Intermodal 3044=SAFETEA-LU Earmark Bus related 115=2005 Section 115 Earmark 3037=FTA JARC 381=HB 381 Tobacco bill Y381=HB 381 Yankovich/Miller Path FEDCTP=Fed share only CTP & TRAAK M381=HB 381 used as match NCPBD= National Corridors and Border Development UNF=Unfunded DEOB=FMATS project deobligations PL = FHWA Planning Funds EPA = Environmental Protection Agency NP = City of North Pole TBD=To be determined												
17089		33.9	Tanana Dr Extension (UAF): FNSB	FCTP	FMATS	2	620.0					725.3
			Extend and realign Tanana Loop Drive to connect with North Tanana Drive.	FCTP		3						
				FCTP		7						
				FCTP		4	8,000.0					9,358.9
			Project Total				8,620.0					10,084.2
3821	63213	99	University Avenue Widening: Fairbanks	FCTP	FMATS	2	1,600.0					600.0
			Widening of University Avenue to five lanes between Mitchell Expressway and College Road, and intersection improvements at Airport Way and Geist Road.	GCTP		2						
			2009 GO Bond Bill	GO		2		1,000.0				
				GO		3			3,000.0			
				FCTP		3	1,014.4	1,014.4				
				GCTP		3	2,000.0		2,000.0			
			2009 GF Appropriation	GF		7			1,500.0			
				GO		7	30,000.0		6,000.0			
				GF		4	4,300.0			3,500.0		
				GO		4				20,000.0		
			Project Phase 2, 3 and 4			2	1,000.0					1,169.9
						3	4,500.0					5,264.4
						7	2,000.0					2,339.7
						4	36,500.0					42,699.8
			FMATS Project Total				6,914.4	1,014.4				
			Grandfathered Project Total				2,000.0	0.0	2,000.0			
			Project Total				8,914.4	1,014.4	14,500.0	23,500.0		52,073.8
12425	61175	99	Van Horn Road Rehab / Safety Improvements: Fairbanks	FCTP	FMATS	2						
				381		2						
			Reconstruct, widen and illuminate Van Horn Road.	FCTP		7						
			Deob funding is not added into the TIP	DEOB		4						
			NID 19397 Freight Intermodal Earmark	1306		4						
				FCTP		4	131.2	131.2				
			Project Total				131.2	131.2				
3869	67052	99	Wendell Street ADA: Fairbanks	CMAQ	FMATS	2						
			Pedestrian facility improvements to meet Americans with Disabilities Act standards.	DEOB		2						
				FCTP		2						
			Deob funding is not added into the TIP	DEOB		2						
				381		3						
			Stage 1: 60827 Wendell Ave. North for PH 4in 2008; 67052 Wendell Ave. South for PH4 in 2009	FCTP		4	320.0	320.0				
			Project Total				320.0	320.0				

SECOND DRAFT FMATS 2009-2012 TIP

NID	AKSAS	Score	Project Description	Fund Code	Sponsor	Phase	BASE YR FFY09	FFY09	FFY10	FFY11	FFY12	B'yond
<small>FCTP=FMATS CTP & TRAAK GCTP= FMATS Grandfathering GTI=Governors Transportation Initiative GF=General Fund CMAQ=Congestion Mitigation Air Quality 1702=SAFETEA-LU Earmark High Priority 1306=SAFETEA-LU Earmark Freight Intermodal 3044=SAFETEA-LU Earmark Bus related 115=2005 Section 115 Earmark 3037=FTA JARC 381=HB 381 Tobacco bill Y381=HB 381 Yankovich/Miller Path FEDCTP=Fed share only CTP & TRAAK M381=HB 381 used as match NCPBD= National Corridors and Border Development UNF=Unfunded DEOB=FMATS project deobligations PL = FHWA Planning Funds EPA = Environmental Protection Agency NP = City of North Pole TBD=To be determined</small>												
		53.3	Wendell Street Bridge Intersection Improvements	FCTP	FMATS	2	600.0					701.9
			Construct new, 2-way street connecting the Wendell Bridge to 1st Ave., realign Hall Street and revise access to existing parking lots. Work also includes improving pedestrian and bike facilities, drainage, illumination and street enhancements.	FCTP		3	1,400.0					1,637.8
				FCTP		7						
						4	2,000.0					2,339.7
			Project Total				4,000.0					4,679.4
10568		47	Yankovich / Miller Hill Rd Upgrade: FNSB	FCTP	FMATS	2	1,385.0					1,620.3
			Reconstruct Yankovich and Miller Hill Roads between Ballaine Road and Sheep Creek Road. Work includes widening with shoulders, drainage improvements, and paving.	FCTP		3	1,600.0					1,871.8
				FCTP		7	570.0					666.8
				FCTP		4	9,470.0					11,078.6
			Project Total				13,025.0					15,237.4

SECOND DRAFT FMATS 2009-2012 TIP

NID	AKSAS	Score	Project Description	Fund Code	Sponsor	Phase	BASE YR FFY09	FFY09	FFY10	FFY11	FFY12	B'yond
FCTP=FMATS CTP & TRAAK GCTP= FMATS Grandfathering GTI=Governors Transportation Initiative GF=General Fund CMAQ=Congestion Mitigation Air Quality 1702=SAFETEA-LU Earmark High Priority 1306=SAFETEA-LU Earmark Freight Intermodal 3044=SAFETEA-LU Earmark Bus related 115=2005 Section 115 Earmark 3037=FTA JARC 381=HB 381 Tobacco bill Y381=HB 381 Yankovich/Miller Path FEDCTP=Fed share only CTP & TRAAK M381=HB 381 used as match NCPBD= National Corridors and Border Development UNF=Unfunded DEOB=FMATS project deobligations PL = FHWA Planning Funds EPA = Environmental Protection Agency NP = City of North Pole TBD=To be determined												
TRAAK - Projects												
3874		37.8	Birch Hill Bike Path	FCTP	FMATS	2	300.0					351.0
			Construct a bicycle / Pedestrian Facility along Birch Hill Road to allow safe access to the Birch Hill Recreational Trail System.	FCTP		3	300.0					351.0
				FCTP		7						
				FCTP		4	2,300.0					2,690.7
			Project Total				2,900.0					3,392.6
		3.6	Fairbanks Historic Properties	FCTP	FMATS	2	30.0					35.1
			Project Total				30.0					35.1
20816		42.9	Gold Hill Road Bike / Ped Path	FCTP	FMATS	2	350.0				393.7	
			Construct a bicycle / Pedestrian Facility aalong Gold Hill Road.	FCTP		3	150.0					175.5
				FCTP		7	50.0					58.5
				FCTP		4	8,550.0					10,002.3
			Project Total				9,100.0					10,236.3
3722	60669	36.9	North Pole Bike Path Rehab /Connections	FCTP	FMATS	2	60.0	60.0				
			Construct and Rehab bike paths in North Pole.	FCTP		3	50.0		52.0			
				FCTP		7						
				FCTP		4	1,500.0					1,754.8
			Project Total				1,610.0	60.0	52.0			1,754.8
19107	76719	99	North Pole Interchange Pedestrian Facilities	FEDCTP	FMATS	2						
			Construct pedestrian facilities along St. Nicholas Drive between Dawson Interchange and the Santa's Village Project, and along 8th Avenue from the St. Nicholas intersection to the existing gravel path.	M381		2						
				381		2						
				FCTP		3	190.0	190.0				
				381		7	50.0		52.0			
				FCTP		4	1,700.0					1,988.8
			Project Total				1,940.0		52.0			1,988.8
15102	77248	31.7	Plack Road Upgrade	FCTP	FMATS	2						
			Construct and Rehab bike path along Plack Road	FCTP		3	1,300.0					1,520.8
				FCTP		7						
				FCTP		4	3,820.0					4,468.9
			Project Total				5,120.0					5,989.7
		29	Skarland-UAF to Birch Connector	FCTP	FMATS	2						
				FCTP		3						
				FCTP		7						
				FCTP		4						
			Project Total									
3831		15.6	Steamship Nenana Renovation: Fairbanks	FCTP	FMATS	2	150.0					175.5
			Additional restoration work on sternwheeler Nenana.	FCTP		3						
				FCTP		7						
				FCTP		4	600.0					701.9
			Project Total				750.0					877.4

SECOND DRAFT FMATS 2009-2012 TIP

NID	AKSAS	Score	Project Description	Fund Code	Sponsor	Phase	BASE YR FFY09	FFY09	FFY10	FFY11	FFY12	B'yond
<small> FCTP=FMATS CTP & TRAAK GCTP= FMATS Grandfathering GTI=Governors Transportation Initiative GF=General Fund CMAQ=Congestion Mitigation Air Quality 1702=SAFETEA-LU Earmark High Priority 1306=SAFETEA-LU Earmark Freight Intermodal 3044=SAFETEA-LU Earmark Bus related 115=2005 Section 115 Earmark 3037=FTA JARC 381=HB 381 Tobacco bill Y381=HB 381 Yankovich/Miller Path FEDCTP=Fed share only CTP & TRAAK M381=HB 381 used as match NCPBD= National Corridors and Border Development UNF=Unfunded DEOB=FMATS project deobligations PL = FHWA Planning Funds EPA = Environmental Protection Agency NP = City of North Pole TBD=To be determined </small>												
CMAQ Projects												
19110			FNSB / CMAQ - North Pole Park and Ride	CMAQ	FMATS	all	725.0	725.0				
20878	60226		FNSB / CMAQ - PM 2.5 Reductions	CMAQ	FMATS	all		1,055.0	1,975.0	1,931.7	1,975.0	
			COF/ADA-Compliant Curb Corner Upgrades	CMAQ	FMATS	2	95.0	150.0				
			Upgrade sidewalk corners within City limits so they are in compliance with the requirements of the ADA.	CMAQ		3	40.0			43.3		
				CMAQ		4	730.0					854.0
			Project Total				865.0	150.0	0.0	43.3		854.0
			Conformity/Modeling Analysis	CMAQ	FMATS	8	70.0	70.0	25.0	25.0	25.0	
				M381	FMATS	8	22.0	22.0				
			Project Total				92.0	92.0	25.0	25.0	25.0	
			See Noble Reconstruction								1,000.0	
			TOTAL CMAQ					2,000.0	2,000.0	2,000.0	3,000.0	

SECOND DRAFT FMATS 2009-2012 TIP

NID	AKSAS	Score	Project Description	Fund Code	Sponsor	Phase	BASE YR FFY09	FFY09	FFY10	FFY11	FFY12	B'yond
FCTP=FMATS CTP & TRAAK GCTP= FMATS Grandfathering GTI=Governors Transportation Initiative GF=General Fund CMAQ=Congestion Mitigation Air Quality 1702=SAFETEA-LU Earmark High Priority 1306=SAFETEA-LU Earmark Freight Intermodal 3044=SAFETEA-LU Earmark Bus related 115=2005 Section 115 Earmark 3037=FTA JARC 381=HB 381 Tobacco bill Y381=HB 381 Yankovich/Miller Path FEDCTP=Fed share only CTP & TRAAK M381=HB 381 used as match NCPBD= National Corridors and Border Development UNF=Unfunded DEOB=FMATS project deobligations PL = FHWA Planning Funds EPA = Environmental Protection Agency NP = City of North Pole TBD=To be determined												
Earmark Projects												
17545	62437		Dennis Road Extension: North Pole	NCPBD	FNSB	2						
			Extend Dennis Road from Badger Road to Seawolf Drive, to provide public access to an existing residential area. Project to include pedestrian facility from Badger Road to the north side of the Chena River.	M381		3						
				UNF		4	8,800.0					10,294.8
			Project Total				8,800.0					
19397	77053		Fairbanks Intermodal Distribution Pilot Grant Program	1306	DOT&PF	2						
			AK RR Danby Street Improvements: Construct truck staging area for freight movements, two new track crossings, realign the existing access road, and drainage improvements.	1306		4	1,759.8	1,759.8				
			Note: See Van Horn Road Project for balance of earmark									
			Project Total				1,759.8	1,759.8				
19395			Fairbanks Road Improvements - AK092									
			(\$415.1 shown in 2nd & Wilbur)									
21062	60745		23rd Avenue Improvements	1702	FBKS	2	300.0	300.0				
			From Lathrop Street to Cushman Street	1702	FBKS	3	100.0	100.0				
				1702	FBKS	4	2,400.0		2,400.0			
			SubTotal				2,800.0	400.0	2,400.0			
16105	60747		Leasure Subdivision Improvements	1702	FBKS	2	130.0	130.0				
			Reconstruct up to 3.0 miles of gravel surfaced road	1702	FBKS	3	50.0	50.0				
				1702	FBKS	4	750.0		750.0			
			SubTotal				930.0	180.0	750.0			
			Project Total				3,730.0	580.0	3,150.0			
19315			Morris Thompson CVC Intermodal Parking Facility (FTA)	3044	TCC	all	675.0	675.0				
19394	62023		North Pole Citywide Pavement Rehabilitation	1702	NP	2	220.0	220.0				
			Rehabilitate the asphalt pavement surface of selected streets maintained by the City of North Pole.	1702		4	728.0			728.2		
			Project Total				948.0	220.0		728.2		
19102	63025		North Pole Homestead Rd/NPHS Blvd Extension	1702	NP	2						
			DEOB funding is not added in the TIP	DEOB	NP		40.0	40.0				
				1702	NP	2						
				FCTP	NP	7						
				M381								
			Construct a paved extension of Homestead Road and a paved extension of North Pole High School Boulevard to connect to Homestead Road Extension. Construct a paved pedestrian path along the new roadways.	1702	NP	4						
				FCTP	NP	4						
			Project Total				40.0	40.0				

SECOND DRAFT FMATS 2009-2012 TIP

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FCTP=FMATS CTP & TRAAK GCTP= FMATS Grandfathering GTI=Governors Transportation Initiative GF=General Fund CMAQ=Congestion Mitigation Air Quality 1702=SAFETEA-LU Earmark High Priority 1306=SAFETEA-LU Earmark Freight Intermodal 3044=SAFETEA-LU Earmark Bus related 115=2005 Section 115 Earmark 3037=FTA JARC 381=HB 381 Tobacco bill Y381=HB 381 Yankovich/Miller Path FEDCTP=Fed share only CTP & TRAAK M381=HB 381 used as match NCPBD= National Corridors and Border Development UNF=Unfunded DEOB=FMATS project deobligations PL = FHWA Planning Funds EPA = Environmental Protection Agency NP = City of North Pole TBD=To be determined												
GF - Projects												
18804	62054	99	2nd / Moore Street Realignment & Airport Way Intersection: Fairbanks	GF	FNSB	2						
			Realign 2nd Avenue/Moore Street from Wilbur Street to the Airport Way frontage road.	GF		3						
				GF		7						
				GF		4	2,125.0		2,125.0			
			Project Total				2,125.0		2,125.0			
		99	Barnette Street 10th - Gaffney	381	FMATS	all	350.0	350.0				
			Convert Barnette Street to two-way from 10th to Gaffney and add a signal pole.									
			Project Total				350.0	350.0				
9943	62056	40.4	Cartwright Road Improvements: Fairbanks	GF	DOT&PF	2						
			Reconstruct Van Horn Road West (Cartwright Road) from Peger Road towards Fairbanks International Airport, as far as funding allows.	GF		3	250.0	250.0				
				GF		7	500.0	500.0				
				GF		4	2,353.0	2,353.0				
			Project Total				3,103.0	3,103.0				
19098	77194	99	Cushman Street Reconstruction: Fairbanks	GTI	FBKS	2						
			Convert Cushman two way from 1st Avenue to 10th avenue. Revise traffic signals, pavement and sidewalk rehabilitation.	GF-GC		3	200.0		200.0			
			Note: NID 19097 Fire Station / Police Station Traffic Revision project is incorporated into this project and the Gaffney Road Reconstruction Project.	GF-GC		7	100.0		100.0			
				381		4	1,165.0		1,165.0			
				GF-GC		4	4,055.3		4,055.3			
			Project Total				5,520.3		5,520.3			
6598	76710	41.8	Farmers Loop - Chena Hot Springs Rd Trail Connection: FNSB	GF	FNSB	2						
			Reconnaissance study for an all season trail connection;	GF		3	100.0	100.0				
			Farmers Loop - Dogmushers Sanitary Wayside funding combined here	GF		7						
				GF		4	519.9	519.9				
			Project Total				619.9	619.9				
	77198	99	FMATS Coordinators Office	381	FMATS	8	1,483.3	110.6	110.6	110.6	110.6	1,234.1
			M 381 funds: FFY08=\$8190.0 FFY09=\$34.7 FFY10=\$34.7	FCTP		8	298.8	149.4	149.4	149.4	149.4	
				PL		8	103.4	51.7	51.7	51.7	51.7	
				NP		8	22.5	7.5	7.5	7.5	7.5	
			Project Total				1,908.0	319.2	319.2	319.2	319.2	1,234.1
19104	62047	99	Gaffney Road Reconstruction: Fairbanks	GF-GC	FBKS	2						
			Disconnect the sanitary sewer from the storm drain at the intersection of Cushman and Gaffney. Provide new storm drain system east of Cushman and reconnect to the existing Airport Way system. Convert Gaffney to two-way from Barnette to Cushman.	GF-GC		3						
				EPA		4	867.3	867.3				
			FFY08 PH4 for Stage I Fire Traffic Revision	GF-GC		4	732.7	732.7				
			Project Total				1,600.0	1,600.0				

SECOND DRAFT FMATS 2009-2012 TIP

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FCTP=FMATS CTP & TRAAK GCTP= FMATS Grandfathering GTI=Governors Transportation Initiative GF=General Fund CMAQ=Congestion Mitigation Air Quality 1702=SAFETEA-LU Earmark High Priority 1306=SAFETEA-LU Earmark Freight Intermodal 3044=SAFETEA-LU Earmark Bus related 115=2005 Section 115 Earmark 3037=FTA JARC 381=HB 381 Tobacco bill Y381=HB 381 Yankovich/Miller Path FEDCTP=Fed share only CTP & TRAAK M381=HB 381 used as match NCPBD= National Corridors and Border Development UNF=Unfunded DEOB=FMATS project deobligations PL = FHWA Planning Funds EPA = Environmental Protection Agency NP = City of North Pole TBD=To be determined												
	77210		L RTP Update	381	FMATS	8	10.0	15.0				
			To consider Vision Fairbanks recommendations in the LRTP such as air quality and other impacts; modeling by the University (\$5.0)	PL			150.0	150.0				
			Project Total				160.0	165.0				
20814			Trainor Gate and Farewell Intersection Improvements	381	FBKS	2						
			Construct intersection improvements to the intersection of Trainor and "F" Street	381		7	10.0	10.0				
				381		4	300.0		300.0			
			Project Total				310.0	10.0	300.0			
17181	62049	49.0	Wickersham Street Upgrade: Fairbanks	GF	FBKS	2						
			Reconstruct Wickersham Street from 1st Avenue to 6th Avenue and 2nd and 3rd Avenues from Barnette to Cowles.	GF		3						
				GF		7						
				GF		4	2,975.0		2,975.0			
			Project Total				2,975.0		2,975.0			
19106	62058	99	Wilbur Street Extension: Fairbanks	GF	FNSB	2						
			Extend Wilbur Street from 2nd Avenue to the North and terminate with a cul-de-sac.	GF		3						
				GF		7						
				GF		4	850.0		850.0			
			Project Total				850.0		850.0			
9939	76707	34	Yankovich / Miller Hill Rd Multi-Use Path: FNSB	Y381	FNSB	2						
			Construct a separated bicycle / pedestrian trail along Yankovich and Miller Hill Roads in the Farmers Loop / University of Alaska area.	Y381		3	250.0	250.0				
				Y381		7	250.0	250.0				
				Y381		4	670.0			670.0		
			Project Total				1,170.0	500.0		670.0		

SECOND DRAFT FMATS 2009-2012 TIP

NID	AKSAS	Score	Project Description	Fund Code	Sponsor	Phase	BASE YR FFY09	FFY09	FFY10	FFY11	FFY12	B'yond
FCTP=FMATS CTP & TRAAK GCTP= FMATS Grandfathering GTI=Governors Transportation Initiative GF=General Fund CMAQ=Congestion Mitigation Air Quality 1702=SAFETEA-LU Earmark High Priority 1306=SAFETEA-LU Earmark Freight Intermodal 3044=SAFETEA-LU Earmark Bus related 115=2005 Section 115 Earmark 3037=FTA JARC 381=HB 381 Tobacco bill Y381=HB 381 Yankovich/Miller Path FEDCTP=Fed share only CTP & TRAAK M381=HB 381 used as match NCPBD= National Corridors and Border Development UNF=Unfunded DEOB=FMATS project deobligations PL = FHWA Planning Funds EPA = Environmental Protection Agency NP = City of North Pole TBD=To be determined												
Funding Summary												
TOTAL FMATS CTP & TRAAK ALLOCATION				FCTP				7,842.0	7,500.0	7,800.0	8,144.0	
FED SHARE FMATS CTP& TRAAK ALLOCATION				FEDCTP				0.0	0.0	0.0	0.0	
381 LOCAL MATCH FMATS CTP& TRAAK ALLOCATION				M381				22.0	0.0	0.0	0.0	
COMBINED FMATS CTP& TRAAK ALLOCATION				FCTP				7,842.0	7,500.0	7,800.0	8,144.0	
PROJECTS PROGRAMMED TO FMATS CTP & TRAAK				FCTP				7,842.0	7,500.0	7,800.0	8,144.0	205,251.0
BALANCE AVAILABLE FOR PROGRAMMING CTP & TRAAK BY FMATS				FCTP				0.0	0.0	0.0	0.0	
TOTAL								7,842.0	7,500.0	7,800.0	8,144.0	
FMATS CMAQ ALLOCATION				CMAQ				2,000.0	2,000.0	2,000.0	3,000.0	
PROJECTS PROGRAMMED TO FMATS CMAQ				CMAQ				2,000.0	2,000.0	2,000.0	3,000.0	
BALANCE AVAILABLE FOR PROGRAMMING BY FMATS				CMAQ				0.0	0.0	0.0	0.0	
GRANDFATHERED AMOUNT PROGRAMMED IN STIP								12,163.9	13,012.5	0.0	13,012.5	
GRANDFATHERED FUNDING TOTAL - ILLINOIS				GCTP				1,176.0	8,987.9	13,012.5	0.0	
GRANDFATHERED FUNDING TOTAL - UNIVERSITY				GCTP				1,176.0	2,000.0	0.0	0.0	
GRANDFATHER BALANCE REMAINING								9,811.9	2,024.6	-13,012.5	13,012.5	
GENERAL FUND TOTAL				GF				3,722.9	7,450.0	3,500.0	0.0	
GENERAL FUND HB 381 (NID 10568)				Y381				500.0	0.0	670.0	0.0	
GENERAL FUND (\$ 5,089) HB 381				381				507.6	1,627.6	110.6	110.6	1,234.1
GOVERNORS TRANSPORTATION INITIATIVE				GTI				0.0	0.0	0.0	0.0	
GAFFNEY/CUSHMAN GENERAL FUND (\$6,250.0)				GF-GC				732.7	4,355.3	0.0	0.0	
GO Bond Bill (\$30,000.0)				GO				1,000.0	9,000.0	20,000.0	0.0	
TOTAL ALL GENERAL FUND								6,463.2	22,432.9	24,280.6	110.6	
SAFETEA-LU HIGH PRIORITY				1702				800.0	5,330.6	728.2	0.0	
SAFETEA-LU INTERMODAL				3044				675.0	0.0	0.0	0.0	
NATIONAL CORRIDORS AND BORDER DEVELOPMENT				NCPBD				0.0				
2005 EARMARKS				115				0.0				
FTA JARC				3037				0.0				
City of North Pole				NP				7.5	7.5	7.5	7.5	
FHWA - Planning Funds				PL				201.7	51.7	51.7	51.7	
EPA				EPA				867.3				
GRAND TOTAL FMATS AREA FUNDING								21,208.7	48,310.6	47,880.5	11,313.8	205,251.0
DEOB												

FMATS 2009-2012

FTA Projects within FMATS Boundary									
Fund Type	Program	Location	Project Description / Funding Source	Phase	FFY09	FFY10	FFY11	FFY12	Beyond
5316	JARC	FMATS	Job Access Reverse Commute (JARC) Apportionment		41.4				
				Match					
Project Total					41.4	0.0	0.0	0.0	0.0
5317	NFA	FMATS	New Freedom Apportionment		22.6				
				Match					
Project Total					22.6	0.0	0.0	0.0	0.0
5307	UZA	FMATS	Urbanized Area Formula Grant		791.5				
				Match	791.5				
Project Total					1583.0	0.0	0.0	0.0	0.0

Note: 5316/5317 match based on 50% for operations, reduced to 20% for capital projects.

FMATS 2009-2012 TIP

NHS Projects Within FMATS Boundary									
Need ID	Highway	Location	Project Description / Funding Source	Phase	FFY09	FFY10	FFY11	FFY12	Beyond
2107	Steese	Fairbanks	Steese Highway / 3rd Street Intersection Major reconstruction to include through lanes and turn lanes on 3rd Street at the intersection with the Steese Highway. Targeted highway improvement to serve Stranded Gas Development Act and construction of gas pipeline.	2					
				3					
				7		500.0			
				4		12,900.0			
				Project Total					0.0
60552	Airport Way	Fairbanks	South Cushman Improvements Reconstruct and widen South Cushman to 5 lanes from Van Horn Road to Gaffney Road. A portion of this project is the interesection at Airport Way.	2					
				3					
				7					
				4					
				Project Total					0.0
60552	Richardson	Fairbanks	Richardson Highway MP 357 Weigh Station Scales New weighing system facility to facilitate simultaneous axle group and gross weight indicaitons for truck weight enforcement. Targeted highway improvement to serve Stranded Gas Development Act and construction of gas pipeline.	2					
				3					
				7	375.1				
				4	9,007.5				
				Project Total					9,382.6
61872	Airport Way	Fairbanks	Airport Way West Improvements Construct intersection improvements along Airport Way between Dale Road and the Parks Highway. Project includes bicycle/pedestrian facilities along Hoselton Road to the Boat Street path.	2	600.0				
				3	1,041.7				
				7	208.3				
				4			4,550.0		
				Project Total					1,850.0

FMATS 2009-2012 TIP

NHS Projects Within FMATS Boundary									
Need ID	Highway	Location	Project Description / Funding Source	Phase	FFY09	FFY10	FFY11	FFY12	Beyond
61422	Steese/ Johansen	Fairbanks	Steese Highway/Johansen Expressway Area Traffic Improvements	2	2,200.0				
			Construct intersection improvements, access and pedestrian improvements to relieve congestion and improve traffic safety in the vicinity of the rapidly developing commercial area in Northeast Fairbanks in the vicinity of the Steese Expressway and the Johansen Expressway. This project contributes to the State's mission by reducing injuries, fatalities, and property damage and by improving the mobility of people and goods (Proposed State Funds in GO Bond)	3	350.0				
				7					
				4					12,450.0
Project Total					2,550.0	0.0	0.0	0.0	12,450.0

FMATS 2009-2012 TIP

Other Major Projects Within FMATS Boundary									
TYPE	Area	Project Description	Section	Phase	FFY09	FFY10	FFY11	FFY12	Beyond
HWY	Fairbanks	3rd Street Widening	DOT	2					
		Widen 3rd Street to five lanes from Hamilton to Minnie Street.		3					
				7		500.0			
				4		10,865.0			
		Project Total					11,365.0		
HWY	Fairbanks	Airport Way West Improvements	DOT	2	600.0				
		Construct intersection improvements at Airport Road, Dale Road, Hoselton Road and the Airport Access Road. Includes bicycle/pedestrian facilities along Hoselton Road to the Boat Street path.		3	1,042.0				
				7					
				4					
		Project Total				1,642.0			
HWY	Fairbanks	Chena Pump Road/Roland Road Right Turn Lane	DOT	2					
		Construct a southbound right turn lane on Chena Pump Road accessing Roland Road. HSIP Project		3					
				7	35.0				
				4	150.0				
		Project Total				185.0			
HWY	Fairbanks	College Road Right Turn Lanes	DOT	2					
		Install a separate right turn lane for westbound traffic at the intersection of College Road/Old Steese Highway, and a new right turn lane creating dual rights for eastbound traffic at the intersection of College Road/Steese Expressway.		3	200.0				
				7		150.0			
				4			1,280.0		
		Project Total				200.0	150.0	1,280.0	
HWY	Fairbanks	College/Antoinette/Margaret Ave. Intersection Reconstruction	DOT	2					
		Reconstruct intersection to align Margaret Avenue with Antoinette Avenue, construct left turn lanes on College Road and replace existing traffic signals. HSIP Project		3	1,800.0				
				7	110.0				
				4			1,330.0		
		Project Total				1,910.0	0.0	1,330.0	

FMATS 2009-2012 TIP

Other Major Projects Within FMATS Boundary									
TYPE	Area	Project Description	Section	Phase	FFY09	FFY10	FFY11	FFY12	Beyond
TBD	Fairbanks	Fairbanks-North Pole Rail Realignment	(DOD)	2					2,000.0
		The Alaska Railroad Corporation (ARRC) proposes to optimize the alignment of mainline and branch track within the Fairbanks Area to improve safety, customer response, and minimize transportation conflicts with the adjacent communities. The project corridor composed of three phases extends from the northwest side of Fairbanks near Sheep Creek to the southeast side of North Pole near Moose Creek . A Memorandum of Understanding between the Fairbanks North Star Borough and ARRC is the guiding policy for implementing this project.							
Project Total					0.0	0.0	0.0	0.0	0.0
HWY	Fairbanks	Johansen Expressway Offset Lighting	DOT	2					
		Relocate existing electroliers on the Johansen Expressway between Danby Street and College Road. HSIP Project		3					
				7					
				4	440.0				
Project Total					440.0				
ARRC	Fairbanks	Joint Tanana Range Access	(DOD)	All phases					
		The Alaska Railroad Corporation (ARRC) in cooperation with the U.S. Military proposes to construct a crossing of the Tanana River to provide year-round access to the military training areas known as the Tanana Flats Training Area (TFTA) and the Donnelly Training Area (DTA). The project will be constructed as the first part of the Nothern Rail Extension (NRE), a project which will extend the Alaska Railroad from Moose Creek to Delta Junction. The Surface Transportation Board (STB) is the lead federal agency for the NRE.							
Project Total									
HWY	Fairbanks	Northern Region Speed Displays	DOT	2					
		Install speed displays at the following five locations: Farmers Loop Road, just north of the Farmers Loop/College Road/University Avenue/Alumni Drive intersection; Johansen Expressway just east of Johansen/Geist/University; Steese Expressway, just north of Steese/Trainor Gate intersection; Badger Loop Road, just north of Richardson Highway at milepoints 10.7 and 11.14.		4	160.0				
Project Total					160.0				

FMATS 2009-2012 TIP

PREVENTIVE MAINTENANCE PROGRAM DETAIL					
Need ID	Location	Project Description / Funding Source	Phase	FFY09	FFY10
	Fairbanks	Load Center Upgrades	2		
		Upgrade 26 load centers that do not require new service poles (10500 each)	7		
			4	272.0	
Project Total				272.0	0.0
	Fairbanks	Load Center Upgrades	2		
		Upgrade remaining 45 load centers (14500 each)	4		230.0
Project Total				0.0	230.0
	North Pole	Load Center Upgrades	2		
		Upgrade 14 load centers (10500 each)	4		147.0
Project Total				0.0	147.0
	Fairbanks	Crack Sealing			
		Est. 40 cracks/mile; 47 miles; 27 LF per crack 1.57/LF	4		80.0
Project Total				0.0	80.0
	Fairbanks	Slurry Seal	2		
		3 million SF (.25/sf)	4		
Project Total				0.0	0.0
	Fairbanks	Fairbanks City Street Pavement Striping			
		Priority 1 - 5 (.30 LF)	4		
Project Total				0.0	0.0
	North Pole	Crack Sealing			
		Est. 40 cracks/mile (1.57 LF)	4		26.0
Project Total				0.0	26.0
	FNSB	Crack Sealing			
		Baylor 1081 LF (1.57 LF)	4		2.0
Project Total				0.0	2.0
	FNSB	Dust Control			
		Kittwake, Goldfinch, Flight Street, All roads in Fairwest, Bethany Street East Birch Hill, Kingfisher Dr, Iniakuk, Madcap Lane 918,500 square feet (.25 sf)	4		
Project Total				0.0	0.0
	Fairbanks	Sign Inventory	2		
			3		
			7		
			4		
Project Total				0.0	0.0

FMATS 2009-2012 TIP

PREVENTIVE MAINTENANCE PROGRAM DETAIL					
Need ID	Location	Project Description / Funding Source	Phase	FFY09	FFY10
	FNSB	Surface Treatment	2		
		Reclaim and double chip Lincolnwood Drive (1.48 sf)	4	89.9	
Project Total				89.9	0.0
	FNSB	Surface Treatment	2		
		Single chip Yak, Eton, Holy Cross, Ithaca 274208 sf	4	218.8	
Project Total				218.8	0.0
	FNSB	Surface Treatment	2		
		Single chip Aztec, Copper St., Charlotte, Vicki Lane 202,600 sf (.80 sf - state forces)	4	161.6	
Project Total				161.6	0.0
	FNSB	Intersection Upgrades	2		
		Upgrade the following: Peede Road and Vincent Court, Peede and Oak Court, Hurst and Newby, Edsson, Timberpark E and W, Virginia (15,000 ea)	4	105.0	
Project Total				105.0	0.0
	FMATS	Video Detection	2		
			4		50.0
Project Total				0.0	50.0

Total Amount Programmed for the Year	847.3	535.0
Total PM Funding in the TIP	699	364.9
Funds available for Programming	-148.3	-170.1

PROJECT NOMINATION PACKAGE

November 28, 2008

PROJECT NAME: FMATS Sign Replacement Project

Primary Sponsor: FMATS

Description: Devise and implement a system to assess all traffic signs in the FMATS area on a regular basis and ensure they are maintained and replaced as need to improve their visibility and increase road safety.

Justification: To increase safety, the FHWA has adopted new traffic sign retroreflectivity sign requirements that apply to public agencies. By January 2012, the State, FNSB and Cities of Fairbanks and North Pole is required to have a sign assessment or management system in place to track sign data and ensure timely sign replacement. The purpose is to maintain a minimum retroreflectivity level of all traffic signs to increase their visibility at night, thereby increasing driver safety. By January 2012, all signs must be inventoried for either an assessment program or an alternative management program that would involve a periodic blanket replacement of all signs regardless of varying ages. By 2015, all ground-mounted regulatory, warning, and guide signs are required to be compliant with the new retroreflectivity requirements and by January 2018, all overhead and street signs must be compliant.

Cost Estimate

Ph2: 400.0

Ph3:0

Ph4: 2,600.0

Total: 3,000.0

PROJECT NOMINATION CRITERIA JUSTIFICATION & SCORE:

- Health and Quality of Life** (Wt. 3) **Score:** _____
This project removes a significant existing negative factor by providing for safer travel for drivers, pedestrians and bicycle riders.
- Safety** (Wt. 5) **Score:** _____
This is a safety project. It will replace signs that do not meet the minimum retroreflectivity standards and remove other hazards that prevent drivers from seeing signs such as low hanging branches, etc.
- Public Support & Contribution** (Wt. 3) **Score:** _____
The State, FNSB and Cities of North Pole and Fairbanks met and discussed this project at a Preventive Maintenance sub-committee meeting. All felt this project would be beneficial to all of FMATS. It is also a project that will fulfill a new federal requirement.
- Cost / Length / AADT** (Wt. 3) **Score:** _____

Not applicable

5. **Functional Class** (Wt. 1) Score: 3
Major Collector

6. **Maintenance and Condition**(Wt. 2) Score: _____
This project provides a significant contribution in lowering operational costs.
With an inventory and tracking system in place, the entities can replace signs in a timely and efficient manner.

7. **Special Considerations** (Wt. 1) Score: _____

North Pole Citywide Pavement Rehabilitation

This is an earmark project (1702). Total federal funding is \$862.6., local match funding is \$85.6.

Current TIP Mod #8

FFY08	PH 2	\$259.7
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Amend the TIP to coincide with the Match Agreement and to initiate the project.

Change to:

FFY09	PH 2	\$220.0
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FFY11	PH 4	\$728.2
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**Cushman/Gaffney/Barnette Funding Scenarios
December 15, 2008**

Current TIP Funding Scenario

Fund Source	Cushman St. 1st to 10th	Gaffney Stage 1	Gaffney Stage II	Barnette 10th to Gaffney	Total Available
GTI	\$500.0				\$500.0
General Fund (Gaff/Cush)	\$4,355.3	\$312.0	\$1,582.7		\$6,250.0
EPA			\$867.3		\$867.3
381 Funds	\$1,165.0			\$350.0	\$1,515.0
Total	\$6,020.3	\$312.0	\$2,450.0	\$350.0	\$9,132.3

Estimate \$2,800.0 to turn Cushman two-way from 1st to 10th with no geometry changes (signals, striping and signs only).

Remaining funding: \$3,220.3 to be used as directed on Cushman Street.

Proposed Funding Changes Based on Updated Estimates

Fund Source	Cushman St. 1st to 10th	Gaffney Stage 1	Gaffney Stage II	Barnette - 10th to Gaffney	Total Available
GTI	\$500.0				\$500.0
General Fund (Gaff/Cush)	\$5,150.0	\$525.0	\$575.0		\$6,250.0
EPA			\$550.0		\$550.0
381 Funds				PH2 \$50.0	
381 Funds	\$955.0			PH4 \$510.0	\$1,515.0
Total	\$6,605.0	\$525.0	\$1,125.0	\$560.0	\$8,815.0

1. This scenario increases the 381 funding for Barnette 10th to Gaffney from \$350.0 to \$560.0 or \$210.0. Subsequently, 381 funding for Cushman Street is decreased by \$210.0.
2. This scenario increases funding on Stage I for actual costs incurred from \$312.0 to \$525.0 and decreases Stage II by same amount (\$213.0).
3. This scenario decreases funding for Gaffney Stage II from \$2,450 to \$1,125.0. The excess of \$794.7 GF is moved to Cushman Street. Remaining EPA funds will be used on Wickersham (\$317.3).
4. Net result is that Cushman Street funding increases \$584.7. Total funding decreases \$317.3 (EPA).
5. Estimate \$2,800.0 to turn Cushman two-way from 1st to 10th with no geometry changes (signals, striping and signs only).
6. Remaining funding: \$3,805.0 to be used as directed on Cushman Street.

Cushman/Gaffney/Barnette Funding Scenarios
December 15, 2008

Changing the Scope of Barnette from 10th to 7th

What if we changed the scope of Barnette to 7th - Gaffney instead of 10th to Gaffney?

Fund Source	Cushman St. 1st to 10th	Gaffney Stage 1	Gaffney Stage II	Barnette - 7th to Gaffney	Total Available
GTI	\$500.0				\$500.0
General Fund (Gaff/Cush)	\$5,150.0	\$525.0	\$575.0		\$6,250.0
EPA			\$550.0		\$550.0
381 Funds				PH2 \$50.0	
381 Funds	\$380.0			PH4 \$1,085.0	\$1,515.0
Total	\$6,030.0	\$525.0	\$1,125.0	\$1,135.0	\$8,815.0

Implications:

1. Moves \$575.0 in 381 Funds from Cushman to Barnette.
2. Estimate \$2,800.0 to turn Cushman two-way from 1st to 10th with no geometry changes (signals, striping and signs only).
3. Remaining funding: \$3,230.0 to be used as directed on Cushman Street.

	Cushman St. 10th to 7th	Barnette Street 10th to 7th
Incremental Cost for two-way this segment only	\$658.0	\$575.0

NOTES:

General Scopes for all Projects

Cushman 1st to 10th: Turn Cushman two-way from 1st to 10th with no geometry changes (signals, striping, and signs. Additional improvements as directed.

Gaffney Stage I: Fire station revisions were complete this fall, turning Cushman two-way from Gaffney to 10th.

Gaffney Stage II: Storm water system upgrade on east Gaffney and striping and signal changes between Cushman and Barnette to turn Gaffney two-way.

Barnette 10th - Gaffney: Signal, signing and striping changes to turn Barnette to two-way.