



POLICY COMMITTEE MEETING

Wednesday, February 15, 2012 10:00 am – 12:00 pm
State of Alaska DOT & PF, 2301 Peger Road, Main Conference Room

1. Call to Order
2. Introduction of Members and Attendees
3. Public Comment Period (3 minute limit)
4. Approval of the February 15, 2012 Agenda
5. Approval of the January 18, 2011 Minutes
6. Committee Reports
 - a. Coordinator's Office Report and Technical Committee Action Items
 - b. FMATS Art Selection Advisory Committee Update and Action Items (Action Item)
 - c. Streamlining Change Orders Subcommittee Recommendations (Action Item)
7. Old Business
8. New Business
 - a. LED Streetlight Conversion PH2 and PH4 Increases (Action Item)
 - b. FMATS ADA Curb Corner Upgrade PH2 Increase (Action Item)
 - c. Noble Street Upgrades PH3 and PH7 Increase (Action Item)
 - d. TIP Administrative Modification #2 (Action Item)
 - e. TIP Contingency Plan (Action Item)
 - f. College Road Corridor Analysis (Action Item)
9. Public Comment Period (3 minute limit)
10. Other Issues
11. Informational Items
 - a. North Pole Road-Rail Crossing Reduction Quarterly Update
 - b. Cushman and Barnette Complete Streets Update
 - c. Helmericks Extension Update
 - d. Surface Transportation Authorization Update
 - e. Obligations/Offset List
12. Policy Committee Comments
13. Adjourn

Next Scheduled Policy Committee Meeting, 10:00 am, Wednesday, March 15, 2012 at the 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 – January 18, 2012

1. Call to Order

Chair Steve Titus called the meeting to order at 10:06 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
* Mayor Jerry Cleworth	City of Fairbanks
* Mayor Luke Hopkins	Fairbanks North Star Borough
* Mayor Doug Isaacson	City of North Pole
* Chad Roberts	City of Fairbanks
* Alice Edwards	ADEC, Air Quality Division
* Mike Musick	FNSB Assembly
** Kellen Spillman	FMATS
** Margaret Carpenter	DOT&PF, Planning
*** Donna Gardino	FMATS Coordinator
*** Mike Schmetzer	City of Fairbanks
*** Ethan Birkholz	DOT&PF, Planning
*** Joan Hardesty	ADEC, Air Quality Division
Janet Brown	DOT&PF, Preconstruction
Barry Hooper	DOT&PF
Anna Plager	Chena River Front Commission
Sue Sprinkle	5 th Avenue Design and Graphics
Dave Hayden	Public
Meadow Bailey	DOT&PF
June Rogers	Fairbanks Arts Association
Mark Fejes	Public
Jim Lounsbury	Pioneers of Alaska, Igloo #4
George Lounsbury	Pioneers of Alaska, Igloo #4
Dermot Cole	Fairbanks Daily News Miner
John Jackovich	Public
Sue Strunka	Public
Joe Strunka	Pioneers of Alaska, Igloo #4
Anne Kristaff	Public
Rodger Hopp	Pioneers of Alaska, Igloo #4
Jim Moody	Public
Ronald Brooks	Public
Vivian Stiver (teleconference)	Representative Tammie Wilson's Office
Other unidentified members of the public did not sign-in	

3. Public Comments:

Mr. George Lounsbury said that he is concerned that the history of Fairbanks needs to be included in projects along the river. Mr. Lounsbury said that he thinks that Pedro, the Barnettes and Captain Adams should be included in the design of the project by Illinois Street.

Mr. Ron Brooks said that, from his understanding, the DOT is going to put an arch downtown in-between the two bridges. Mr. Brooks continued on to say that he is opposed to the arch and feels that this historical site should reflect the history of Fairbanks. Mr. Brooks said that this area is heavily used by the Yukon Quest, the Yukon 800, and has been used for ice skating, curling, crowning the ice king and queen, and ice sculptures in the past. Mr. Brooks said that he is opposed to the use of riprap on the site and encouraged that the area should be kept green and usable by the community of Fairbanks. Mr. Brooks said that the arch does not have any meaning to Fairbanks and encouraged that something with meaning be put on the site.

Mr. Frank McGilvery said that he thinks that something historic should be done on the site; similar to what DOT did out at the Pedro Monument on the Steese Highway.

Mr. Jim Lounsbury said that access to the Chena River from downtown is very important and he would like to see some type of concrete slab or steps to the river. Mr. Lounsbury said that he had many relatives in the past that ice skated on the river and would like to see some way to get machinery onto the river. Mr. Lounsbury said that he would like to see steps on both sides of the river as well as a ramp for the fire department to use.

Mr. Jim Moody said that he was an office engineer on the Wendell Avenue Bridge project and he would like to know more information about what the Illinois Street Reconstruction project involves. Mr. Moody said that he does not like the sculpture and would like DOT to take the sculpture out of the Illinois Street project. Mr. Moody said that he would like the project to include access to the water through some type of grading. Mr. Moody encouraged DOT to go ahead with the dirt work in the project, but decide on landscaping later. Mr. Moody said that this area is more than a unique place to have lunch and would like the arch deleted from the project.

Ms. Sue Sprinkle distributed two handouts to the FMATS Policy Committee, one of the original proposed design of the gateway feature and a proposed landscaping of the apex area. Ms. Sprinkle said that the original landscape architect that designed the gateway feature is Dwayne Adams from Anchorage. Ms. Sprinkle said that she does not feel that there was input from the public on this project and she does not feel that the piece of art is well thought.

Mr. David Hayden said that he was representing the Downtown Association Board and the Board supports not building the gateway feature. Mr. Hayden continued on to say that this project is too important to build until the roads are in place and the public has had an opportunity to decide on an appropriate feature.

Mr. Musick asked Mr. Hayden what he was referring to when he said gateway feature and Mr. Hayden said that he was referring to the sculpture and not the entire landscaping.

Mr. Joe Strunka said that he was perplexed to why people did not know anything about the proposed design of the gateway feature until now. Mr. Strunka said that Fairbanks is called the "Golden Heart City" and he feels that something like a golden heart shaped feature in the apex could be appropriate. Mr. Strunka said that he also feels that possibly small pedestal monuments of the early founders of Fairbanks. Mr. Strunka expressed his displeasure in the current design of the gateway feature and urged it to be deleted from the project.

Ms. June Rogers said that she agrees with a number of the comments that have been made about the arch, but she really appreciates the process and the willingness to hear the opinions of the community.

Mr. Rodger Hopp said that he is with the Pioneers of Alaska and that organization is very interested in what takes place in the City of Fairbanks. Mr. Hopp said that the Pioneers of Alaska would appreciate to be kept informed and up to date on the entire process.

Ms. Anna Plager, Chena River Front Commission, said that the Chena River Front Commission has tried unsuccessfully many times over the past six years with written resolutions through both the City and Borough Mayor's to get the triangle area designed for ease of public use. Ms. Plager said that the Chena River Front Commission is committed to finding a better design for the triangle area and has continued to meet to discuss possible designs for the area. Ms. Plager said that she has met with the new director of Borough Parks and Recreation and he seems completely supportive of the Chena River Front Commission's concerns, particularly regarding public access to and from the river and the sidewalk. Ms. Plager asked the FMATS Policy Committee to pull one free standing feature, the gateway arch, out of the huge Illinois Street Reconstruction project, which was not vetted in a public process. Ms. Plager said that this small park is in the center of downtown and it is the only green space on the downtown roadways. Ms. Plager said that there are plenty of nearby parking lots and this green space is south facing, which is also very important. Ms. Plager said that the open space that will be created in the triangle is larger than the open space of Golden Heart Plaza. Ms. Plager said that there is room in this area for a lot of activities and this area is close to the river. Ms. Plager said that all of the other downtown parks have steep banks with no feasible way to get close to the river in the summer or the winter. Ms. Plager said that if the gateway feature is deleted the public will continue to discuss options for the triangle area and the Fairbanks Arts Association is willing to help. Ms. Plager said that it will be two years before construction is complete and the area is usable, which is ample time to have a design in place. Ms. Plager said that in 2008 the DOT told the Chena River Front Commission that construction on the Illinois Street Reconstruction project would begin during the summer of 2011 and now it is the summer of 2012. Ms. Plager said that the Chena River Front Commission could help guide responsible development for this small slice of green space on the riverfront in downtown Fairbanks.

Mr. Musick asked Ms. Plager how many resolutions were submitted by the Chena River Front Commission. Ms. Plager said that there were three resolutions submitted over six years. Ms. Plager said that she has the resolutions and could distribute copies to the FMATS Policy Committee. Ms. Plager said that the first resolution was passed in 2005 and it was very broad. Ms. Plager said that the second resolution was passed in 2006 and it went into more detail. Ms. Plager said that the third resolution was passed in 2010 and it had to do with the access issue. Ms. Plager said that the gateway feature was not addressed in the resolutions, but discussions were had with DOT regarding the feature.

Mr. John Jackovich said that he is excited to see so many people in attendance and concerned about the triangle space. Mr. Jackovich said that he is very concerned about access to downtown and would like to see more energy and excitement downtown. Mr. Jackovich said that this area will be the gateway to Fairbanks and he thinks that the gateway feature should be closer to the river than is currently designed. Mr. Jackovich said that he also feels that boat access to downtown Fairbanks is also very important.

4. Approval of the January 18, 2012 Agenda

- **Motion:** To approve the January 18, 2012 Policy Committee agenda. (Hopkins, Musick)
- **Vote on the Amended Motion:** None opposed. Approved.

5. Approval of December 21, 2011 Minutes

- **Motion:** To approve the December 21, 2011 minutes. (Roberts, Hopkins)

Mayor Hopkins said that the name Mark Fejes is spelled incorrectly in the minutes. Mr. Spillman said that it has already been corrected.

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

6. Committee Reports

a) Coordinator's Office Report and Technical Committee Action Items

Ms. Gardino discussed several of the highlights of the Coordinator's Office Staff Report including the following:

- Attended a Plack Road meeting with DOT regarding comments from Representative Wilson on avoiding seven parcels. Ms. Gardino said that DOT is looking at the issue and may be able to avoid the parcels, but may have to expand the scope of the project to include the intersection on Plack Road and Nelson Road, as well as rehabilitate the entire roadway
- Attended a Complete Streets Steering Committee
- Attended an Interagency Consultation on the MOVES model for the FMATS Air Quality Conformity
- Attended portions of the Air Quality Symposium
- Forwarded a draft UPWP to DOT for review and continued work on the associated analysis of the performance measures in the LRTP, to quantify the performance of FMATS
- Presented FMATS 101 and recent projects to the Sunrises's Rotary
- Developed a draft scope of services for an RFP on the College Road Corridor study
- Worked with PDC on developing a Safe Routes to School grant application for Woodriver Elementary. Ms. Gardino said that she will be meeting with the College Road Service Area to discuss the grant application on February 21st
- Planned a meeting with DOT regarding 2012 – 2015 TIP Administrative Modification #2 to ensure that there is adequate funding for the Noble Street project in 2014
- Attended a US Transportation policy briefing teleconference.

7. Old Business

There was no old business.

8. New Business

a) North Pole Bike Trail Connections (Action Item)

- **Motion:** To add \$150,000 of offset funding to PH4 of the North Pole Bike Trail Rehabilitation and Connection Project. (Isaacson, Cleworth).

Ms. Gardino said that a project description and associated map are available in the meeting packet. Ms. Gardino said that this project includes sidewalks, shoulders, and pathways to connect certain facilities in the North Pole area. Ms. Gardino said that she recently realized that the shoulders on Park Way are being completed as part of this project and Park Way is going to be rehabilitated as part of the FMATS Preventive Maintenance Program. Ms. Gardino said that she recommends moving the mill and pave to the North Pole Bike Trail Connections project and remove it from the Preventive Maintenance Program. Ms. Gardino said the cost would be \$100,000 to add the mill and pave of Park Way to the project.

Ms. Gardino said that the \$150,000 cost increase is because the design study report is close to being finalized and a better cost estimate was developed.

- **Amendment to motion:** To add \$100,000 from the Preventive Maintenance Project to this project for construction on Park Way. (Isaacson, Cleworth).

Mr. Titus asked if adding this change would affect the schedule of the project. Ms. Gardino said that she talked to the Project Manager this morning and it will not change the schedule. Mr. Titus asked if the two projects have the same project manager. Ms. Gardino said that the projects have different project managers, but they are currently coordinating with each other.

Mr. Musick said that certain sidewalks are only planned to be four feet wide in the project and he does not feel that is wide enough. Ms. Gardino said that four feet is the minimum and she suspects that there are right-of-way issues in those areas and this project does not have a right-of-way phase.

Mayor Isaacson said that it is optimal to have extra space, but some of these areas have a great deal of traffic and getting pedestrians off the road will be a great benefit to public safety, even if the sidewalks are only four feet wide.

Mr. Titus asked if there are going to be any phase 2 issues with adding the mill and pave of Park Way to this project and Ms. Gardino said that she has not been informed of any issues.

- **Amended motion:** To add \$150,000 of offset funding to PH4 of the North Pole Bike Trail Rehabilitation and Connection Project and \$100,000 from the Preventive Maintenance Project for construction of Park Way. (Isaacson, Cleworth).
- **Vote on the motion:** None opposed. Approved.

b) Illinois Street Reconstruction – Gateway Feature (Action Item)

Mr. Titus said that there were a number of interested members of the public at the last FMATS Policy Committee meeting and he thought that it was important for everyone to understand how DOT came to the design of the gateway feature. Mr. Titus introduced Mr. Barry Hooper, DOT & PF, for a presentation on the gateway feature. Copies of the resolutions passed by the Chena River Front Commission, in regards to the gateway feature, were distributed to the FMATS Policy Committee.

Mr. Hooper said the triangle area is located just north of the Chena River and is formed by Cushman Street and the soon to be extension of Barnette Street. Mr. Hooper said that the triangle area itself is DOT right-of-way and it has a drainage and water quality treatment function. Mr. Hooper said that there is a catch basin in the middle of the triangle feature and an outfall half way between the two bridges that will discharge to the Chena River. Mr. Hooper said that the green space is considered an aesthetic open space and there will be an apex feature at the north end of the triangle. Mr. Hooper said that the project is federally funded and all of the features that are being discussed are Transportation Enhancements. Mr. Hooper said that as DOT right-of-way, this area is not considered a park and the primary use is for aesthetics to complement the road project. Mr. Hooper said that other amenities that are included in the project are flag poles, planters, an underpass pathway, and low profile LED lighting.

Mr. Hooper said that the gateway feature is a metal arch approximately 14 feet high that is to be located in the southern portion of the concrete apex feature. Mr. Hooper said that in the middle of the gateway feature is an eight foot platform intended for ice sculptures and electrical facilities are available. Mr. Hooper said that around the area, there are several large planter areas for flower arrangements. Mr. Hooper said that the top of the arch is one foot nine inches wide and will have the word "Fairbanks" written on it in one foot high lettering.

Mr. Hooper said that the triangle area will be surrounded by the current guardrail on the Cushman Street side, which could potentially be removed as part of the Cushman Street Bridge Replacement project. Mr. Hooper said that the existing stairs, off of Cushman Street, will be removed and the area will be re-graded. Mr. Hooper said that from the back of the apex feature you will drop down, at approximately a twelve to one grade, until just north of the pathway where the grade increased to four to one.

Mr. Hooper said that there are two different types of grasses in the triangle feature, which were determined by FNSB Parks and Recreation. Mr. Hooper said that one of the grass types will be mowed and one of the grass types will be left natural.

Mr. Hooper said that in 2005 the Chena River Front Commission passed a resolution containing some recommendations including pedestrian underpasses, access to the river, active park design, inclusion of a landscape architect and a haunch design of the bridge to accommodate bicyclists. Mr. Hooper continued on to say that the environmental document for the project was completed in July 2005 and the preferred option was not to use a haunch design. Mr. Hooper said that in 2006, DOT met with various groups to determine what the goals of the triangle would be, as recommended by the Chena River Front Commission. Mr. Hooper said that these groups included Festival Fairbanks, the City of Fairbanks Police Department, the FNSB Parks and Recreation, the Golden Heart Rotary, the Beatification Commission, and the Chamber of Commerce. Mr. Hooper said that the main theme that came out of the meetings was that a focal point at the north end of the triangle would be established to display ice sculptures.

Mr. Hooper said that in 2006, the Chena River Front Commission passed a resolution that a feature would be designed above the bridge railing, to display ice sculptures in the winter and flower arrangements in the summer. Mr. Hooper said that DOT hired a landscape architect that took the comments from the 2006 meetings as well as the Chena River Front Commission's recommendations and developed a concept plan. Mr. Hooper said that the concept plan was then shown to the Chena River Front Commission and FNSB Parks and Recreation. Mr. Hooper said that the FNSB Parks and Recreation commented on the design that they were concerned that the backdrop was going to be a challenge for skateboarders and asked that it be redesigned. Mr. Hooper said that in 2008, updated streetscape plans were developed by the landscape architect and meetings were conducted with the Army Corps of Engineers. Mr. Hooper said that in the meetings the Army Corps of Engineers wanted a buffer along the river, which was negotiated down to six feet. Mr. Hooper said that also in 2006, another meeting with the Chena River Front Commission took place as well as the finalizing of a maintenance agreement with FNSB Parks and Recreation. Mr. Hooper said that in 2009, another meeting was held with the Chena River Front Commission to discuss how the resolutions were met, and not all of the issues were met. Mr. Hooper said that in 2010, another meeting took place with the Chena River Front commission and FNSB Parks and Recreation resulting in the Chena River Front Commission passing another resolution. Mr. Hooper said that the backdrop of the gateway feature was questioned and agreed that a temporary backdrop, that could be removed, would be added. Mr. Hooper said that in 2011, the plans were finalized and a temporary screen was deemed unpractical because of the size. Mr. Hooper said that the bids were opened in December of 2011 and an Intent to Award has been issued to HC Contractors to construct the project. Mr. Hooper said that the gateway feature itself is a \$50,000 bid item.

Mayor Isaacson asked why the triangle feature would be considered an aesthetic feature and not a park. Mr. Hooper said that DOT owns the right-of-way and the primary purpose of DOT right-of-way is not to be a park. Mayor Isaacson said that it might not be a formal park, but it might function as a park. Mayor Isaacson asked if it is possible to access the river across the riprap. Mr. Hooper said that the slopes are very gentle and it would be possible to access the river across the riprap.

Mr. Hooper said DOT met with the City of Fairbanks Police Department and they indicated that they needed a good view of the area to be able to police it. Mr. Hooper said that there will also be low level LED lighting along the pathway. Mr. Hooper said that the original engineer's estimate on the gateway feature was higher than the bid. Mayor Isaacson asked what the options would be if the current design of the gateway feature is deleted from the Illinois Street Reconstruction project. Mr. Hooper said that the FMATS Policy Committee could delete the feature and then form some type of committee to look at a new feature.

Mayor Hopkins said that the area in question is not a borough park. Mayor Hopkins asked what the original estimate of the gateway feature was and Mr. Titus said that the original engineer's estimate was \$325,000. Mr. Titus noted that the entire engineer's estimate on the project was very close to the bid of the contractor and he feels that the discrepancy, for the gateway feature, is in the rest of the job, somewhere. Mayor Hopkins asked if new guardrail would be added to the project and Mr. Hooper said that the guardrail on the Cushman street side would remain, but there would be new guardrail added to the Barnette Street side. Mr. Hooper noted that there will be a break in the Cushman Street guardrail where the existing stairs are located. Mayor Hopkins asked if the permit from the Army Corps of Engineers requires the vegetation to be natural and Mr. Hooper said that the vegetation must be natural within six feet of the river. Mayor Hopkins said that the Borough requested that the riprap be filled in with smaller rock so that people could walk down to the river if they wanted. Mayor Hopkins asked if the hardscape features around the apex area are included in the maintenance agreement with the borough and Mr. Hooper said that everything in back of the sidewalk is included in the agreement. Mr. Hooper said that the City of Fairbanks will maintain the sidewalk area.

Mayor Hopkins said that he would like to make a motion and Mr. Titus asked Mayor Hopkins not to make a motion, for the moment, to see if there was any other discussion. Mr. Musick asked if there was any consideration for ADA access to the triangle area. Mr. Hooper said that ADA access was considered when designing the pathways and the apex feature, but was not considered in designing greenspace. Mr. Hooper said that there is not ADA compliant access into the triangle.

Mr. Hooper, using the assistance of slides, explained the future location of the pathway, pointing out that it will go under the Barnette Street Bridge and the Cushman Street Bridge. Mr. Roberts asked if there is any access from the Cushman Street Bridge to the pathway and Mr. Hooper said that there is not access from Cushman Street.

Mayor Hopkins said that he still does not understand why the triangle area is not to be called a park, because the area is intended for park type usage. Mr. Hooper said that DOT does not maintain parks, but people could use the area as a park. Mr. Hooper continued to say that there could be some legal consequences for DOT if it were called a park, using the example of the environmental document on the Cushman Street Bridge project.

Mayor Isaacson asked if it would be possible to place interpretive signs along the pathway that commemorate important events along the Chena River. Mr. Hooper said that there would be an opportunity to place signs.

Mayor Cleworth asked if there is any danger of inundation of the bike path and Mr. Hooper said that there is a high probability of inundation, but the frequency is unknown. Mr. Titus noted that there is also a possibility of the LED lights going under water. Mayor Cleworth said that the lights could be placed on the underside of the bridge. Mr. Hooper said that the City of Fairbanks provided the design for the lighting and that is something that could be looked at.

Mayor Hopkins said that the bike path lighting is under the Borough maintenance agreement and he would be glad to transfer it.

Mr. Titus said that the presented timeline shows that there has been a great deal of interaction between people and various entities around Fairbanks. Mr. Titus said that a number of the comments were addressed and asked Mr. Hooper to better describe a haunch bridge design. Mr. Hooper said that a haunch bridge design would be basically an arch under the bridge for additional clearance where the bike path goes under the bridge. Mr. Hooper said that the costs and additional impacts were considered and this feature was not included.

Mr. Titus said that there was been a great deal of interest in this feature and there are now three options: 1) do nothing and keep the gateway feature in the project, 2) take the gateway feature out, but leave the platform and planters as shown, or 3) take the feature out and establish a process to do something different. Mr. Titus said that the gateway feature is art and it has created a wonderful dialogue about art. Mr. Titus continued on to say that if the feature is deleted a process, similar to the AIPP (Art in Public Places) process, could be established to select a new feature. Mr. Titus said that DOT considers features, like the gateway feature, to be enhancements. Mr. Titus said that FHWA would pay for any of the enhancements, but the process is not under the One-Percent Art process. Mr. Titus said that the FMATS Policy Committee needs to listen to the community and come up with a palatable solution.

- **Motion:** To delete the Gateway Feature bid item from the Illinois Street Reconstruction Project and pursue replacing the deleted feature with a different public feature. (Hopkins, Musick).

Mayor Isaacson said that he agrees with the motion, but feels that it is important to define how a suitable replacement feature would be selected. Mayor Hopkins said that he feels that a replacement process should be taken care of in a separate motion. Mayor Hopkins said that the AIPP process is quite cumbersome and long and FMATS does not have a policy on the issue. Mr. Titus said that he does not see any harm in just removing the gateway feature. Mayor Hopkins said that he feels that it is important to leave in the planters at this point.

Mr. Roberts asked if the raised platform would be removed and Mayor Hopkins said that the intent of the motion was to just delete the gateway feature and the foundation structure. Mayor Isaacson said that if the concrete were to remain then it would serve the feature of ice art, until another replacement feature was constructed. Mr. Titus said that the metal hoop would be removed and the foundation that was designed to support the metal hoop would also be removed. Mr. Titus said that his interpretation of the motion is to have the concrete pedestal stay and Mayor Hopkins agreed.

Mayor Isaacson asked if there should be a deadline on a replacement feature. Mr. Titus said that a deadline could be addressed in a separate motion.

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

Mr. Titus said that the construction department would be able to convey this change to the contractor.

Mayor Hopkins said that he feels that the community would be able to more rapidly to address a replacement feature, through some process, rather than opting to go through the AIPP process. Mayor Hopkins continued on to say that in the future, FMATS should look into implementing an AIPP process, but not for this particular project. Mr. Titus said that he has given this issue a great deal of thought and has been involved with the AIPP process for many years. Mr. Titus continued on to say that he feels that a better and timelier process could be put together through the FMATS Coordinator's Office. Mr. Titus said that he envisions a committee forming and members from the public deciding on a feature. Mr. Titus said that the committee would have to have a budget and RFP's would have to go out. Mr. Titus said that the committee would evaluate proposals and select an option. Mr. Titus said that he feels the best way to add a selected feature to the project is through a change order. Mr. Titus said that the construction manager, Maureen Carey, would be responsible for making sure that the work gets completed through the contract.

Mayor Isaacson asked Mr. Titus who should be responsible for the committee and Mr. Titus said that he feels the FMATS Coordinator should be the Chair of the Design Committee.

- **Motion:** To have the FMATS Coordinator establish a committee to pursue a selection process, including input from the Fairbanks community, for a public feature not to exceed the amount of \$100,000 and be included within the Illinois Street construction project timeline. (Hopkins, Cleworth).

Mayor Isaacson asked when the Illinois Street Reconstruction project will be completed and Mr. Hooper said that the project will be completed prior to October 2013. Mayor Isaacson asked who would be selected for the Design Committee and Ms. Gardino said that she would ask for volunteers to be on the committee from the entities that have expressed interest. Mr. Titus said that the appropriate technical support will be provided for the Design Committee.

Mayor Isaacson asked if \$100,000 would be sufficient for the feature. Ms. Gardino said that the project is de-obligating \$821,000, because of the low bid, and there is roughly \$535,000 of de-obligated funding available to date. Ms. Gardino said that there is also federal funding available that cannot be obligated this year. Mr. Titus said that there is \$50,000 that is already in the project and another \$50,000 needs to come out of de-obligated funding for the new feature.

Mayor Cleworth said that he is unaware of what the sculpture in Golden Heart Plaza cost, but he think that it is way more costly than \$100,000. Mayor Cleworth asked if it would be better to take out the dollar amount and let the committee decide on a project, without the \$100,000 limit. Mayor Cleworth asked Mayor Hopkins if it was his intent to let the Design Committee explore options and come back to the FMATS Policy Committee or to put a \$100,000 limit on the project. Mayor Hopkins said that it was his intention to put funding towards the process and it gives the committee a budget to start with. Mayor Cleworth asked if it would be prudent to put a timeline on the project so there is a feature in place before construction is completed.

- **Amendment to the motion:** and to have FMATS Staff report back one year from today with a project. (Cleworth, Isaacson).

Mr. Titus said that he thinks that it would be possible to get monthly updates from the FMATS Coordinator, but he would not want to put a time limit on the contractor to complete something out of his normal construction sequence. Mr. Titus said that he thinks it would be reasonable to expect a feature in place by October of 2013, when the road opens. Mr. Musick said that he is reluctant to constrain the cost of the new feature. Mr. Musick continued on to say that it would be possible to look to the community for funds, if more funds are needed.

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

Mr. Roberts said that he feels the intent of the \$100,000 was to get the process going and a year from now it would be possible to add additional funding to the project, if needed. Mr. Roberts asked if the FMATS Policy Committee would like to define the size and selection process of the Design Committee. Mayor Hopkins said that he believes that Ms. Gardino will put something together and come back to the FMATS Policy Committee in a month. Ms. Gardino said that she feels comfortable selecting the committee. Ms. Rogers said that typically seven people are on a selection committee. Ms. Gardino said that the Borough needs to be involved also because they must maintain the new feature. Mr. Titus said that he suggests the FMATS Coordinator come back in a month with an update on the process.

- **Amended motion:** To have the FMATS Coordinator establish a committee to pursue a selection process, including input from the Fairbanks community, for a public feature not to exceed the

amount of \$100,000 and be included within the Illinois Street construction project timeline and have FMATS Staff report back one year from today, with a project. (Hopkins, Cleworth).

- **Vote on the amended motion:** None opposed. Approved.

9. Public Comments:

Mr. Ronald Brooks said that he was curious about the grade raise off of Terminal Street and where the culverts were located. Mr. Brooks said that he is also concerned about the five-legged intersection and ease of pedestrian use through the intersection. Mr. Titus said that Mr. Brooks should visit with Mr. Hooper after the meeting to properly address his questions.

Mr. Joe Strunka thanked the FMATS Policy Committee for deleting the “hoopway arch.” Mr. Strunka said that he would like to direct attention to Mr. Harrie Hughes, who acquired the property for the Pioneer Home and Pioneer Park. Mr. Strunka said that those two projects are still in development and he feels that the triangle area will also grow.

Mr. George Lounsbury thanked the FMATS Policy Committee for the deletion of the gateway feature. Mr. Lounsbury continued on to say that the statue at the Pioneer Home cost approximately \$80,000.

Ms. June Rogers thanked the FMATS Policy Committee for the deletion of the gateway feature. Ms. Rogers said that people work together very well in Fairbanks and she thinks that was evident in this whole process.

Mr. Jim Lounsbury said that he thinks that it is very important that when riprap is put in that it is actually keyed in and if it is not keyed in it will wash out. Mr. Lounsbury said that he does not think that it would be very good to build a sun shade, but he thinks that trees should be used to shade ice sculptures from the sun. Mr. Lounsbury said that he thinks that the feature should be in the middle of the triangle area so it is not a hazard to traffic.

Mr. John Jackovich thanked the FMATS Policy Committee for deleting the gateway feature. Mr. Jackovich said that so much of enthusiasm of Fairbanks has come from the river and he would like to see the river involved in the design of the triangle area. Mr. Jackovich continued on to say that multiple activities have occur on the river in the past, such as curling, dog mushing, and ice pageant contests and he would like to see more of these activities. Mr. Jackovich said that it is one of his priorities to get people down to the river and back up to the community.

Mr. Dermot Cole said that he thinks that the deletion of the gateway feature was a good decision, but he was still concerned about not mowing grass in half of the park and no access to the river. Mr. Cole said that he didn't think that there was any public conversation with the Army Corps of Engineers regarding river access in the area.

Ms. Anna Plager said that she feels good to be a part of the community after the decision of the FMATS Policy Committee and the showing of public support. Ms. Plager thanked Mr. Dermot Cole for his attention to the triangle area. Ms. Plager asked if the Borough Parks and Recreation Department would have any latitude to make design changes to the triangle area and Mr. Titus said that it might be an option after the project is completed. Mayor Hopkins said that the maintenance agreement could be modified by an agreement by both parties. Ms. Plager said that the Chena River Front Commission could offer the newly formed design committee any support that they need. Ms. Plager said that she feels that a great deal of this confusion, regarding the gateway feature, could have been avoided if DOT had a landscape architect on staff.

10. Other Issues

There were no other issues.

11. Informational Items

a) CMAQ Call for Project Nominations Open until February 13, 2012

Ms. Gardino said that a call for CMAQ project nominations is open until February 13 for the Fairbanks Area PM_{2.5} Non-Attainment Area. Ms. Gardino said that there will be between \$1.5 million and \$3 million in available funding and that there is more information on the Fairbanks North Star Borough website.

b) Surface Transportation Authorization

Ms. Gardino said that she attended a transportation policy briefing but the House bill has not yet been released. Ms. Gardino said that the House bill is expected to be released by the end of February or the beginning of March. Ms. Gardino said that the Senate bill has passed the EPW, and the Commerce committee has moved forward on their portion, but the Transit section has not been worked on. Ms. Gardino said that the Senate version is 2 years, the House version is 5 years, and she believes that they have found the appropriate funding for both.

Ms. Gardino said that AMPO is putting together a letter, with Congressman Young as a co-signer, to ask the House not to dissolve small MPO's.

c) Obligations/Offset List

Ms. Gardino said that obligations are at 1%, but phase 2 of University should be obligated soon. Ms. Gardino said that South Cushman Mitchell to Sanduri is currently out to bid.

12. Committee Comments.

Mayor Isaacson said that he appreciates the work that the Policy Committee has done. Mayor Hopkins said that North Pole, Alaska was mentioned in Parade Magazine.

Mr. Musick said that it was great to see the process work and he appreciates the public attending the Policy Committee meetings.

Mayor Hopkins said that he feels that the FMATS Policy Committee worked well through the gateway feature issue. Mayor Hopkins continued on to say that the funding available for CMAQ projects will relate to PM_{2.5} reduction. Mayor Hopkins said that an air quality symposium was just held in Fairbanks and the SIP is due in December of 2012.

Mr. Titus thanked the FMATS Policy Committee for the work on the gateway feature. Mr. Titus said that he feels that a policy might be needed for the MPO to address "enhancements" in projects. Mr. Titus said that this might be an issue that could be delegated to the FMATS Technical Committee to start coming up with some ideas. Mr. Titus said that the DOT and the City of Fairbanks, who do most of the designing, need some direction on enhancements. Mr. Titus said that the legislative session has started.

Mayor Cleworth said that he really appreciates the presentations on specific projects and they are very helpful to him. Mayor Cleworth asked if it would be possible to get presentations on the Danby Roundabout and the mill and pave on Airport Way. Mr. Birkholz said that the mill and pave will be on University Avenue this year and Airport Way in a year or two. Mr. Birkholz said that the Danby project will not be constructed this year. Mayor Cleworth said that if the FMATS Policy Committee ever wants a presentation from the City of Fairbanks they would be happy to do that. Mayor Cleworth said that the

Cushman - Barnette Complete Streets project is slated to go to construction in 2013 and maybe a brief presentation should be put on the agenda for next month. Mr. Titus said that the DOT would be happy to make a presentation on any project either inside or outside the MPO.

Mr. Musick asked Mayor Cleworth if the Complete Streets project extends to the north side of the Chena River. Mayor Cleworth said that there is a section of Cushman Street, just north of the Chena River, that is not being done and it may be part of the Complete Streets project.

Mayor Hopkins asked for an update on the section of Cushman Street that is not being done. Mayor Cleworth said that the section of Cushman and the sidewalks, north of the Chena River, could easily be put into the Complete Streets project.

Mr. Roberts said that he was pleased to see the flexibility of the FMATS Policy Committee.

13. Adjourn

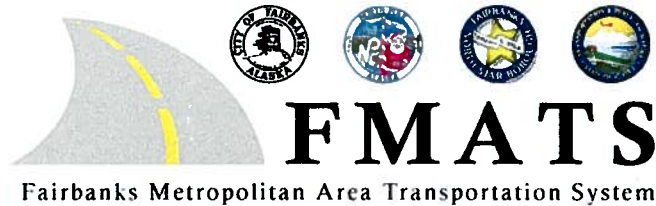
- **Motion to adjourn:** (Isaacson, Hopkins). Approved. Adjourned at 12:16am.

Next Scheduled Policy Committee Meeting, 10:00 am, Wednesday, February 15, 2012 at the DOT&PF Main Conference Room.

Approved: _____

Steve Titus, P.E., Chair
FMATS Policy Committee

Date: _____



February 2012 FMATS Staff Report

Meetings

- ✚ Attended the Technical Committee Meeting and the Policy Committee Meeting, reviewed meeting minutes
- ✚ Prepared all meeting packets for Technical/Policy Committee Meetings
- ✚ Attended pre-Policy committee meetings with the City of Fairbanks, FNSB and State
- ✚ Prepared all meeting backup documentation for the February meetings
- ✚ Posted ads on the State's online public notice system, the Fairbanks North Star Borough's online Public notice system, requested newspaper advertisements, and placed Public Service Announcements on the radio for both the routine Policy and Technical Committee meetings
- ✚ Prepared all Title VI reports for November
- ✚ Attended the Transportation Committee weekly meeting: presentation on rural aviation, the Dalton Highway, and Piles for the NRE Bridge
- ✚ Attended the Project Status update meeting
- ✚ Attended three Complete Streets Steering Committee meetings
- ✚ Attended the Safety Task Force Meeting at University Park Elementary School
- ✚ Attended the City Council Meeting regarding the MPO support resolution
- ✚ Facilitated the Streamlining Change Orders meeting for Illinois Street
- ✚ Met with DOT & PF regarding an avenue for banking FFY12 and FFY13 funds
- ✚ Attended the teleconference on the Transit Corridor Study for Interior Alaska
- ✚ Attended a coordination meeting with the City and the FNSB regarding Graehl subdivision improvements
- ✚ Facilitated the first FMATS Art Advisory Committee meeting
- ✚ Coordinated comments on the Noble Street DSR
- ✚ Facilitated the first Bike to Work Week planning meeting
- ✚ Attended the Alaska Railroad Open House

Correspondence and Communication

- ✚ Forwarded the quarterly UPWP report to DOT & PF for their review and comment
- ✚ Submitted comments on the Draft DSR for Noble Street Upgrades

Filing

- ✚ Filed meeting items and correspondence

Organization

- ✚ Developed committee polices for the FMATS Art Advisory Committee

Public Outreach

- ✚ Discussed the Arts Committee with the Fairbanks Daily News-Miner and forwarded information to KUAC and the Newsminer regarding the meeting

Agency Relationships

Strategic Planning

- ✚ Developed a draft request for proposal for a College Road Corridor Study
- ✚ Reviewed the prioritization draft of the Non-Motorized Transportation Plan

Short-Range and Tactical Planning

- ✚ Worked with PDC on the SRTS Grant Application for Woodriver School
- ✚ Worked with DOT & PF on a memo to bank FMATS' funds
- ✚ Finalizing the Performance Measures Analysis report

Funding

- ✚ Finalized TIP Administrative Modification #2 and developed a memo for the DOT's consideration on banking funds
- ✚ Submitted a CAPSIS request to the legislature
- ✚ Assisted the City on CMAQ grant applications

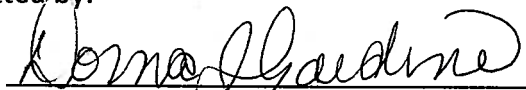
Legislation

- ✚ Attended an AMPO briefing on the House Transportation Bill and reviewed the bill (American Energy and Infrastructure Jobs Act)

Training

- ✚ Attended a Webinar on using Social Media Strategies and Walkability for Older Pedestrians

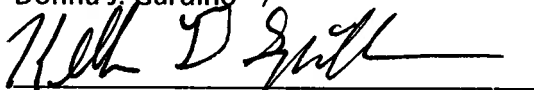
Submitted by:



Donna J. Gardino

2.8.12

Date



Kellen D. Spillman

2-8-12

Date



**FMATS Technical Committee
Action Items
02.01.12**

Motion: To recommend to the Policy Committee to approve the recommendations of the Streamlining Change Order Committee for Illinois Street. (Birkholz/Bell). None opposed. Approved

Motion: To recommend to the Policy Committee to approve a PH2 increase of \$69,000 for the LED Street-light Conversion project and a PH4 increase of \$750,000, using offset funding. (Pristash/Schmetzer). None opposed. Approved.

Motion: To recommend to the Policy Committee to approve a PH2 increase of \$20,000 for the FMATS ADA Curb Corner Project, using offset funding. (Schmetzer/Pristash). None opposed. Approved.

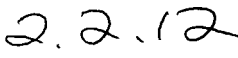
Motion: To recommend to the Policy Committee to approve a PH3 increase of \$110,000 for the Noble Street Upgrades project and a PH7 increase of \$500,000, using FCTP funding. (Schmetzer/Bell). None opposed. Approved.

Motion: To recommend to the Policy Committee to approve TIP Administrative Modification #2 as presented. (Hernandez/Hardesty). None opposed. Approved.

Motion: To recommend to the Policy Committee to approve the College Road Corridor Analysis Scope of Services, as amended, and to provide offset funding of up to \$150,000 for the project. (Birkholz/Schmetzer). None opposed. Approved.



Donna J. Gardino
Chair, FMATS Technical Committee



Date





TO: Policy Committee
FROM: Donna Gardino, FMATS Coordinator
DATE: 1.30.12
SUBJECT: Art Selection Advisory Committee

The Policy Committee, via an action item at the 1.18.12 meeting directed the following:

To have the FMATS Coordinator establish a committee to pursue a selection process, including input from the Fairbanks community, for a public feature not to exceed the amount of \$100,000 and be included within the Illinois Street construction project timeline and have FMATS Staff report back one year from today, with a project.

The group will guide the selection of the new art to be located in the grassy area between Cushman and Barnette Streets, just north of the Chena River. To that end, I have appointed an ad-hoc committee comprised of the following members:

- ◆ June Rogers, Fairbanks Art Association
- ◆ Mark Fejes, Community Artist
- ◆ Amy Nordrum, Downtown Association
- ◆ Ron Inouye, Historian, Community Member
- ◆ Kelley Hegarty Lammers, Chena Riverfront Commission
- ◆ George Lounsbury, Pioneers of Alaska, Igloo #4
- ◆ Julie Engfer, Festival Fairbanks
- ◆ Sue Sprinkle, Graphic Designer
- ◆ Carol-Ann Newcomer, Doyon

To assist the group, I have also obtained staff support to assist in facilitating this project as follows:

- ◆ Michael Bork—Director, FNSB Parks and Recreation
- ◆ Meadow Baily, Public Information Officer, DOT & PF
- ◆ Maureen Carey, PLA, Construction Project Manager, DOT & PF
- ◆ Margaret Carpenter, Transportation Planner, DOT & PF
- ◆ Kellen Spillman, Planner, FMATS
- ◆ Michael Schmetzer, P.E., Director of Public Works and Engineering, City of Fairbanks

I will keep you informed as the process progresses. The first meeting is February 2, 2012 at Noon in the City Council Chambers.





**FMATS Art Selection Advisory Committee
Action Items
02.02.12**

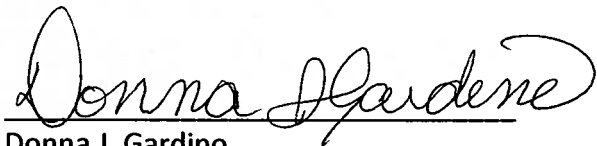
Motion: To accept the FMATS Art Selection Advisory Committee as presented, with the Chair casting a vote only to break a tie. (Hegarty-Lammers, Sprinkle) None opposed. Approved.

Motion: To recommend to the Policy Committee to expand the potential location of the art work to the entire grassy area between Cushman and Barnette Street, just north of the Chena River. (Sprinkle, Rogers). None opposed. Approved.

Motion: To recommend to the Policy Committee to extend the deadline of the art feature completion by one year, to September of 2014. (Fejes, Newcomer) None opposed. Approved.

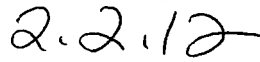
Motion: To recommend to the Policy Committee that the budget for the gateway feature be reinstated to the original Engineer's Estimate of \$325,000, submitted by the professional landscape architect at Design Alaska. (Hegarty-Lammers, Sprinkle) None opposed. Approved.

Motion: To approve the Committee Operating Procedures, as amended. (Sprinkle, Rogers) None opposed. Approved.



Donna J. Gardino

Chair, FMATS Art Selection Advisory Committee



Date



Streamlining Subcommittee for Illinois Street Reconstruction

Committee: Donna Gardino, Bob Pristash and Ethan Birkholz

Staff: Kellen Spillman

Meeting Summary: The committee convened on January 19, 2012 and came up with the following recommendations on how to handle changes during construction on the Illinois Street Reconstruction Project.

The Authority of the FMATS Staff is up to 10% of the contract amount.

The Authority of the Technical Committee is up to 15% of the contract amount.

Anything over 15% of the contract amount will be sent to the Policy Committee for approval.

All authority levels are cumulative.

Any changes approved by Staff or the Technical Committee will be shared with the Policy Committee at the meeting after which the approval occurred.

All changes will be brought to the Policy Committee after seasonal shutdown for their information. A review of the project's progress and anticipated changes, overruns and underruns to be addressed over the winter or in the next construction season will be presented by the DOT & PF to the Policy Committee for discussion.

A new policy for the second construction season may be addressed after seasonal shutdown in 2012.

The FMATS Coordinator will attend weekly meetings with the Construction Staff to be advised of project progress, issues and changes.

Donna J. Gardino

From: Organeck, Jeff C (DOT) [jeff.organeck@alaska.gov]
Sent: Friday, January 20, 2012 9:51 AM
To: Gerald S. Colp; Donna J. Gardino
Cc: Robert H. Pristash
Subject: RE: FMATS Preliminary Electrical Drawings

Donna,

I have reviewed the below request for additional fees. This looks reasonable to me, and I approve of the request. Please make arrangements to have this approved at the next FMATS meeting in addition to the request from the City for additional fees that you and I discussed recently.

-Jeff Organeck

From: Gerald S. Colp [mailto:gscolp@ci.fairbanks.ak.us]
Sent: Thursday, January 19, 2012 2:14 PM
To: Organeck, Jeff C (DOT)
Cc: Robert H. Pristash
Subject: FW: FMATS Preliminary Electrical Drawings

Jeff,

See attached request for additional electrical design services, Phase II, funding in the amount of \$4,000 received yesterday from our Consultant.

I recommend approval and addition to the City's request for the \$65,000 Phase II funding increase for a total Phase II MOA funding increase of \$69,000. This retrofit work is not easy to estimate and I appreciate their efforts to make workable sense from less than complete record information and then design fixes.

Jerry

From: Sharp, Dennis [mailto:DSharp@whpacific.com]
Sent: Wednesday, January 18, 2012 1:23 PM
To: Gerald S. Colp
Cc: Dallis, Park; Velleca, Sandi
Subject: FMATS Preliminary Electrical Drawings

Jerry,

Attached please find two files. The first is our preliminary 95% drawings. Please review and provide any comments. We will attempt to incorporate any requested changes as well as providing the special provisions narrative in the official 95% submittal on 1/30/12.

The second file is the backup data showing our expenses to date for the design phase of this project as well as our anticipated hours required to complete. This shows us exceeding our present NTE amount by just under \$4000. As we discussed on the phone, we'd like to increase the NTE of the contract by this amount.

Also, as we discussed on the phone, we will not be delivering the 100% submittal on 2/16/12 as previously agreed as you are not anticipating having the 95% submittal comments back to us until the end of February. We will set a new submittal date at that time but anticipate it will likely be 7-10 days after our receipt of the 95% submittal comments.

Thanks,
Dennis

Donna J. Gardino

From: Gerald S. Colp
Sent: Tuesday, January 17, 2012 2:30 PM
To: 'Organek, Jeff C (DOT)'
Cc: Robert H. Pristash; Michael J. Schmetzer; Donna J. Gardino; Margarita R. Bell
Subject: RE: Phase 2 Increase for FMATS LED Stage II (63559)
Attachments: LED2 PE Estimate2.xls

Jeff

A Phase 2 funding increase is requested for an additional \$65,000 to complete the FMATS LED Street Lighting Conversion Stage II project design, revising our current MOA reimbursement authorization from a maximum amount of \$170,000 to \$235,000. See "Attached Cost Estimate per Task". The funding increase is required due to the following reasons:

- The scope of the electrical code issues was greater than expected as determined by the Electrical Code Compliance Evaluation completed last year by the City's electrical consultant, resulting in additional design efforts.
- The impact of the electrical code compliance work has required significantly more environmental work than anticipated for NEPA approval of the environmental document.
- The extent of the work to update City records with modified circuitry and new street lighting fixtures was significantly greater than anticipated after the major work in 2010 under the Fairbanks / North Pole Load Center Upgrades Stage II Project and the FMATS LED Street Lighting Conversion Project (Stage I). These database and mapping updates were necessary before new work preparation could begin.

A phase 4 funding increase will follow within the next week or so.

Your favorable consideration is appreciated.

Jerry

Donna J. Gardino

From: Gerald S. Colp
Sent: Thursday, January 26, 2012 3:21 PM
To: Organeck, Jeff C (DOT)
Cc: Donna J. Gardino; Robert H. Pristash; Michael J. Schmetzer
Subject: Phase 4 Increase for FMATS LED Stage II (63559)
Attachments: LED2 prelim Engr Est.pdf

Jeff

A Phase 4 funding increase is requested for an additional \$750,000 for construction of the FMATS LED Street Lighting Conversion Stage II Project. This increases program funding from \$1,500,000 to \$2,250,000. See attached Preliminary Engineer's Estimate. The funding increase is required for electrical code compliance work. The extent and cost of this work was unknown at the time that construction funding was programmed.

The nature of the code compliance issues is bonding and grounding. We currently anticipate replacing 16,000 LF of street lighting circuit conductor to establish grounding back to load centers, bonding 261 metal poles from luminaires to base, and adding 12 ground jumpers for messenger wire at wooden poles. This represents 273 of 815 luminaires require electrical work or 33% of locations have code issues. The work represents greater than half the project costs.

In spite of our efforts to trim costs, reducing the original number of luminaires to be replace from approximately 1,130 to 815, postponing that work to future projects (mostly pending projects), we still cannot stay within budget and need an funding increase.

Your favorable consideration is appreciated.

Jerry

Donna J. Gardino

From: Helena R. Byard
Sent: Tuesday, January 17, 2012 5:08 PM
To: Michael J. Schmetzer
Cc: Robert H. Pristash; Donna J. Gardino
Subject: RE: Construction Estimate ADA

Construction estimate for stage 2: \$600,000

Lowest bid for stage 1 construction: \$722,520

Stage 1& Stage 2, construction: \$1,322,520

Allocated budget, design, stage 1 & stage 2: \$160,000

Spent so far, stage 1 & stage 2 (as of 12/31/11): \$155,731

$\$155,721 / \$1,322,520 * 100 = 11.8\%$

$15\% * \$1,322,520 = \$198,378$

Bob suggested that we request an additional \$20K for design.

From: Michael J. Schmetzer
Sent: Tuesday, January 17, 2012 1:13 PM
To: Helena R. Byard; Robert H. Pristash
Subject: Construction Estimate ADA

Got a call from ADOT, concerned we are about to go over budget on ADA. What is the construction estimate for Phase II?

Michael Schmetzer, P.E.

City Engineer & Public Works Director
City of Fairbanks
800 Cushman Street, Fairbanks, AK 99701
Desk: (907) 459-6759 / Cell: (907) 590-3701 www.ci.fairbanks.ak.us

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26 COST ESTIMATE

The estimated project construction costs are shown in the table below. See Appendix A for the preliminary construction cost estimate.

Table 8 – Total Project Cost Estimate

Phase 2: Design	\$ 2,225,247
Phase 3: Right-of-Way	\$ 410,000
Phase 7: Utilities	\$ 1,000,000
Phase 4: Construction	\$ 7,067,000
Total Project Cost	\$10,702,247

FMATS 2012 - 2015 TIP - Administrative Modification #2

January 23, 2012

Project	PAGE	PHASE	AMOUNT	FUNDING					
FFY12									
College Road Rehabilitation	1	3	\$300.0	College	Change funding from GF to FCTP				
College Road Rehabilitation	1	3	\$20.0	FCTP	Increase PH3 per latest estimate				
College Road Rehabilitation	1	4	\$4,200.0	College	Move from FFY12 to FFY13				
College Road Rehabilitation	1	4	\$2,142.3	FCTP	Move from FFY12 to FFY13				
College Road Rehabilitation	1	4	\$357.7	FCTP	Increase PH4 to \$7 million per latest estimate				
FMATS LED Streetlight Conversion	1	2	\$69.0	Deob	Increase PH2				
FMATS LED Streetlight Conversion	1	4	\$750.0	Deob	Increase PH4				
Noble Street Upgrades	4	3	\$300.0	FCTP	Move the 1702 funding to University and use FCTP				
Noble Street Upgrades	4	3	\$110.0	FCTP	Increase PH3 from \$300.0 to \$410.0				
Noble Street Upgrades	4	3	\$410.0	FCTP	Move from FFY12 to FFY13				
Noble Street Upgrades	4	7	\$500.0	FCTP	Move the 1702 funding to University and use FCTP				
Noble Street Upgrades	4	7	\$500.0	FCTP	Increase PH7 from \$500.0 to \$1,000.0				
Preventive Maintenance	5	7	(\$10.0)	FCTP	PH7 not needed this FFY12; move to PH4				
Preventive Maintenance	5	7	(\$100.0)	FCTP	Move \$100.0 from PM to North Pole Bike Project				
North Pole Bike Trail Rehabilitation	9	4	\$100.0	FCTP					
North Pole Bike Trail Rehabilitation	9	4	\$150.0	Deob	Add \$150.0 based on latest estimate				
University Avenue Widening	7	2	\$1,478.3	FCTP					
University Avenue Widening	7	2	\$1,705.8	Earmark	1702 AK092 - \$705.8, AK129-\$1.98 and AK174 - \$999.8				
University Avenue Widening	7	2	\$1,815.8	GCTP					
Wendell Avenue Bridge	7	2	\$732.0	FCTP	Move from FFY12 to FFY13				
COF Curb Corner Upgrades	11	2	\$20.0	Deob	Increase PH2				

FMATS 2012 - 2015 TIP - Administrative Modification #2

January 23, 2012

Project	PAGE	PHASE	AMOUNT	FUNDING					
FFY13									
CTP and TRAAK Funding Allocation	20		\$8,960.5	\$11,376.0	Increase total allocation by \$2,415.5				
CMAQ Funding Allocation	20		\$767.0	\$1,000.0	Increase CMAQ allocation by \$233				
Illinois Street - Cushman Street Bridge	3	2	\$600.0	FCTP	Initiate final design for the bridge				
Noble Street Upgrades	4	4	\$314.3	GF	Move from FFY13 to FFY14				
Noble Street Upgrades	4	4	\$167.0	CMAQ	Move from FFY13 to FFY14				
Noble Street Upgrades	4	4	\$50.0	ROW	Move from FFY13 to FFY14				
Noble Street Upgrades	4	4	(\$430.0)	SB230	Remove from project based on lower estimate				
Noble Street Upgrades	4	4	(\$216.6)	SB46	Remove from project based on lower estimate				
					This was changed from -\$1,216.0 based on new est.				
Noble Street Upgrades	4	4	(\$2,206.4)	FCTP	Remove from project based on lower estimate				
Noble Street Upgrades	4	4	\$4,633.1	\$4,633.1	Move from FFY13 to FFY14				
Preventive Maintenance	7	7	\$100.0	FCTP	Add PH7 to this project				
Preventive Maintenance	7	4	\$2,000.0	FCTP	Add this amount to PH4				
Preventive Maintenance	7	4	(\$500.0)	SB46	Remove state funding from this project				
Wendell Avenue Bridge	7	2	\$732.0	FCTP	Add funding for PH2 (moved from FFY12 to FFY13)				
Plack Road Bicycle and Pedestrian Fac.	10	3	\$1,030.0	FCTP	Move from FFY14 to FFY13				
Plack Road Bicycle and Pedestrian Fac.	10	3	\$300.0	CMAQ	Move from FFY14 to FFY13				
FMATS Pedestrian Improvements Stage I	11	2	\$100.0	CMAQ	Change funding from 381 to CMAQ				
FFY14									
CMAQ Funding Allocation	20		\$767.0	\$667.0	Reduce CMAQ funding allocation				
Minnie Street Reconstruction	4	2	(\$600.0)		Move the design start to FFY15				
Preventive Maintenance	7	4	(\$880.9)	FCTP	Remove this funding to work toward fiscal constraint				
University Avenue Widening	7	4	\$2,026.2	AC	Increase PH4 funding based on latest estimate				

FMATS 2012 - 2015 TIP - Administrative Modification #2

January 23, 2012

Project	PAGE	PHASE	AMOUNT	FUNDING					
FMATS Pedestrian Improvement Stage I	11	4	(\$1,063.5)	ILLU	Make this funding illustrative				
FMATS Pedestrian Improvement Stage I	11	4	\$896.5	\$1,063.0	FCTP - Increase funding by \$167				
FMATS Pedestrian Improvement Stage I	11	4	\$527.0	\$360.0	CMAQ - Decrease funding by \$167				
University Avenue Widening	7	4	\$1,975.5	AC	Advance Construct				
University Avenue Widening	7	4	\$50.7	FCTP	Add funding to PH4				
FFY15									
CMAQ Funding Allocation	20		\$767.0	\$667.0	Reduce CMAQ funding allocation				
Preventive Maintenance	7	4	\$545.7	FCTP	Add funding to PH4				
South Cushman - 15th to Mitchell	6	4	\$10,000.0		Move out to FFY16				
FMATS Steese Expressway to Graehl Park	12	4	\$733.0		Change funding from AC to FCTP				

FMATS 2012 - 2015 TRANSPORTATION IMPROVEMENT PROGRAM - ADMINISTRATIVE MODIFICATION #2

DRAFT

NID	AKSAS	Score	Project Description	Fund Code	Sponsor	Phase	FFY12	FFY13	FFY14	FFY15	Beyond
<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-Fed Share Only EPA = Environmental Protection Agency NP = City of North Pole STIP-PM STIP Preventive Maintenance STIM-GHU Golden Heart Utilities ARRA ILLU=Illustrative AC=Advance Construct ACC=Advance Construct Convert S-STP Sign Replacement STP UAF = University of Alaska SB230 = Senate Bill 230 Funding College - SB230 for College Road SB46 - FFY12 GF GF-GC - General funds for Gaffney and Cushman</small>											
CTP - Projects											
9946		57.7	Bradway Rd Reconstruction: FNSB	FCTP	FMATS	2					799.0
			Reconstruct Bradway Road (in the North Pole area) between Dennis Road and Badger Elementary School.	FCTP		3					61.0
				FCTP		7					
				FCTP		4					17,812.0
			Project Total								18,672.0
13699	62164	99	College Road Rehab (Univ. to Danby) & Intersection: Fairbanks	FCTP	FMATS	2					
			Rehabilitate and repave College Road between University Avenue and Danby Street. Including intersection improvements along the route.	FCTP		3	320.0				
				FCTP		7					
			College = SB230 \$4.5M	College		7					
				College		4		4,500.0			
				FCTP		4		2,500.0			
			Project Total				320.0	7,000.0			
19103		99	Cowles Street Reconstruction: Fairbanks	FCTP	FMATS	2					1,667.0
			Reconstruct Cowles Street from 1st Avenue to 10th Avenue.	FCTP		3					195.0
				FCTP		7					3,650.0
				FCTP		4					6,899.0
			Project Total								12,411.0
21057		24.7	Dawson Road Connector: North Pole	FCTP	FMATS	2					244.0
				FCTP		2					244.0
			Extend Dawson Road between Yellowstone Road and Plack Road.	FCTP		3					341.0
				FCTP		7					122.0
				FCTP		4					1,631.0
			Project Total								2,582.0
22815	63559		FMATS LED Street Light Conversion-Stage II	DEOB		2	69.0				
			Convert existing high pressure sodium street lights to LED lights, as funding allows.	FCTP		2					
			AK047 North Pole Lighting	115		4					
				DEOB		4	750.0				
				FCTP		4	1,500.0				
			Project Total				2,319.0				0.0

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22815			FMATS Street Light Conversion-Stage III	FCTP		2	200.0				
			Convert existing high pressure sodium street lights to LED lights, as funding allows.	FCTP		4					800.0
			Project Total				200.0				800.0
22895	63282	99	FMATS Sign Replacement - Stage III	FCTP	FMATS	2				200.0	
	63888		Replace signs in accordance with the City of Fairbanks' and City of North Pole's established sign management plans.	FEDCTP		2					
				DEOB		2					
				FCTP		4					
				S-STP		4					
			Project Total							200.0	
16104	63784	56.1	Gillam Way Rehabilitation: Fairbanks	FCTP	FMATS	2			100.0		
			Rehabilitate Gillam Way from Airport Way to 20th Avenue. Construct a continuous sidewalk.	FCTP		3			83.0		
				ILLU		3			100.0		
				FCTP		7			61.0		
				FCTP		4					4,449.3
			Project Total						344.0		4,449.3
3846	63869	99	Holmes Road Rehabilitation: FNSB	FCTP	FMATS	2					974.0
			Rehabilitate Holmes Road between Dennis Road and Badger/Peede intersection, including widening of shoulders.	FCTP		3					1,095.0
				FCTP		7					244.0
				FCTP		4					7,909.0
			Project Total								10,222.0

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3847	63102	99	Illinois Street Reconstruction: Fairbanks	FCTP	FMATS	2					300.0
			Reconstruct Illinois / Cushman Street from First Avenue to College Road and construct a new section of Barnette Street from First Avenue North to Illinois Street. The crossings at Chena River and Noyes Slough are included in the construction / reconstruction, and utilities along Barnette Street are extended to Second Avenue.	DEOB		2					
				GCTP		2					
				FCTP		3					
			2007 GF appropriation	GF		3					
				FCTP		7					
				DEOB		7					
				FCTP		4					10,000.0
				CMAQ		4					
				DEOB		4					
			From FNSB Road Improvements & Upgrades earmark (AK093 and AK129)	1702		4					
			AK092	1702		4					
				GCTP		4					
			FMATS Project Total								
			Grandfathered Project Total								
			Project Total								
3847		99	Illinois Street Reconstruction: Cushman Street Bridge Replacement	FCTP		2		600.0			
			Replace the Cushman Street Bridge. The bridge should be consistent with the Complete Street concept south of the Chena River and the parent Illinois Street project.	FCTP		3					
			Note: Bridge replacement was included in the environment document for the Illinois Street Reconstruction Project.	FCTP		7					150.0
				FCTP		4					5,000.0
			Project Total					600.0			5,150.0
24356		99	Lacey Street Reconstruction: Fairbanks	FCTP		2					800.0
			Reconstruct Lacey Street from 1st Avenue to the end of the ROW beyond 12th Avenue, approximately .5 miles. Provide drainage improvements, reconstruct pedestrian facilities, as needed, and relocate utilities as funding allows. This project should be developed in accordance with the Vision Fairbanks Downtown Plan.	FCTP		3					
				FCTP		7					100.0
				FCTP		4					5,000.0
			Project Total								5,900.0

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NID	AKSAS	Score	Project Description	Fund Code	Sponsor	Phase	FFY12	FFY13	FFY14	FFY15	Beyond
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6587		49.6	McGrath Rd Upgrade: FNSB	FCTP	FMATS	2					852.0
			Upgrade lower McGrath Road (Farmer's Loop-Crystal Drive).	FCTP		3					305.0
				FCTP		7					487.0
				FCTP		4					4,113.0
			Project Total								5,757.0
26308		65.6	Minnie Street Reconstruction	FCTP	FMATS	2				600.0	300.0
			Reconstruct Minnie Street from Erceg Street to the Old Steese Highway. Work includes upgrading sidewalks to ADA compliance, shoulders to accommodate bicyclist, storm drain system, utility relocations, and rehabilitate or replace the Noyes Slough Bridge.	FCTP		3					250.0
				FCTP		7					100.0
				FCTP		4					6,000.0
			Project Total							600.0	6,350.0
17975	61725	99	Noble Street Upgrade: Fairbanks	381	FMATS	2					
			Reconstruct Noble St. from 1st Avenue to Gaffney Road.	FEDCTP		2					
				GF-Noble		2					
			Includes 63,210 of GF Noble Funds and the same state match	FCTP		2					
			match from GF-Noble	FCTP		3		373.0			
				GF-Noble		3		37.0			
			match from GF-Noble	FCTP		7	1,000.0				
				GF-Noble		7					
				GF-Noble		4			314.3		
				CMAQ		4			167.0		
			\$50.0 in ROW donation	ROW		4			50.0		
				SB230		4					
				SB46		4			1,000.0		
				FCTP		4			301.8	1,600.8	
				FEDCTP		4			4,633.1		
			Fairbanks Road Improvement - AK092	1702		4			0.0		
			Advance Construct (AC) from 2012 to 2011	AC		4			1,600.8		
				ACC		4				-1,600.8	
			Project Total				1,000.0	410.0	8,067.0	0.0	

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25556	63898		North Pole Road/Rail Crossing Reduction			2					3,000.0
			Build new tracks and staging areas into the North Pole refinery and along the levee which will eliminate all the switching moves across 5 th and 8 th Avenue in North Pole. Grade separate the crossing on the Richardson Highway and relocate the track down to the levee eliminating all movements in downtown North Pole.	DEOB		2					
			ARRC earmark to be transferred to this project	ARRC/NHS		3					2,000.0
				ARRC/NHS		4					44,000.0
			Project Total								49,000.0
22095		40.3	Peridot Street Reconstruction: FNSB	FCTP	FMATS	2					481.0
			Reconstruct Peridot Street from the Richardson Highway to Badger Road, approximately .91 miles, and pave. Provide street lights and bike/pedestrian facilities as funding allows.	FCTP		3					1,339.0
				FCTP		7					
				FCTP		4					7,203.0
			Project Total								9,023.0
19096	61324	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		2				300.0	
				DEOB		2					
				FEDCTP		2					
				FEDCTP		4					
				FCTP		3					
				FCTP		7		100.0			
			For North Pole 8th Avenue Bike Path	381		4					
				M381		4					
				FEDCTP		4					
				SB230		4					
				SB46		4					
				DEOB		4					
				FCTP		4	2,055.0	2,000.0		545.7	
			Project Total				2,055.0	2,100.0	0.0	845.7	

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16205	63727	60.8	S. Cushman (15th - Mitchell): Fairbanks	DEOB	FMATS	2					
			Reconstruct approximately 4,500 feet of South Cushman from approximately the intersection of 15th Street (or where the NHS project terminates) to the Mitchell Expressway. Retain existing 3-lane typical section and include new pavement, storm water drainage system, curb and gutter, sidewalks, striping and roadway and pedestrian lighting.	FCTP		2		351.0			
				FCTP		3		585.0			
				FCTP		7		12.0			
				AC		4					
				ACC		4					
				FCTP		4					10,000.0
			Project Total					948.0			10,000.0
3829	63289	55.3	S. Cushman (Mitchell - Sanduri): Fairbanks	FCTP	FMATS	2					
			Resurface South Cushman Street from the Mitchell Expressway to Sanduri (approximately where state maintenance ends).	FCTP		2	45.0				
				FCTP		3					
				FCTP		7					
				FCTP		4					
			Project Total				45.0				
17089		33.9	Tanana Dr Extension (UAF): FNSB	FCTP	FMATS	2					609.0
			Reconstruct Kusokwim Way between North Tanana Drive and Sheenjek Drive, approximately 2,100 feet, to include construction of sidewalk, shoulders to accommodate bicyclists, illumination, drainage improvements and paving.	FCTP		3					
				FCTP		7					
				FCTP		4					3,042.0
			Project Total								3,651.0

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3821	63213	99	University Avenue Widening: Fairbanks	FCTP	FMATS	2	1,478.3				2,300.0
			Widen, rehabilitate and add a center median to Univeristy Avenue between the Mitchell Expressway and College Road. Along the corridor, the project will improve access, replace the Chena River Bridge, and upgrade the Airport Way and Geist Road intersections.	GCTP		2	1,815.8				
				GO		2					
			AK092, AK129 and AK174	1702		2	1,705.8				
			\$30,000.0 GO Bond	GO		3					
				GCTP		3					
			Project Segments 2, 3 and 4	FCTP		7					12,950.0
				DEOB		7					
				GO		7			5,000.0		
			2009 GF Appropriation	GF-U		4			5,000.0		
				GCTP		4					
				GO		4			17,013.8		
				ILLU		4					
				FCTP		4			50.7	1,975.5	40,035.0
				AC		4			1,975.5		
				ACC		4				-1,975.5	
			FMATS Project Total								
			Grandfathered Project Total								
			Project Total				4,999.9		29,040.0	0.0	55,285.0
3869	60827	99	Wendell Street ADA: Fairbanks	CMAQ	FMATS	2					
			Pedestrian facility improvements to meet Americans with Disabilities Act standards.	DEOB		2					
				FCTP		2					
				FCTP		2					
				381		3					
				DEOB		4					
			Stage 1: 60827 Wendell Ave. North for PH 4in 2008; 67052 Wendell Ave. South for PH4 in 2009	FCTP		4					
			Project Total								
6359	63291	46.3	Wendell Avenue Bridge: Fairbanks	FCTP	FMATS	2		732.0			
			Rehabilitate or replace the Wendell Street Bridge, widen sidewalks and provide pedestrian facilities along the north side under the bridge.	FCTP		3		234.0			
				FCTP		7			487.0		
				FCTP		4					14,400.0
			Project Total					966.0	487.0		14,400.0

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24413		53.3	Wendell Avenue Bridge Intersection Improvements: Fairbanks	FCTP	FMATS	2					730.0
			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					1,704.0
						4					2,434.0
			Project Total								4,868.0
10568		47	Yankovich / Miller Hill Rd Upgrade: FNSB	FCTP	FMATS	2					1,686.0
			Reconstruct Yankovich and Miller Hill Roads between Ballaine Road and Sheep Creek Road. Work includes widening with shoulders, a bike path, drainage improvements, and paving.	FCTP		3					1,947.0
				FCTP		7					694.0
				FCTP		4					11,522.0
			Project Total								14,163.0

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TRAAK - Projects											
3874	63768	37.8	Birch Hill Bicycle and Pedestrian Facility: FNSB	FCTP	FMATS	2					
			Construct a bike/pedestrian facility along Birch Hill Road to allow safe access to the Birch Hill Recreational Trail System.								
			SB46 allocation	GF		2	180.0				
				CMAQ		2					
				CMAQ		3		350.0			
				FCTP		3					
				FCTP		7					
				FCTP		4					2,799.0
			Project Total								2,799.0
20816	63293	42.9	Gold Hill Road Bicycle and Pedestrian Facility: FNSB	FCTP	FMATS	2	324.7				
			Construct a bicycle/pedestrian facility along Gold Hill Road.	FCTP		3	1,125.0				
				FCTP		7	75.0				
				FCTP		4					5,597.0
			Project Total				1,524.7				5,597.0
3722	60669	36.9	North Pole Bike Path Rehab /Connections	FCTP	FMATS	2					
			Construct and Rehab bike paths in North Pole.	FCTP		3					
				DEOB		2					
				FCTP		7					
				DEOB		4	150.0				
				CMAQ		4	400.0				
				FCTP		4	300.0				
			Project Total				850.0				
19107	76719	99	North Pole Interchange Pedestrian Facilities	FEDCTP	FMATS	2					
			Construct pedestrian facilities along St. Nicholas Drive from Dawson Road Interchange to Santa Claus Lane, replace the culverts at Beaver Springs Slough, and install highway	M381		2					
				381		2					
				DEOB		2	100.0				
				FCTP		2					
				FCTP		3	198.0				
				FCTP		7	100.0				
				SB230		4			1,926.0		
				FCTP		4					
			Project Total				398.0		1,926.0		

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NID	AKSAS	Score	Project Description	Fund Code	Sponsor	Phase	FFY12	FFY13	FFY14	FFY15	Beyond
<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-Fed Share Only EPA = Environmental Protection Agency NP = City of North Pole STIP-PM STIP Preventive Maintenance STIM-GHU Golden Heart Utilities ARRA ILLU=Illustrative AC=Advance Construct ACC=Advance Construct Convert S-STP Sign Replacement STP UAF = University of Alaska SB230 = Senate Bill 230 Funding College - SB230 for College Road SB46 - FFY12 GF GF-GC - General funds for Gaffney and Cushman</small>											
10565	77248	31.7	Plack Road Bike/Pedestrian Facility: FNSB	FCTP	FMATS	2	416.0				
				CMAQ		3		300.0			
			Construct a bicycle and pedestrian facility along Plack Road from Badger Road to Nelson Road.	FCTP		3		1,030.0			
				FCTP		7				609.0	
				FCTP		4					5,115.0
Project Total							416.0	1,330.0	0.0	609.0	5,115.0

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CMAQ Projects											
26161			Fairbanks Air Quality Planning Project	CMAQ	FMATS	all	100.0	100.0	100.0	100.0	
			The goal of this project is to update the local transportation model and EPA mobile source emission model. Fairbanks is a newly designated PM2.5 non-attainment area and also a CO Maintenance area. An up to date transportation model and EPA mobile source emission model are needed for on-going transportation and air quality planning activities in the community. This project will provide funding to conduct federally mandated Air Quality Conformity Analysis for all long range and short term planning documentation.								
			Project Total				100.0	100.0	100.0	100.0	
22835	63151		COF/Curb Corner and Sidewalk Upgrades - Stage I and II	CMAQ	FMATS	2					
				DEOB		2	20.0				
	60439		Upgrade sidewalk corners and sidewalks within City limits so they are in compliance with the requirements of the ADA.	CMAQ		3					
				CMAQ		7					
				SB230		4					
				CMAQ		4	600.0				
			Project Total				620.0				
26568	61661		FMATS Pedestrian Improvements - Stage I	381	FMATS	2	200.0				
			Construct new facilities to improve connectivity within the FMATS boundary on Wilbur Street, Davis Road Peger Road and Lathrop Street with possible mid-block crossing.	CMAQ		2		100.0			
				CMAQ		3					
				CMAQ		7			10.0		
				ILLU		4			1,063.5		
				CMAQ		4			360.0		
			Project Total				200.0	100.0	1,433.5		
26569	61690		FMATS Pedestrian Improvements - Stage II	381	FMATS	2	200.0				
			Construct pedestrian facilities to improve connectivity within the FMATS boundary on Kellum Street, 10th Avenue, Cowles, and McGown Street with consideration of a possible mid-block crossing on Cowles to access the library.	SB46		2		160.0			
				CMAQ		7					
				SB46		4		1,090.0			
			Project Total				200.0	1,250.0			

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26077			FMATS Steese Expressway to Graehl Park Connector	CMAQ	FMATS	2		150.0	130.0		
			Construct a pedestrian/bicycle connection from the Steese Expressway to the facilities in Graehl Park, either directly to the park or along Front Street, in the public right-of-way.	CMAQ		3					
				CMAQ		7					
				FCTP		4				733.0	
				CMAQ		4				667.0	733.0
Project Total								150.0	130.0	1,400.0	733.0

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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					
				NCPBD		3					
				NCPBD		7					
				NCPBD		4					
				ILLU		7					75.0
				ILLU		4					9,330.0
			Project Total								9,405.0
19395			Fairbanks Road Improvements - AK092	1702		all					
			(\$415.1 shown in 2nd & Wilbur)								
			The following 2 projects are funded under								
			Move remaining \$2681.4 to Noble								
16105	60747		Leisure Subdivision Improvements	1702	FBKS	2					
			Reconstruct up to 3.0 miles of gravel surfaced road and pave as funding allows.	1702	FBKS	3					
				AK092 1702	FBKS	4					
				DEOB	FBKS	7					
				DEOB	FBKS	4	24.2				
				FCTP	FBKS	4					
				FCTP	FBKS	4					
			SubTotal								
			Project Total								
19394	62023		North Pole Citywide Pavement Rehabilitation (AK076)	1702	NP	2					
			Rehabilitate the asphalt pavement surface of selected streets maintained by the City of North Pole.	1702		4					
				M381		4					
				DEOB		4					
			Project Total								

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ILLUSTRATIVE PROJECTS											
9946		57.7	Bradway Rd Reconstruction: FNSB	ILLU	FMATS	2	480.0				319.0
			Reconstruct Bradway Road (in the North Pole area) between Dennis Road and Badger Elementary School.	FCTP		3					61.0
				FCTP		7					
				FCTP		4					17,812.0
			Project Total				480.0				18,192.0
26078			Chena River Walk PH III	ILLU	FMATS	2	400.0				714.0
			Continue expansion of the Chena River Walk to the north side of the Chena River with approximately 11,500 linear feet of pathway and up to three pedestrian bridges.			3					
						7					5,000.0
						4					5,112.0
			Project Total				400.0				10,826.0
19103		99	Cowles Street Reconstruction: Fairbanks	ILLU	FMATS	2	700.0				1,667.0
			Reconstruct Cowles Street from 1st Avenue to 10th Avenue.	FCTP		3					195.0
				FCTP		7					3,650.0
				FCTP		4					6,899.0
			Project Total				700.0				12,411.0
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					
				NCPBD		3					
				ILLU		7	75.0				
				ILLU		4		9,519.0			
			Project Total				75.0	9,519.0			
23277			Fairbanks Historic Properties Identification	ILLU		8	30.0				
			Identify historic properties along upcoming transportation project corridors in downtown Fairbanks.								
			Project Total				30.0				
22895	63282	99	FMATS Sign Replacement - Stage III		FMATS	2					
			Replace signs in accordance with the City of Fairbanks' and City of North Pole's established sign management plans.			2					
				ILLU		4		600.0			
			Project Total					600.0			

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22815		99	FMATS LED Streetlight Conversion - Stage III		FMATS	2					
			Convert existing high pressure sodium street lights to LED lights, as funding allows.			2					
				ILLU		4		800.0			
			Project Total					800.0			
26077			FMATS Steese Expressway to Graehl Park Connector	ILLU	FMATS	2	150.0		130.0		
			Construct a pedestrian/bicycle connection from the Steese Expressway to the facilities in Graehl Park, either directly to the park or along Front Street, in the public right-of-way.	ILLU		3					
				ILLU		7					
				ILLU		4				733.0	
				ILLU		4					
				ILLU		4				667.0	
			Project Total					0.0	130.0	1,400.0	
3847		99	Illinois Street Reconstruction: Cushman Street Bridge Replacement	ILLU		2	600.0				
			Replace the Cushman Street Bridge. The bridge should be consistent with the Complete Street concept south of the Chena River and the parent Illinois Street project.	ILLU		3					
			Note: Bridge replacement was included in the environment document for the Illinois Street Reconstruction Project.	ILLU		7					150.0
				ILLU		4					5,000.0
			Project Total								5,150.0
6587		49.6	McGrath Rd Upgrade: FNSB	ILLU	FMATS	2	500.0				350.0
			Upgrade lower McGrath Road (Farmer's Loop-Crystal Drive).	FCTP		3					305.0
				FCTP		7					487.0
				FCTP		4					4,113.0
			Project Total				500.0				5,255.0
26308		65.6	Minnie Street Reconstruction	ILLU	FMATS	2	640.0				260.0
			Reconstruct Minnie Street from Erceg Street to the Old Steese Highway. Work includes upgrading sidewalks to ADA compliance, shoulders to accommodate bicyclist, storm drain system, utility relocations, and rehabilitate or replace the Noyes Slough Bridge.	FCTP		3					350.0
				FCTP		7					100.0
				FCTP		4					6,000.0
			Project Total				640.0				6,450.0

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17975	61725	99	Noble Street Upgrade: Fairbanks	ILLU	FMATS	4		1,600.0			
			Reconstruct Noble St. from 1st Avenue to Gaffney Road.								
			construction ready in 2011								
			Project Total					1,600.0			
17089		33.9	Tanana Dr Extension (UAF): FNSB	ILLU	FMATS	2	450.0				300.0
			Extend and realign Tanana Loop Drive to connect with North Tanana Drive.	FCTP		3					
				FCTP		7					
				FCTP		4					9,734.0
			Project Total				450.0				10,034.0
26087		43.5	UAF Roundabout: Tanana Loop and Alumni Drive	ILLU	FBKS	2	500.0				294.0
			Install a single lane roundabout at the intersection of Tanana Loop and Alumni Drive.								
				ILLU		7					
				ILLU		4					6,000.0
			Project Total				500.0				6,294.0
			Fairbanks Rail Realignment	ILLU		2	10,400.0				
			This project will eliminate at-grade railroad crossings and reduce traffic congestion.	ILLU		3	11,248.6				
				ILLU		7		11,698.6			
				ILLU		4					304,163.2
			Project Total				21,648.6	11,698.6			304,163.2
10568		47	Yankovich / Miller Hill Rd Upgrade: FNSB	ILLU	FMATS	2	700.0				1,686.0
			Reconstruct Yankovich and Miller Hill Roads between Ballaine Road and Sheep Creek Road. Work includes widening with shoulders, a bike path, drainage improvements, and paving.	FCTP		3					1,947.0
				FCTP		7					694.0
				FCTP		4					11,522.0
			Project Total				700.0				14,163.0

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GF - Projects											
21934		99	Advance Project Definition	381	FMATS	8					
				SB230							
			Provide funding to the State and City to develop new estimates for TIP projects.								
			Project Total								
19998		99	Bentley Trust Traffic Circulation Study	381	FMATS	2					
			Project Total								
			Air Quality Conformity Analysis	381	DOT&PF	8					
			Provide funding to conduct air quality conformity analysis on FMATS plans and programs.								
			Project Total								
25456	60260		Chena Small Tracts Road Bicycle and Pedestrian Facility	GF	DOT&PF	2	100.0				
			Construct a bicycle and pedestrian facility to accommodate safer multi-modal travel along or adjacent to Chena Small Tracts Road. Consider alternative options including widened shoulders, a separated facility and a hybrid combination. Consideration should also be made to rehabilitate the existing roadway, if warranted, and lighting (if desired) and if funding allows.	SB230							
				GF		3					680.0
				GF		7					350.0
				GF		4					1,521.0
			Project Total								2,551.0

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19098		99	Cushman, Barnette and Gaffney Upgrades: Fairbanks (Parent Project)	GTI	FBKS	2					
			Reconstruct Cushman Street and Gaffney Road. Work will include analyzing and upgrading traffic signals at intersecting roads, upgrading controller cabinets, improving site distance, ADA improvements, illumination and drainage improvements and possible one-way to two-way conversions for 2nd, 4th and 5th streets only. The scope will includes making Cushman a "Complete Street".	381		2					
			Note: NID 19097 Fire Station / Police Station Traffic Revision project is incorporated into this project and the Gaffney Road Reconstruction Project.	GF-GC		2					
			77194 Cushman Street/Gaffney Road Reconstruction	GF-GC		7					
			Reconstruct Cushman Street and Gaffney Road. Work will include analyzing and upgrading traffic signals at intersecting roads, upgrading controller cabinets, improving site distance, ADA improvements, illumination and drainage improvements and possible one-way to two-way conversions for 2nd, 4th and 5th streets only. The scope will includes making Cushman a "Complete Street".	GF-GC		2					
				SB46		4		525.0			
				GF-GC		4		4,658.3			
			62161 Barnette Street Reconstruction								
			Reconstruct Barnette Street from 1st Avenue to Airport Way. Will include analyzing and upgrading traffic signals at intersecting roads, upgrading controller cabinets, improving site distance, ADA improvements, illumination, and drainage improvements. This scope includes making Barnette a "Complete Street".	381		2					
				381		4		1,357.0			
			Project Total				0.0	6,540.3			0.0
22765	61676	99	FMATS Coordinators Office	381	FMATS	8	102.0	106.1	106.1	106.1	186.2
			Funding for the Fairbanks Metropolitan Area Transportation System (FMATS) Coordinator's office which supports delivery of the FMATS program.	FEDCTP		8	168.1	161.9	174.8	174.8	
				PL		8	51.7	51.7	51.7	51.7	
				M381		8	16.7	16.1	17.4	17.4	
				NP		8	7.5	7.5	7.5	7.5	
			Project Total				346.0	343.3	357.5	357.5	186.2
25376	63745		FMATS Non-Motorized Transportation Plan	Deob	FMATS	8					
			Develop a non-motorized transportation plan for the FMATS area.	381		8					
			Project Total								

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26087		43.5	UAF Roundabout: Tanana Loop and Alumni Drive	UAF	FBKS	2	480.0		320.0		
			Install a single lane roundabout at the intersection of Tanana Loop and Alumni Drive.								
				ILLU		7					100.0
				ILLU		4					6,000.0
			Project Total				480.0		320.0		6,100.0
26909	61702		Preventive Maintenance Program - State Funds	SB46	FBKS	2	300.0				
			Develop a state-funded preventive maintenance program to include streets in the City of Fairbanks, City of North Pole and the Fairbanks North Star Borough and associated appurtenances			3					
				SB46		7		100.0			
				SB230		4		300.0			
				SB46		4		1,100.0			
			Project Total				300.0	1,500.0			
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					
				SB230		2					
				SB230		3	50.0				
				SB230		4			1,624.0		
				GF		7					
				GF		4			2,975.0		
			Project Total				50.0		4,599.0		
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					
				Y381		7					
				Y381		4			1,170.0		
			Project Total						1,170.0		

FMATS 2012 - 2015 TRANSPORTATION IMPROVEMENT PROGRAM - ADMINISTRATIVE MODIFICATION #2

DRAFT

NID	AKSAS	Score	Project Description	Fund Code	Sponsor	Phase	FFY12	FFY13	FFY14	FFY15	Beyond
<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-Fed Share Only EPA = Environmental Protection Agency NP = City of North Pole STIP-PM STIP Preventive Maintenance STIM-GHU Golden Heart Utilities ARRA ILLU=Illustrative AC=Advance Construct ACC=Advance Construct Convert S-STP Sign Replacement STP UAF = University of Alaska SB230 = Senate Bill 230 Funding College - SB230 for College Road SB46 - FFY12 GF GF-GC - General funds for Gaffney and Cushman</small>											
Funding Summary											
TOTAL FMATS CTP & TRAAK ALLOCATION				FCTP			11,376.1	11,376.0	6,273.1	6,756.2	
GENERAL FUNDS - NOBLE GF LOCAL MATCH (\$414.6)				GF-NOBLE			0.0	37.0	314.3	0.0	
FED SHARE FMATS CTP& TRAAK ALLOCATION				FEDCTP			168.1	161.9	4,807.9	174.8	
381 LOCAL MATCH FMATS CTP& TRAAK ALLOCATION				M381			16.7	16.1	17.4	17.4	
NOBLE ROW DONATION				ROW				0.0	50.0	0.0	
COMBINED FMATS CTP& TRAAK ALLOCATION				FCTP			9,137.0	8,517.0	1,083.5	6,564.0	
BALANCE AVAILABLE FOR PROGRAMMING CTP & TRAAK BY FMATS				FCTP			2,054.3	2,644.0	0.0	0.0	
TOTAL							9,321.8	8,732.0	6,273.1	6,756.2	
FMATS CMAQ ALLOCATION				CMAQ			1,100.0	1,100.0	767.0	767.0	
PROJECTS PROGRAMMED TO FMATS CMAQ				CMAQ			1,100.0	1,000.0	767.0	767.0	
BALANCE AVAILABLE FOR PROGRAMMING BY FMATS				CMAQ			0.0	100.0	0.0	0.0	0.0
GRANDFATHERED AMOUNT PROGRAMMED IN STIP							1,815.8	0.0	0.0	0.0	0.0
GRANDFATHERED FUNDING TOTAL - ILLINOIS				GCTP			0.0	0.0	0.0	0.0	0.0
GRANDFATHERED FUNDING TOTAL - UNIVERSITY				GCTP			1,815.8	0.0	0.0	0.0	0.0
GRANDFATHER BALANCE REMAINING							0.0	0.0	0.0	0.0	0.0
ADVANCE CONSTRUCTION				AC			0.0	0.0	3,576.3	0.0	
ADVANCE CONSTRUCTION CONVERSION				ACC			0.0	0.0	0.0	-3,576.3	
GENERAL FUND TOTAL				GF			280.0	0.0	2,975.0	0.0	2,551.0
Yankovich GENERAL FUND HB 381 (\$1,500.0)				Y381			0.0	0.0	1,170.0	0.0	0.0
SB230 College Road (\$4,500.0)				College			0.0	4,500.0	0.0	0.0	
GENERAL FUND (\$ 5,089.0) HB 381				381			502.0	1,463.1	106.1	106.1	225.8
GOVERNORS TRANSPORTATION INITIATIVE				GTI			0.0	0.0	0.0	0.0	0.0
GAFFNEY/CUSHMAN GENERAL FUND (\$6,250.0)				GF-GC			0.0	4,658.3	0.0	0.0	0.0
University GO Bond Bill (\$30,000.0)				GO			0.0	0.0	22,013.8	0.0	0.0
General Fund - University (\$5,000.0)				GF-U				0.0	5,000.0	0.0	
SB 230 - FFY11 Capital Budget (\$5,000.0)				SB230			50.0	300.0	3,550.0	0.0	575.2
FFY12 GF Appropriation (\$5,000.0)				SB46			300.0	2,975.0	1,000.0	0.0	725.0
TOTAL ALL GENERAL FUND							1,132.0	13,896.4	39,391.2	-3,470.2	3,352.0
SAFETEA-LU HIGH PRIORITY				1702			1,705.8	0.0	0.0	0.0	0.0
City of North Pole				NP			7.5	7.5	7.5	7.5	0.0
UNIVERSITY OF ALASKA FAIRBANKS				UAF			480.0	0.0	320.0	0.0	
FHWA - Planning Funds				PL			51.7	51.7	51.7	51.7	0.0
GRAND TOTAL FMATS AREA FUNDING							17,668.9	26,331.6	46,810.5	4,112.2	

FMATS TIP CONTINGENCY PLAN DRAFT

2.7.12

After review of the latest project schedules of FMATS projects, FMATS is requesting assistance from the DOT&PF to provide an avenue to ensure projects within FFY 12 – 14 are funded. With several projects slipping, we do not expect to obligate the total FMATS allocation in FFY 12 and 13. In addition to the FMATS allocation, FMATS requests to carryover the unobligated balances to FFY 14.

FMATS proposes the following:

2012 estimated unobligated funding of \$2,054.3 to carryover to 2014

2013 estimated unobligated funding of \$2,644.0 to carryover to 2014

2014 estimated total carryover of \$4,698.3 to be added to the 2014 FMATS allocation

Total carryover may change due to events such as change orders that may develop on the Illinois Street project. In such case, FMATS would like to reduce the total carryover amount with concurrence of the DOT&PF. FMATS realizes that as the fiscal year comes to a close that these events may be difficult to accommodate and have to be deferred into the next federal fiscal year.

SUMMARY OF DELAYS AND IMPACTS

2012

College Road Rehabilitation PH4: Amount: \$2,142.3 cannot be obligated in FFY12

University Avenue Widening: Amount \$539.3 reduced FCTP and increased earmark funding

Wendell Avenue Bridge PH2: Amount: \$732.0 cannot be obligated in FFY12

Total Available for Programming: \$3,419.3

Added \$320.0 of FCTP to College Road PH3

Added \$1,000.0 of FCTP to Noble PH7

Moved \$100.0 of FCTP from Noble to North Pole Bike Path Rehabilitation (wash)

Added \$45.0 of FCTP to South Cushman Mitchell to Sanduri

Additions to FFY12: \$1,365.0

Summary: \$3,419.3 - \$1,365.0 = \$2,054.3 remains available for programming

2013

Advised by DOT & PF on 12.27.11 that FF13's allocation is expected to be \$11,376.0 an increase of **\$2,415.5** and an increase of **\$333.0** for CMAQ

Reduced Noble to lower estimate from **\$2,508.2** to \$301.8 freeing up \$2,206.4 of FCTP and moved the \$301.8 to FFY14

Moved Noble to FFY14 freeing up **\$167.0** of CMAQ funding

Moved Noble to FFY14 \$4,633.1 of FEDCTP now available (federal portion only), total available is

\$4947.4

Total available for programming: \$10,371.2

FMATS TIP CONTINGENCY PLAN DRAFT

2.7.12

Added \$2,500.0 to College Road
Started \$600.0 for the Cushman Street Bridge project
Added \$410.0 to Noble Street Upgrades
Added \$2,055.2 to Preventive Maintenance (had \$44.8 of FCTP already)
Added \$732.0 to the Wendell Avenue Bridge Project
Added \$100.0 of CMAQ to FMATS Pedestrian Improvements Stage I (retained 381 funds)
Moved \$1,330.0 to Plack Road
Additions to FFY13 = \$7,727.2

Summary: \$10,371.2 – 7,727.2 = **\$2,644.0 remains available for programming**

2014

Noble Street Upgrades: Delayed from 2013 to 2014: \$8,067.0
Noble Street Upgrades Advance Construct: \$1,600.8 (no change – was already AC'd)

Minnie Street Reconstruction Project Start delayed to FFY15 \$600.0
Preventive Maintenance Program deleted in FFY14 \$880.9
University Avenue Widening Advance Construct \$1,975.5
FMATS Pedestrian Improvements Stage I PH4 is now ILLU \$1,063.5

Total Projects Impacted by Delays in FFY14: \$4,519.9

FFY15 Program is anticipated to be \$4,112.2

South Cushman 15th to Mitchell moved out of the TIP \$5,699.1

PROPOSED STATEMENT OF SERVICES

APPENDIX B

AKSAS Project No: Date Prepared: RFP No.:

RFP No.

The Northern Region State of Alaska Department of Transportation and Public Facilities, Planning Section, (DEPARTMENT) is seeking professional engineering services.

SCOPE

The Alaska Department of Transportation and Public Facilities, on behalf of the Fairbanks Metropolitan Area Transportation System (FMATS) is seeking professional engineering services to provide a Corridor Study for College Road from University Avenue to the Steese Expressway (approximately four miles). The goal of the study is to establish a long-range plan for College Road through the identification of safety improvements that will consider access and mobility for all transportation modes (vehicles, pedestrians, bicycles and transit), making College Road a Complete Street (see www.completestreets.org).

The study will involve review of the existing FMATS Metropolitan Transportation Plan, the Non-Motorized Transportation Plan, the Fairbanks North Star Borough Plans, pavement data, traffic data, accident data and trends to develop alternatives of possible projects that will improve safety for all users. The study will take into account the current and future traffic demands/forecasts, land use planning and accepted Federal Highway design standards and state policies. The study will evaluate existing signalized and unsignalized intersections and explore the additions or modifications of intersections and crossing opportunities.

DELIVERABLES AND SCHEDULE

Work is to be completed within nine months of the execution of a professional services agreement and the issuance of a Notice to Proceed (NTP), expected approximately six weeks after advertising is complete.

The following deliverables are expected:

- Development of an existing conditions analysis technical memorandum draft and final. Will involve meetings with the stakeholder agencies and business/property owners.
- Identification of opportunities for improvement Memorandum draft and final report.
- Three scenarios for the configuration of the roadway for improved facilities evaluated in terms of LOS, volume-to-capacity (v/c) ratio and delay. LOS should be evaluated for all modes. The base year to be considered is 2015, with mid-year being 2030 and a design year of 2040. A 10-year and 25-year capacity analysis will be required for all scenarios. At least one scenario shall be constrained to the existing right-of-way. One scenario shall illustrate a three lane typical section and how it does or does not fit into the existing right-of-way. All scenarios should be reasonable alternatives from a technical standpoint and illustrate how the improvements fit at College and Danby and College and Margaret Avenue. Typical sections will be provided for all scenarios. Recommendations for interim improvements will also be developed, such as low cost improvements that could be implemented in the short-term. These will be reviewed by the Technical Committee and the DOT & PF and revised prior to the Open House.
- A Draft Corridor Report and Final Corridor Report will be provided by the consultant. The final study will be a concise, user friendly document and all detailed material shall be published as an appendix. The consultant will be expected to present their findings to each the FMATS Technical and Policy Committees and conduct one Public Open House.

DESIGN STANDARDS

- *AASHTO's A Policy on Geometric Design of Highways and Streets, 2001*
- Transportation Research Board's *Highway Capacity Manual, 2000, 2010*
- State of Alaska Highway Preconstruction Manual, 2005

- Non-Motorized Transportation Plan Design Guidelines 2011

ADMINISTRATIVE REQUIREMENTS

Project Staff. All services must be performed by or under the direct supervision of the following individuals. Only prior written approval from the DEPARTMENT shall accomplish replacement of, or addition to, the Project Staff named below:

<u>Name</u>	<u>Project Responsibilities</u>
-------------	---------------------------------

Professional Registration. *Where applicable*, all reports, plans, specification, estimates and similar work products provided by the Contractor shall be prepared by or under the supervision of the Registered Engineer, Architect or Land Surveyor in responsible charge for the services. These Engineers, Architects, or Land Surveyors shall be currently registered in the State of Alaska and they shall sign and seal as to the accuracy of each final work product for which they are responsible.




ALASKA RAILROAD CORPORATION

2/1/12

MEMORANDUM

To: Steve Titus, P.E.
Northern Region Director, Alaska Department of Transportation & Public Facilities
Chair, Fairbanks Metropolitan Area Transportation System

Through: Tom Brooks, P.E., Chief Engineer
Vice President, Projects, Maintenance, and Engineering

From: Brian Lindamood, Project Manager 

Subject: North Pole Road/Rail Crossing Reduction Project
Quarterly Progress Report No. 5, October - December 2011

This quarterly progress report is submitted in accordance with the Memorandum of Agreement (MOA) between the Alaska Department of Transportation and Public Facilities (DOT&PF), the Fairbanks Metropolitan Area Transportation System (FMATS), and the Alaska Railroad Corporation (ARRC) executed in July 23, 2010. This is the 4th quarterly progress report, covering the period from October 2011 through December 2011.

Project Progress – October to December 2011

Key activities/milestones conducted during the reporting period are summarized below.

- Following receipt of FRA comments on the draft EA, revised the document to address those comments
- Resubmitted the revised draft EA to FRA and obtained approval to distribute the document to cooperating agencies
- Distributed the draft EA to cooperating agencies, and requested comments on the draft EA and other documents previously submitted for review (Alternative Report, Scoping Report, Purpose and Need Statement, and Alternative Analysis Summary)
- Received comments on the draft EA from all cooperating agencies FHWA (and ADOT&PF), USACE, and FNSB
- Revised the draft EA in response to cooperating agencies' comments and prepared Addendum 1 to the Alternatives Report to provide more detail on the Richardson Highway crossing
- Resubmitted the draft EA to FRA and the cooperating agencies for a second review
- Began preparation of Addendum 2 to the Alternatives Report to evaluate a potential design change that would reduce private property impacts at the west end of the project corridor near the new Richardson Highway crossing



ALASKA RAILROAD CORPORATION

Milestones/Planned Activities – Next Reporting Period

- Address any additional comments from FHWA and ADOT&PF on the draft EA
- Obtain FRA approval and distribute the EA for 30-day public review
- Conduct a public meeting in North Pole approximately mid-way through the 30-day public comment period.
- Respond to comments received on the EA
- Address any comments from the USACE on the wetlands delineation report, which was submitted on August 4, 2011
- If appropriate based on the outcome of the public meetings and comments received, assist FRA in drafting a Finding of No Significant Impact

Schedule

The current schedule is attached. It has changed since the previous quarterly report, as FHWA's and ADOT&PF's second review of the draft EA has taken longer than anticipated due to the holiday season, and due to additional information requests, a third review has been added. Given the schedule delay, the public meeting, which will occur during the 30 day public review period, is now scheduled for mid-March. However, this schedule is contingent timely review of by FHWA and ADOT&PF, revisions by the project team, and approval from FRA to release the EA for public review.

Technical/Cost/Schedule Problems

The schedule delay affects the schedule of all subsequent tasks, as indicated on the attached revised schedule. We are cautiously optimistic that there will not be any cost implications.

Attachment

cc: Barry Hooper, DOT&PF
Donna Gardino, FMATS
Barbara Hotchkin, ARRC
Shawnessy Hughes, ARRC
John Winkle, FRA

North Pole Road / Rail Crossing Reduction EA

ID	Task Name	Duration	Start	Finish	Predecessors	Qtr 4, 2010			Qtr 1, 2011			Qtr 2, 2011			Qtr 3, 2011			Qtr 4, 2011			Qtr 1, 2012			Qtr 2, 2012			Qtr 3, 2012			Qtr 4,
						Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct
1	Alaska Railroad - North Pole Road / Rail Crossing Reduction EA	84.8 wks	Mon 10/11/10	Mon 6/25/12																										
2	Submit Final Project Schedule	1 day	Mon 11/1/10	Mon 11/1/10																										
3	Task 1 - Project and Agency Meetings (All Team Members)	26 wks	Mon 10/11/10	Fri 4/8/11																										
4	Quarterly Reports	84.8 wks	Mon 10/11/10	Mon 6/25/12																										
5	Report #1	1 day	Fri 1/21/11	Fri 1/21/11																										
6	Report #2	1 day	Wed 4/27/11	Wed 4/27/11	5FS+67 days																									
7	Report #3	1 day	Thu 7/28/11	Thu 7/28/11	6FS+65 days																									
8	Report #4	1 day	Fri 10/28/11	Fri 10/28/11	7FS+65 days																									
9	Design Tasks (Transystems)	32 wks	Mon 10/11/10	Fri 5/20/11																										
10	Task 2 - Project Initiation	4 wks	Mon 10/11/10	Fri 11/5/10																										
11	Records Review (Transystems)	3 wks	Mon 10/11/10	Fri 10/29/10																										
12	Field Reconnaissance (Transystems)	1 wk	Mon 11/1/10	Fri 11/5/10	11																									
13	Task 3 - Base Mapping (Transystems)	3 wks	Mon 11/8/10	Fri 11/26/10	12																									
14	Task 4 - Preliminary Engineering / Alts. Report (Transystems)	24 wks	Mon 11/29/10	Fri 5/13/11																										
15	Updated / Supplemental Alternatives Analysis (Transystems)	4 wks	Mon 11/29/10	Fri 12/24/10	13																									
16	Draft Report (Transystems)	2 wks	Mon 12/27/10	Fri 1/7/11	15																									
17	ARRC Review	2 wks	Mon 1/10/11	Fri 1/21/11	16																									
18	1st Design Review Meeting	1 day	Thu 1/27/11	Thu 1/27/11																										
19	Additional Alternatives Analysis (All Team Members)	8 wks	Fri 1/28/11	Thu 3/24/11	18																									
20	Draft Final Report (Transystems)	14 days	Fri 3/25/11	Wed 4/13/11	19																									
21	2nd Design Review Meeting	1 day	Tue 4/26/11	Tue 4/26/11																										
22	Final Report (Transystems)	13 days	Wed 4/27/11	Fri 5/13/11	21																									
23	Task 5 - Permit Evaluation (Transystems)	1 wk	Mon 5/16/11	Fri 5/20/11	22																									
24	Environmental Tasks (DOWL HKM)	84.8 wks	Mon 10/11/10	Mon 6/25/12																										
25	Task 2 - Project Initiation (DOWL HKM)	30 days	Mon 10/11/10	Fri 11/19/10																										
26	Task 3 - Public and Agency Meetings / Agency Consultations	26 wks	Mon 12/13/10	Fri 6/10/11	25																									
27	Agency Scoping Letters (DOWL HKM and ARRC)	20 days	Mon 12/13/10	Fri 1/7/11	25FS+15 days																									
28	Public and Agency Scoping Meetings (All Team Members)	20 days	Mon 1/10/11	Fri 2/4/11	27																									
29	SHPO Consultation (DOWL HKM to Assist ARRC)	85 days	Mon 2/14/11	Fri 6/10/11																										
30	Task 4 - Update Technical / Supporting Studies	29 wks	Mon 1/10/11	Fri 7/29/11																										
31	Review / Assess Need for Updated Noise and Vibration Assessment	16 days	Fri 3/25/11	Fri 4/15/11	19																									
32	Additional Noise and Vibration Modeling / Update Report	6 wks	Mon 4/18/11	Fri 5/27/11	31																									
33	Review / Assess Need for Updated Air Quality Analysis	6 wks	Mon 1/10/11	Fri 2/18/11	16																									
34	Interagency Air Quality Meeting	1 day	Tue 3/1/11	Tue 3/1/11																										
35	Update Air Quality Analysis	58 days	Wed 3/2/11	Fri 5/20/11	34																									
36	Update Contaminated Sites Assessment (Draft)	16 days	Fri 3/25/11	Fri 4/15/11	19																									
37	Update Contaminated Sites Assessment (Final)	3 wks	Mon 4/18/11	Fri 5/6/11	36																									
38	Assist ARRC with Section 4(f) Issues	23 days	Wed 4/27/11	Fri 5/27/11	21																									
39	Wetlands Delineation / Technical Report (Draft)	35 days	Mon 6/6/11	Fri 7/22/11																										
40	Wetlands Delineation / Technical Report (Final)	1 wk	Mon 7/25/11	Fri 7/29/11	39																									
41	Task 5 - Draft EA	61 wks	Fri 3/25/11	Mon 6/25/12	25																									
42	DOWL Prepare Draft EA (ARRC to prepare some of the sections - see SOW)	12 wks	Fri 3/25/11	Thu 6/16/11	19																									
43	ARRC Internal Review #1	5 days	Fri 6/17/11	Thu 6/23/11	42																									
44	DOWL addresses comments	7 days	Fri 6/24/11	Mon 7/4/11	43																									
45	ARRC Internal Review #2	7 days	Tue 7/5/11	Wed 7/13/11	44																									
46	DOWL addresses additional comments / adds new wetlands mapping and info	7 days	Thu 7/14/11	Fri 7/22/11	45																									
47	ARRC Final Changes and Submit Preliminary EA to FRA	5 days	Mon 7/25/11	Fri 7/29/11	46																									
48	FRA Review of Preliminary EA	64 days	Mon 8/1/11	Thu 10/27/11	47																									
49	DOWL and ARRC Address Comments	2 days	Fri 10/28/11	Mon 10/31/11	48																									

Project: EA Timeline
Date: Thu 2/2/12

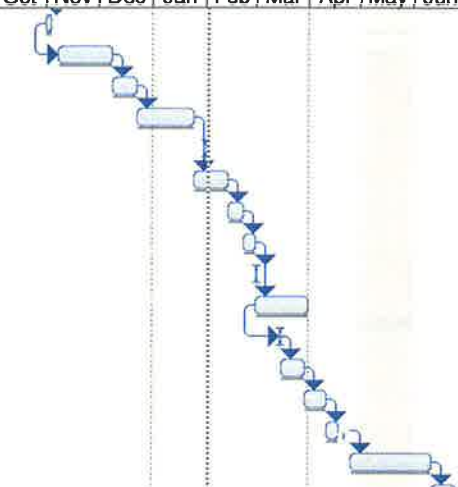
Task Progress Summary External Tasks Split

Split Milestone Project Summary External MileTask

FRA Task
Cooperating Agency Task
Durations shown are Business Days

North Pole Road / Rail Crossing Reduction EA

ID	Task Name	Duration	Start	Finish	Predecessors	Qtr 4, 2010			Qtr 1, 2011			Qtr 2, 2011			Qtr 3, 2011			Qtr 4, 2011			Qtr 1, 2012			Qtr 2, 2012			Qtr 3, 2012			Qtr 4,
						Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct
50	FRA Review #2 - approval to distribute to Cooperating Agencies	3 days	Tue 11/1/11	Thu 11/3/11	49																									
51	Cooperating Agencies Review of Preliminary EA	23 days	Tue 11/8/11	Thu 12/8/11	50SS+5 days																									
52	DOWL and ARRC Address Comments	10 days	Fri 12/9/11	Thu 12/22/11	51																									
53	2nd FHWA Review	23 days	Fri 12/23/11	Tue 1/24/12	52																									
54	FHWA / ARRC Teleconference	1 day	Tue 1/31/12	Tue 1/31/12																										
55	DOWL and ARRC Finalize EA /Schedule Public Mtg	14 days	Wed 1/25/12	Mon 2/13/12	53																									
56	3rd FHWA Review	7 days	Tue 2/14/12	Wed 2/22/12	55																									
57	FRA Final Review / Approval of EA Public Distribution	5 days	Thu 2/23/12	Wed 2/29/12	56																									
58	ARRC distribute EA and place ads for 30-day public comment period	1 day	Thu 3/1/12	Thu 3/1/12	57																									
59	30-day comment period	23 days	Thu 3/1/12	Sat 3/31/12	57																									
60	Public Meeting / Hearing	1 day	Thu 3/15/12	Thu 3/15/12	59SS+10 days																									
61	Comments compiled and responses drafted (DOWL to assist ARRC)	10 days	Fri 3/16/12	Thu 3/29/12	60																									
62	Revise EA and submit Draft FONSI to FRA	10 days	Fri 3/30/12	Wed 4/11/12	61																									
63	FRA Review revised EA	5 days	Thu 4/12/12	Wed 4/25/12	62																									
64	Final Revisions to EA	10 days	Thu 4/26/12	Mon 6/11/12	63																									
65	FONSI Signed (Unless EIS Determined Necessary)	10 days	Tue 6/12/12	Mon 6/25/12	64																									



Project: EA Timeline
Date: Thu 2/2/12

Task Progress Summary External Tasks Split

Split Milestone Project Summary External MileTask

FRA Task
Cooperating Agency Task
 Durations shown are Business Days



The American Energy & Infrastructure Jobs Act

Summary of Transportation Reauthorization Proposal

Transportation and Infrastructure Committee
U.S. House of Representatives



The American Energy & Infrastructure Jobs Act

The American Energy & Infrastructure Jobs Act (H.R. 7) is an initiative to create long-term American jobs by linking improvements to the nation's transportation infrastructure with increased production of domestic energy.

This key component of House Republicans' efforts to put Americans back to work is a long-term reauthorization of federal highway, transit and highway safety programs that will streamline and consolidate federal transportation programs, cut red tape and government bureaucracy, increase funding flexibility for states and local governments, better leverage existing infrastructure resources, and encourage more private sector participation in building infrastructure.

This comprehensive infrastructure proposal also makes significant reforms to federal passenger and freight rail transportation, hazardous materials transportation, and waterborne transportation programs.

Furthermore, while the previous surface transportation law included over 6,300 earmarks, the American Energy & Infrastructure Jobs Act contains no earmarks. There has been no larger transportation reform bill since the creation of the Interstate Highway System in 1956.

This legislation will not be another short-term stimulus failure. Instead, this initiative will provide long-term stability, critical to a state's ability to plan major transportation infrastructure projects and provide lasting employment. And by removing barriers to American energy production, this fiscally responsible legislation will provide a new, sustainable source of revenue for rebuilding our highways and bridges, reduce energy costs, and create jobs across the country.

The American Energy & Infrastructure Jobs Act will be the most significant jobs legislation this Congress will consider.

Summary of Transportation & Infrastructure Provisions

Transportation Reauthorization Funding

- Authorizes approximately \$260 billion over five years for Highway, Transit, and Highway Safety programs, consistent with current funding levels.
- Provides at least 5 years of stability for states to undertake major infrastructure projects.
- Contains no earmarks – previous transportation law contained over 6,300 earmarks.

Transportation Program Consolidation & Reform

- Most significant transportation reform bill since the Interstate Highway System was created in 1956.
- Consolidates or eliminates nearly 70 duplicative programs or programs not in the federal interest.
- Eliminates requirements for states to spend highway funding on non-highway activities, but permits states to fund those activities if they so choose.
- Allows states to fund their most critical infrastructure needs.

Streamlining the Project Delivery Process

- Cuts bureaucratic red tape by allowing federal agencies to review transportation projects concurrently, delegates project approval authority to states, and establishes hard deadlines for federal agencies to make decisions on permits and project approvals.
- Expands the list of activities that qualify for Categorical Exclusions – an approval process that is faster and simpler than the standard process.
- By cutting the project review process time in half, we will ensure environmental protections remain in place while making infrastructure improvements in a much more effective manner.

Better Leverage Existing Resources

- Encourages more private sector participation in building infrastructure
- Funds the Transportation Infrastructure Finance and Innovation Act (TIFIA) program for low interest loans at \$1 billion per year
- Incentivizes states to build upon the existing State Infrastructure Bank program.

Program Reform & Reducing the Size of Government

Currently, there are over 100 federal surface transportation programs, many of which were created over the last 50 years to address narrow interests beyond the original programmatic goals. Many of these programs are duplicative or do not serve a national interest; they simply add to the massive federal bureaucracy. Dollars that could be directed to infrastructure are instead diverted to the continued administration of these programs.

The American Energy & Infrastructure Jobs Act reforms surface transportation programs by consolidating or eliminating approximately 70 programs that are duplicative or do not serve a federal purpose. This proposal identifies programs that serve similar purposes, such as the Indian Reservation Roads Program and the Transit on Indian Reservations Program, and consolidates them into a Tribal Transportation Program. The proposal also identifies programs that do not serve a federal interest, such as the National Historic Covered Bridge Preservation Program and the Nonmotorized Transportation Pilot Program, and eliminates them.

Furthermore, states will no longer be required to spend highway funding on non-highway activities. States will be permitted to fund such activities if they choose, but they will be provided the flexibility to identify and address their most critical infrastructure needs. However, this additional flexibility will not be unchecked. States will be held accountable for their spending decisions through new performance measures and transparency requirements.

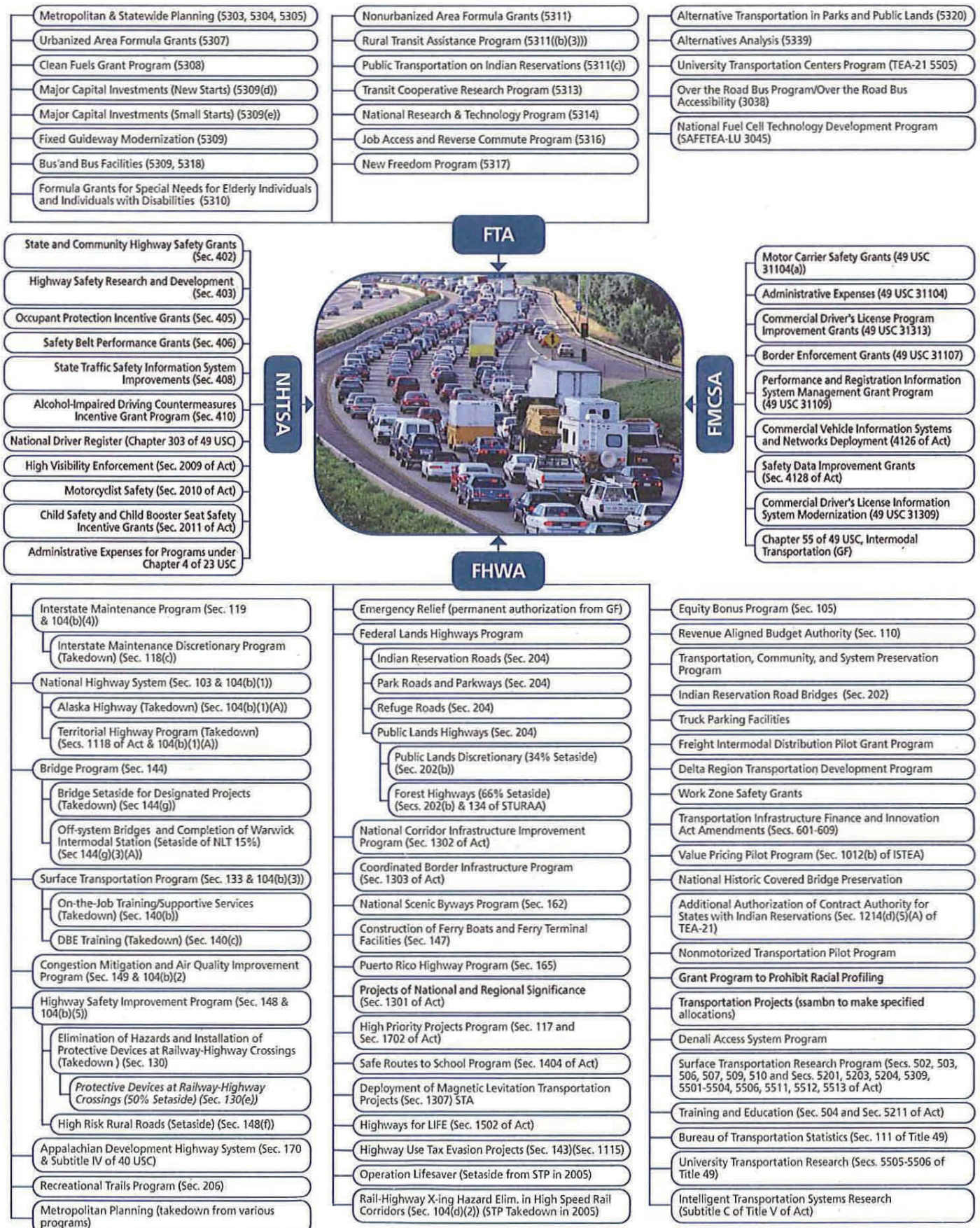
The Highway Trust Fund was created in the 1950s to construct the Interstate Highway System. In the years since, numerous new programs have been created and the focus of our federal transportation programs has expanded well beyond their original intent and goals. This legislation refocuses the Highway Trust Fund on programs and projects that have regional and national impacts and eliminates programs that do not.

Reforming programs and reducing the federal bureaucracy under the American Energy & Infrastructure Jobs Act will ensure a more streamlined federal government and the more effective investment of resources.



See the following two pages for charts representing the current surface transportation programmatic bureaucracy, and the consolidation proposed under the American Energy & Infrastructure Jobs Act.

Current Surface Transportation Programs & Bureaucracy



Surface Transportation Program Consolidation & Reform

Urbanized Area Formula Grants	Major Capital Investments (New Starts)	Major Capital Investments (Small Starts)
Fixed Guideway Modernization	Coordinated Access and Mobility Programs	Rural Area Formula Grants
Metropolitan and Statewide Planning Program	Bus and Bus Facilities Formula Grants	FTA Transit Research
Rural Transit Assistance Program		

FTA



State Highway Safety Grants
National Driver Register
Administrative Expenses

NHTSA

Motor Carrier Safety Grants
Administrative Expenses
Commercial Driver's License Program Implementation Grants
Commercial Vehicle Information Systems and Networks Deployment

FMCSA

FHWA

National Highway System Program	Surface Transportation Program	Highway Safety Improvement Program
Congestion Mitigation and Air Quality Improvement Program	Equity Bonus Program	Appalachian Development Highway System
Federal Lands Highway Program	Tribal Transportation Program	Territorial Highway Program
Puerto Rico Highway Program	Emergency Relief Highway Program	Metropolitan Planning Program
Surface Transportation Research and Deployment	Construction of Ferry Boats and Ferry Terminal Facilities	Statewide Planning Program
Transportation Infrastructure Finance and Innovation Act	Recreational Trails Program	State Infrastructure Banks

Streamlining Project Delivery & Cutting Red Tape

Government bureaucracy and red tape in the approval and permitting process create needless infrastructure project delays and cost increases. According to the Federal Highway Administration, highway projects can take up to 15 years to complete. While state and local governments deal with the seemingly endless review process, transportation capacity and safety improvements stall, construction costs escalate, and job creation is put on hold.

For example, after a series of fatal accidents on a roadway in Toulumne County, California, a project was proposed to widen the roadway by no more than two feet in any location, construct 2,000 feet of new guardrail, replace two culvert pipes, and resurface the road. This project took over seven years just to complete the environmental reviews and permit approvals. Unfortunately, during that seven year period there were additional serious accidents on the roadway that could have been avoided.

Project reviews are necessary to help protect the environment, but a more reasonable process is essential to using our resources more effectively. It can be done. When a design flaw caused the collapse of the I-35W bridge in Minnesota in 2007, the replacement was contracted to be completed in just 437 days and was completed significantly ahead of schedule using innovative contracting methods and a streamlined environmental review process.

The American Energy & Infrastructure Jobs Act streamlines and condenses the project review process by cutting bureaucratic red tape, allowing federal agencies to review transportation projects concurrently, setting hard deadlines for federal agencies to approve projects, and delegating more decision making authority to states.

Efficient Environmental Reviews

- Condenses the final environmental impact statement and combines it with the record of decision.
- Provides a single system to review decisions and reduce bureaucratic delay by requiring concurrent reviews and setting deadlines for approvals.
- Classifies projects in the right-of-way as categorical exclusions under NEPA.

Clarifies Eligibility for Pre-Construction Activities

- Allows for acquisition of land during NEPA where the transaction itself does not cause a change in the area's land use or cause adverse environmental effects.
- Encourages corridor preservation to reduce project costs, delays, and impacts on communities.
- Allows detailed design prior to NEPA completion at state expense, making such work eligible for federal reimbursement only if the project is subsequently approved.

Promotes Integrated Planning and Programmatic Approaches

- Builds on the efforts in section 6001 of SAFETEA-LU and allows environmental decisions made in the planning process to be carried forward into the NEPA process.
- Clarifies authority for programmatic approaches (rather than project-by-project reviews).

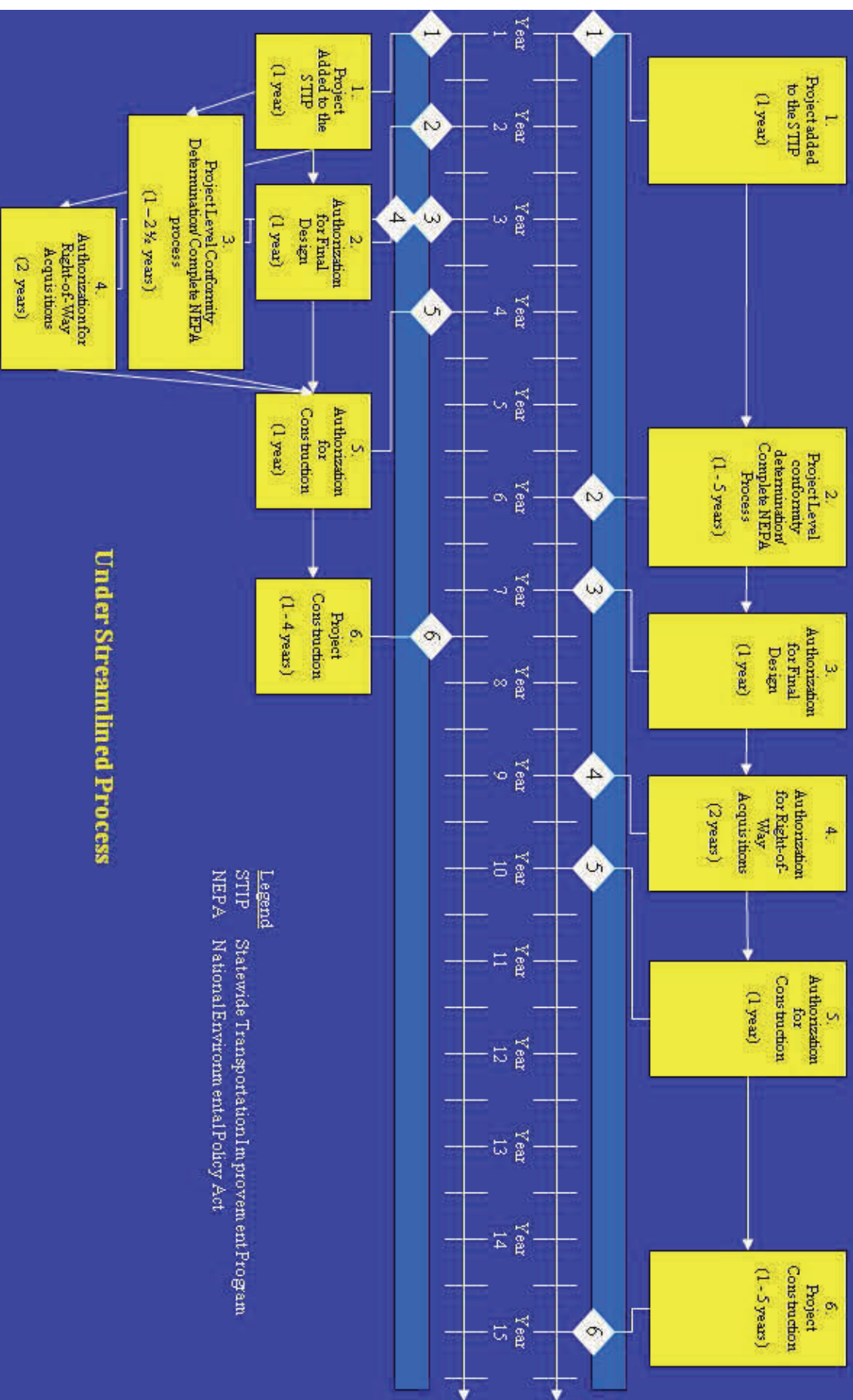
By cutting the project review process time in half, we can ensure environmental protections remain in place while investing infrastructure resources in a much more effective manner.

See chart on the following page for a comparison of the current bureaucratic process and the streamlined process under the American Energy & Infrastructure Jobs Act.



Highway Project Development Process

Under Current Bureaucratic Process



Increasing Private Sector Participation & Maximizing Existing Revenue

The American Energy & Infrastructure Jobs Act maximizes the buying power of infrastructure resources in a number of ways, including better leveraging existing federal funds and adopting policies that will attract private sector investment.

Private sector interest in building infrastructure is considerable, and encouraging the private sector to responsibly partner with federal and state governments can significantly enhance the amount of available federal revenue. While public-private partnerships cannot address all of our infrastructure needs, significant changes in existing programs and policy will attract private sector investment.

The American Energy & Infrastructure Jobs Act builds upon and improves the successful Transportation Infrastructure Finance and Innovation Act (TIFIA) loan program. The measure dedicates \$1 billion per year to the TIFIA program resulting in \$10 billion in low interest loans to fund at least \$20 billion per year in transportation projects. Providing additional funding for TIFIA will help meet demand for credit assistance for transportation projects and enable increased leveraging of Highway Trust Fund dollars with state, local and private-sector funding.

The legislation does not create a new National Infrastructure Bank, but rather builds upon existing State Infrastructure Banks. States will be encouraged to create and capitalize State Infrastructure Banks to provide loans for transportation projects at the state and local level. The percentage of federal highway funding that a state can dedicate to a State Infrastructure Bank will be increased from 10 percent to 15 percent and states will receive a specific amount of funding that can only be used to fund State Infrastructure Banks.

This proposal also calls for unlocking existing revenue sources that are not being fully utilized for their intended purpose.

Under this initiative, existing lanes on the Interstate Highway System remain toll-free, however states will have the ability to toll new capacity on the Interstate System. States will also have greater flexibility to toll non-Interstate highways.

The Harbor Maintenance Trust Fund is supported by cargo fees and is critical for dredging and harbor channel improvements. Despite growing maritime infrastructure needs, these funds are not being fully utilized to maintain our ports.

This measure improves the underutilized Rail Rehabilitation and Improvement Financing (RRIF) Program by creating a faster and more predictable application process and allowing more flexibility in loan terms. While RRIF was created to allow for loans and loan guarantees to help improve the nation's rail infrastructure, the slow process for approval and constricting terms have stunted its potential. This proposal ensures the program is able to help address the nation's growing rail infrastructure needs at a time when the economy is continuing its recovery.

The American Energy & Infrastructure Jobs Act will allow federal dollars to work more effectively and generate additional revenue for infrastructure improvements and job creation. By more effectively leveraging available resources, we can achieve more infrastructure and employment benefits per dollar invested.



Federal Highway Program

Fifty years ago the goal of the Federal Highway Program was to fund road construction projects that facilitated interstate travel and interstate commerce. After the Interstate Highway System was largely completed, the Federal Highway Program began to fund a broader range of projects. Today there are more than 50 programs run by the Federal Highway Administration that fund projects ranging from graffiti removal to planting of wildflowers.

The American Energy & Infrastructure Jobs Act eliminates approximately 40 Federal Highway Administration programs and focuses our limited federal resources on projects that have regional or national significance. Federal approvals and processes are streamlined to ensure projects are expedited, and administrative overhead can be reduced through programmatic reform, increasing the amount of funding available for projects.

State Flexibility and Accountability

- States maintain the opportunity to fund the broad range of eligible projects under the current Surface Transportation and Congestion Mitigation and Air Quality programs, but they are not required to spend a specific amount of funding on specific types of projects, such as transportation museums or landscaping.
- More than 90 percent of Federal Highway Program funding will be distributed through formula programs to state departments of transportation, allowing state and local transportation officials to prioritize projects rather than bureaucrats in Washington D.C.
- States are provided the maximum amount of flexibility in choosing what projects to fund with their federal highway dollars, but will be held accountable for those choices through performance measures and transparency requirements.

A Focus on the National Highway System

- The new Federal Highway Program focuses primarily on the National Highway System – a 160,000 mile system of roads that includes the Interstate Highway System and other roads important to the nation's economy, defense and freight mobility.
- Approximately half of the funding provided for the Federal Highway Program is directed to funding projects on the National Highway System.



Highway Safety

- The legislation continues the Highway Safety Improvement Program and allows funding to be used on safety projects on virtually any road.

Improved Leveraging of Resources

- The bill better leverages our limited federal resources, including through the TIFIA program and the existing State Infrastructure Bank structure. This approach keeps the federal financing bureaucracy at a minimum and maximizes states' financial capabilities.

Highway & Motor Carrier Safety

Since 2005, highway fatalities have steadily declined from 43,510 to 32,885 in 2010. There also has been a dramatic reduction in severe and fatal crashes involving large trucks and buses in recent years, with fatalities from crashes dropping from 5,539 in 2005 to 3,944 in 2010.

Reauthorization of the highway and motor carrier safety programs under the American Energy & Infrastructure Jobs Act continues the progress made in recent years by incorporating performance measures into each state's highway safety plan. Each state is required to establish quantifiable targets for each performance measure. This will help states target the most effective highway and motor carrier safety activities and hold states accountable for how they spend their federal funding.

NHTSA Safety Programs

- Focuses funding on NHTSA's highway safety grant program that distributes money to states through a formula for highway safety activities.
- Clarifies that states can use highway safety grant funding for initiatives to increase seat belt use, prevent impaired driving, and improve motorcycle safety.
- Changes the distribution formula for NHTSA's highway safety grant program so states that have laws and programs designed to increase seat belt use, prevent impaired driving, or improve the safety of young drivers receive more funding.
- Holds states accountable by requiring them to spend federal funding in areas where they are not meeting performance goals.

Motor Carrier Safety Programs

- Ensures that federal regulations keep unsafe trucks and buses off the road while allowing companies that operate in a safe and responsible manner to continue to do so.
- Prevents companies that have been shut down for violating safety standards from reincarnating as new carriers to avoid compliance.
- Consolidates grant programs and institutes new performance measures to focus state motor carrier safety efforts on reducing the number of crashes and fatalities involving large trucks and buses.
- Establishes annual inspection programs for buses.
- Requires the Secretary to establish a clearinghouse of positive drug and alcohol test results by commercial drivers.
- Requires the Secretary to prescribe regulations to establish minimum training requirements for commercial drivers.



Federal Transit Programs

The American Energy & Infrastructure Jobs Act focuses on federal transit policies and programs that most effectively contribute to public transportation services that meet the needs of commuters, transit-dependent individuals, and occasional transit riders.

Private Sector Partnering

- Removes current barriers that prevent the private sector from offering public transportation services.
- Provides incentives to vanpools and intercity bus operators to participate in federally-supported transit services.
- Requires that private intercity and charter bus operators be given reasonable access to federally-funded transit facilities.
- Encourages and rewards public-private partnerships when building new rail transit systems.

Focuses on Formula Programs

- Repeals discretionary programs that are unpredictable and not transparent, and focuses available funding on formula programs that provide stable and predictable funding to states and local transit agencies.
- Increases the percentage of available formula funds for transit programs that benefit suburban and rural areas, and programs that support transit services for the elderly, disabled, and transit-dependent.

Streamlines and Simplifies

- Consolidates and simplifies human service transportation programs from three separate programs to one.
- Streamlines the New Starts and Small Starts competitive grant program, cutting project development time in half.

Improves Transit Safety

- Strengthens the rail transit safety oversight program without creating a new federal transit safety bureaucracy.



Passenger & Freight Rail Transportation

Government can do more to effectively leverage federal investments in infrastructure. Additionally, regulatory overreach and misguided spending programs are crippling our economy, stifling job creation, and wasting our limited federal resources. The American Energy & Infrastructure Jobs Act streamlines the project delivery process, reduces regulatory burdens, and promotes accountability and responsibility while maintaining the highest commitment to rail safety.

Leveraging Federal Investments

- Creates a faster and more predictable application process for Rail Rehabilitation and Improvement Financing (RRIF) loans.
- Increases access to the RRIF program by providing more flexible loan terms.

Streamlining Project Delivery

- Expedites project review which reduces costs to project sponsors.
- Increases coordination among federal agencies and allows for review of projects concurrently.
- Creates greater certainty by establishing hard deadlines for agency action and decisions.
- Delegates more decision making authority to the states.
- Expands classes of projects excluded from extensive environmental review.

Reducing Regulatory Burdens

- Increases the opportunity for the successful implementation for Positive Train Control (PTC) by changing the implementation deadline and allowing for technology neutral solutions, while maintaining our commitment to safety.
- Improves the rulemaking process at the Federal Railroad Administration to protect against overly-burdensome regulations and red tape.

Reforming Amtrak

- Places limits on Amtrak's use of federal funds to focus it on providing better service.
- Cuts Amtrak's operating subsidy by 25 percent in FY 2012 and 2013.
- Clarifies Amtrak Inspector General's authority to protect federal funds against fraud, waste, and abuse.
- Requires Amtrak's money-losing, poorly managed food and beverage services to be competitively bid.

Promoting Accountability and Saving Money

- Eliminates the congestion grants set aside program in the Intercity Passenger Rail grants program, currently authorized at \$100 million per year in FY 2012 and 2013.
- Terminates Capital Grants program for Class II and Class III Railroads, authorized at \$50 million per year.



Hazardous Materials Transportation

The Pipeline and Hazardous Materials Safety Administration oversees the safe and secure shipment of nearly 1.4 million daily movements of hazardous materials, including such common products as paints, fuels, fertilizers, alcohols, chlorine, fireworks, and batteries that are essential to the general public and local economies.

The American Energy & Infrastructure Jobs Act advances safety, efficiency, and accountability in the transportation of hazardous materials and promotes the nation's economic health through certainty and uniformity in the regulation of those materials.

Promotes Regulatory Certainty and Transparency

- Reforms rulemaking process to be less burdensome on industry and ensure economic effects are properly accounted for.
- Establishes regulatory certainty through notice and comment rulemaking.
- Promotes efficiency by incorporating safe special permits into regulations.
- Requires program review to improve administration of motor carrier permitting.

Creates Uniformity to Grow Business and the Economy

- Eliminates differing state requirements for notification, enforcement, and permitting that hinder the free-flow of commerce and do not increase safety levels.
- Establishes uniform training and enforcement among the states.
- Ensures the nation's expert on hazardous materials transportation remains its international representative.
- Eliminates overlapping federal jurisdiction.
- Protects economic growth by preempting unreasonable burdens on commerce.

Reduces Regulatory Burdens

- Bans certain regulations whose cost-effectiveness is unproven.
- Ensures no new user fees will be imposed on the industry.
- Eliminates unnecessary package inspections that burden commerce.
- Ensures penalties are fairly imposed on those entities responsible for violations.

Promotes Accountability and Saves Money

- Allows flexibility and requires accountability in managing grant programs.
- Eliminates wasteful earmarks.



Waterborne Transportation

Waterborne trade at our nation's ports is vital to the American economy, and millions of jobs throughout the country are dependent upon the commercial shipping industry. The American Energy & Infrastructure Jobs Act encourages funds collected for the maintenance of our nation's harbors to be invested for that purpose.

Calls for Dedicated Funds Go to Infrastructure Programs

- The Harbor Maintenance Trust Fund (HMTF) provides funds for the United States Army Corps of Engineers (Corps) to carry out the dredging of navigation channels to their authorized depths and widths. The HMTF is based upon a user fee collected from shippers that utilize the nation's coastal ports. Unfortunately, we do not invest all of these fees back into harbor maintenance. In FY 2010 the HMTF grew by \$1.3 billion, but only \$828.6 million was spent. If the status quo continues, the HMTF is estimated to have a balance of \$6.93 billion at the end of FY 2012.
- This legislation calls for HMTF expenditures to be tied to revenues and spent for harbor maintenance as intended.



Association of Metropolitan Planning Organizations
 Side-by-Side: Current Law, MAP 21 and American Energy and Infrastructure Jobs Act
 2/10/12

ISSUE	Current Law	MAP 21	American Energy and Infrastructure Jobs Act
Duration	Extensions of SAFETEA LU	2-years	4 years
Appropriations	Formula	Percent share of 2009	Formula
Location in Code	Section 134, 23USC	Section 134, 23USC	Section 5203, Chapter 52, 49USC
PL Funding	1.25% set aside from 5 core highway programs \$304M in 2009	All program apportionments are calculated for each state, then MPO PL is calculated based upon 2009 share of funding, and distributed by agreed upon formula	1.15 of NHS and STP 2012 - \$284M 2013-2016 (average) - \$325M
State ROR on gas tax contributions	92%	95%	94%
Suballocation of Surface Transportation Program funds	STP apportionment in 2009 - \$6.6B	Renamed Transportation Mobility Program (TMP) TMP apportionment is 29.3% of total apportionment, based on 2009 apportionment, after planning and CMAQ are distributed	STP apportionment \$10.5B in 2013 growing to \$10.750 in 2016
	10% of STP reserved for TE	Eliminates TE set-aside in STP	Strikes 10% set-aside for TE
	STP - 62.5% suballocated to urbanized area over 200,000 and other areas of the state 37.5% in any area of the state	50% suballocated to urbanized areas over 200,000, in areas other than urban areas with pop greater than 5,000, and in other areas of the state 50% in any area of the state	50% suballocated to over 200,000 as well as in other areas of the state by population 50% in any area of the state
	States required to make obligation authority available to UZA over 200,000	Eliminates obligation authority for suballocated funds	State shall consult with RPO, if one exists, in areas over 5,000 and under 200,000
CMAQ		50% of CMAQ suballocated to projects in maintenance and nonattainment areas Distribution of funds based on formula that considers population and weighted by severity of pollution • 50% of the suballocated funds obligated to projects	Obligation Authority and formula retained

		<ul style="list-style-type: none"> that reduce fine particulate matter 30% of the 50% (above bullet) obligated to retrofit highway construction engines to meet particulate matter emissions standards <p>50% of the remainder for obligation in nonattainment and or maintenance areas</p> <p>Project Selection under TMP: Tier I & II selects projects within the boundaries of the MPA, form the TIP in consultation with the state and on concurrence of the facility owner</p> <p>Project Selection under CMAQ: selected by the State consistent with planning provisions</p> <ul style="list-style-type: none"> Project selection under planning provision: Tier I selects projects within the boundaries of the MPA, from the TIP in consultation with the state and on concurrence of the facility owner 	Relationship to the State is current law
Project Selection	<p>MPO under 200,000 – selected by the state and recipients of transit funding in cooperation with the MPO</p> <p>Over 200,000 – excluding projects under NHS, interstate, or the bridge program, all projects (highway and transit) within the MPA boundaries selected from the TIP by the MPO in consultation with the state transit operator</p> <p>Over 200,000 - projects on the NHS, interstate, and under bridge program within the boundaries of the MPA selected by the state in cooperation with the MPO</p> <p>Threshold - 50,000 in population</p>	<p>Threshold - 200,000 in population</p> <p>New Planning Regulations – 1 year after enactment, USDOT required to publish a regulation establishing minimum technical requirements for Tier I, and minimum requirements for Tier II</p> <p>Tier I – primarily serves an MPA of 1M in population; USDOT determines MPO meets technical requirements in regs, and within two years fully implements the new performance based approach to planning</p> <ul style="list-style-type: none"> Failure to meet the requirements results in a Tier II 	Threshold – 100,000 in population (AMPO request)
MPO Designation			Includes a special rule for small MPOs under 100,000 – shall continue to be designated as an MPOs and subject to provisions in the bill (AMPO request)

		<p>designation until USDOT determines it meets the requirements</p> <p>Tier II – MPO operating in an urban area with a population of 200,000 that does not qualify as a Tier I and will follow a planning process not necessarily performance based</p> <ul style="list-style-type: none"> • Tier II may request, with Gov support, designation as a Tier I MPO and approved if it meets Tier I requirements <p>Continuing designation of Small Urbanized Areas – under 200,000 but more than 50,000</p> <ul style="list-style-type: none"> • An MPO may be designated by agreement of the Governor and consent by the USDOT on a finding that the MPO meets minimum requirements of a Tier II MPO • Not later than 2 years after Tier II rules are published any MPO under 200,000 and above 50,000 (as determined before the bill is passed) may request, with Gov support, designation as Tier II – USDOT makes the determination <p>MPO Termination – MPOs under 200,000 shall be terminated 3 years after the Secretary “promulgates” the minimum requirement rules UNLESS Reaffirmed by the Gov and approved by the USDOT that Tier II minimum requirements are met</p> <p>Gov can request a “probationary continuation” of an MPO under 200,000 for 1 year as they attempt to meet the minimum requirements</p> <p>Failure to be designated Tier II – no later than 180 days after negative determination the MPO submits to the State or</p>	
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	designated planning organization a 6-month plan to transfer responsibilities and dissolve the MPO <ul style="list-style-type: none"> • Planning area continues to receive PL funds until the earlier of dissolution or 4 years after bill is passed • The area will be treated as a nonmetropolitan area 		
Development of TIP and Plan	MPOs Plan and TIP developed in cooperation with the state and transit operators	<p>Non TMA – develop plan in consultation with state and transit operator</p> <p>TMA – develop plan in cooperation with state and transit operator</p> <p>Non TMA/TMA develop TIP in cooperation with the state and transit operator</p>	<p>Current law</p> <p>EXCEPT - A governor may modify and add a project to the TIP if MPO and State fail to resolve disagreement over statewide projects of significance on the Interstate. Gov can modify TIP without approval or endorsement of the MPO. MPO required to update long-range plan.</p>
Performance based planning	<p>TIER 1 (required)</p> <ul style="list-style-type: none"> • Establish performance targets in coordination with the state addressing performance measures described under National Highway Performance Program, Safety, CMAQ, and National Freight Program to track outcomes • Establish 90 days after the state targets are developed • MPO integrates state targets, goals, measures, and objectives directly or by reference • Performance measures and targets shall be used, at a minimum, as the basis for policies, programs, and investments reflected in the plan and TIP. • To the maximum extent practicable advisory groups should be formed for interested parties • Plan shall include: <ul style="list-style-type: none"> o Description of performance measures o Current and projected usage of the transportation system o System performance report – progress achieved, performance report (progress in meeting targets, money spent and projects 		

		<p>completed, when appropriate analysis of how preferred scenario improved conditions and performance), strategies and investments for improving performance, optional illustrative list of projects, discussion of environmental and stormwater mitigation activities, strategies investments to support intercity transportation.</p> <ul style="list-style-type: none"> • May develop multiple scenarios for consideration • Develop a financial plan to support the plan and shall contain projected resource requirements, difference between cost and revenue, strategies for securing additional revenue, projects only if full funding can reasonably be anticipated to be available <p>TIER II</p> <ul style="list-style-type: none"> • Develop a plan and TIP • DOT will determine the appropriateness of TIER II performance based planning 	
TIP		<p>TIER I (similar to current law with some exceptions)</p> <ul style="list-style-type: none"> • Update on a cycle compatible with the STIP • A description of the anticipated effect each project will have in addressing the targets • As part of the financial plan – projected differences between costs and revenue, and strategies for securing new revenue <p>TIER II</p> <ul style="list-style-type: none"> • Develop a plan and TIP • DOT will determine the appropriateness of TIER II performance based planning <p>Every 4 years</p>	
Certification	<p>Every 4 years</p> <p>Have an approved TIP and comply with applicable Federal law</p> <p>TMAAs only</p>	<p>Have an approved TIP and comply with applicable Federal law</p>	

<p>Amendments adopted in Committee mark-up 11/9/11</p>	<p>Tier I & II Sec. may delegate fact-finding authority to the State regarding certification of Tier II Sec. may make certification for both TIER I & II in consultation with the State</p>	<p>No planning specific amendments were adopted Congressman Nadler (D-NY) offered an amendment to strike TIP modification language but withdrew the amendment. (He is prepared to offer the same amendment on the House floor during consideration of HR7)</p>
<p>Schedule for implementation:</p> <ul style="list-style-type: none"> Secretary shall issue guidance on the implementation of the changes made to planning Secretary shall not require a deviation from established planning update cycle to implement changes made by the bill MPO shall reflect changes in the plan or TIP by 2 years after the guidance <p>Rural Planning Organization definition</p> <ul style="list-style-type: none"> An organization that was an MPO before MAP 21 is enacted and is not a Tier I or II MPO <p>Nonmetropolitann Planning Organization definition</p> <ul style="list-style-type: none"> Same as RPO 	<p>Tier I & II Sec. may delegate fact-finding authority to the State regarding certification of Tier II Sec. may make certification for both TIER I & II in consultation with the State</p>	<p>Requires the Secretary to establish and implement a National Freight Program Primary freight networks are identified and funds are apportioned to state to use for eligible projects Up to 10% of apportioned funds may be used for private or public freight rail or maritime projects</p>
<p>Freight Program</p>	<p>None</p>	<p>Secretary required to develop a 5-year national freight policy State are encouraged to create freight advisory committees State are encouraged to develop freight plans</p>
<p>Innovative Financing</p>	<p>Transportation Infrastructure Finance and Innovation Act (TIFIA) Authorized \$122M per year to provide credit subsidy to projects seeking federal loan, lines of credit or loan guarantees</p>	<p>TIFIA Authorizes \$1B per year Increases federal share of subsidy cost to 49% from 33% Projects included highway, bridge, transit, AMTRAK, freight</p>

	<p>Projects included highway, bridge, transit, AMTRAK, freight rail</p> <p>Agreements are based on project by project basis</p>	<p>rail</p> <p>Agreements may be for a program of interrelated projects</p>	<p>Projects included highway, bridge, transit, AMTRAK, freight rail</p> <p>Agreements may be for a program of interrelated projects</p>
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FMATS TIP OBLIGATION STATUS REPORT - FFY12

2.08.12

FMATS ALLOCATION TOTALS

FMATS ALLOCATIONS	PHASE	AMOUNT	FFY12 OBLIGATIONS	PERCENT OBLIGATED
FMATS CTP & TRAAK ALLOCATION	All	\$11,398.7	\$213.1	2%
FMATS CMAQ ALLOCATION	All	\$1,100.0	\$0.0	0%
FMATS GRANDFATHER STIP ALLOCATION	All	\$1,815.8	\$0.0	0%
OFFSETS (Not Including Earmarks)	All	\$1,547.2	\$124.2	8%
TOTAL		\$15,861.7	\$337.3	2%

CTP/TRAAK FUNDING

AKSAS	CTP/TRAAK	PHASE	OBLIGATION DATE ESTIMATE	TIP AMOUNT	FFY12 OBLIGATIONS	PERCENT OBLIGATED	COMMENTS
62164	College Road Rehabilitation	4	2.21.13	\$2,142.3		0%	Will not obligate in FFY12
63559	FMATS LED Street Light Conversion - Stage II	4	8.15.12	\$1,500.0		0%	
63559	FMATS LED Street Light Conversion - Stage III	2		\$200.0		0%	
63293	Gold Hill Road Bicycle and Pedestrian Facility	2	4.1.12	\$324.7		0%	
63293	Gold Hill Road Bicycle and Pedestrian Facility	3	8.1.12	\$1,125.0		0%	
63293	Gold Hill Road Bicycle and Pedestrian Facility	7	8.1.12	\$75.0		0%	
76719	North Pole Interchange Pedestrian Facilities	7	10.1.12	\$100.0		0%	May not need this funding
76719	North Pole Interchange Pedestrian Facilities	3	4.9.12	\$198.0		0%	
60669	North Pole Bike Path Rehabilitation and Connections	4	3.22.12	\$300.0		0%	PC added \$100,000 for Park Way Rehab 1.18.12
77248	Plack Road Bike/Pedestrian Facility: FNSB	2	3.1.12	\$416.0		0%	
61324	Preventive Maintenance Program: FMATS	7		\$110.0		0%	
76717	Preventive Maintenance Program: FMATS	4	6.24.12	\$1,945.0		0%	PC reduced by \$100,000 1.18.12
63727	South Cushman Mitchell to Sanduri	2	11.14.11	\$45.0	\$45.0	100%	Obligated on 11.14.11
77198	FMATS Coordinators Office	8	11.7.11	\$168.1	\$168.1	100%	
63213	University Avenue Widening	2	12.15.11	\$2,017.6		0%	Approved by P.C. on 9.22.11
63213	University Avenue Widening (Grandfather)	2	12.15.11	\$1,815.8		0%	Approved by P.C. on 9.22.11
24413	Wendell Avenue Bridge: Fairbanks	2	5.1.13	\$732.0		0%	Will not obligate in FFY12
TOTALS				\$13,214.5	\$213.1	2%	
Less Grandfathered Funding				1,815.8	0.0		

FMATS TIP OBLIGATION STATUS REPORT - FFY12

2.08.12

	CTP/TRAAK TOTALS		\$11,398.7	\$213.1
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FMATS TIP OBLIGATION STATUS REPORT - FFY12

2.08.12

OFFSETS

AKSAS	DEOBLIGATIONS (Not Including Earmarks)	PHASE	OBLIGATION DATE STATUS	TIP AMOUNT	FFY12 OBLIGATIONS	Percent Obligated	COMMENTS
60747	Leasure Subdivision Improvements	4	11.23.11	\$24.2	\$24.2	100%	Obligated 11.23.11
76719	North Pole Interchange Pedestrian	2	12.13.11	\$100.0	\$100.0	100%	Obligated 12.13.11
60669	North Pole Bike Path Rehabilitation and Connections	4	3.22.12	\$150.0	\$0.0	0%	Recommended by T.C. 1.4.12
63102	Illinois Street Reconstruction	4		\$50.0	\$0.0	0%	Approved by PC 1.18.12
OFFSET TOTALS				\$324.2	\$124.2	38%	

CMAQ FUNDING

AKSAS	CMAQ	PHASE	OBLIGATION DATE STATUS	TIP AMOUNT	FFY12 OBLIGATIONS	PERCENT OBLIGATED	COMMENTS
60439	COF/Curb Corner and Sidewalk Upgrades - Stage II	4	6.1.12	\$600.0		0%	
69494	Fairbanks Air Quality Planning Project	8		\$100.0		0%	
60669	North Pole Bike Path Rehabilitation and Connections	4	3.22.12	\$400.0		0%	
CMAQ TOTALS				\$1,100.0	\$0.0	0%	

EARMARK FUNDING

AKSAS	EARMARKS	PHASE	OBLIGATION DATE STATUS	TIP AMOUNT	FFY12 OBLIGATIONS	PERCENT OBLIGATED	COMMENTS
61725	Noble Street Upgrade: Fairbanks	3	11.2.12	\$300.0		0%	1702 Funding (Not expected to Obligate in FFY12)
61725	Noble Street Upgrade: Fairbanks	7	4.24.12	\$500.0		0%	1702 Funding
EARMARK TOTALS				\$800.0	\$0.0	0%	

GENERAL FUNDS/OTHER FUNDED PROJECTS

AKSAS	GENERAL FUNDS/OTHER FUNDED PROJECTS	PHASE	OBLIGATION DATE STATUS	TIP AMOUNT	FFY12 OBLIGATIONS	PERCENT OBLIGATED	COMMENTS
63768	Birch Hill Bicycle and Pedestrian Facility: FNSB	2		\$180.0		0%	SB46 Allocation
25456	Chena Small Tracts Road Bicycle and Pedestrian Facility	2		\$100.0		0%	SB46 Allocation
62164	College Road Rehabilitation	4		\$4,200.0		0%	SB230 College Road Allocation
62164	College Road Rehabilitation	3		\$300.0		0%	SB230 College Road Allocation
77194	Cushman, Barnette and Gaffney Upgrades: Fairbanks	4		\$525.0		0%	SB46 Funding
77194	Cushman, Barnette and Gaffney Upgrades: Fairbanks	4		\$4,658.3		0%	GF-GC
62161	Barnette Street Reconstruction	4		\$1,357.0		0%	HB381 Funding
77198	FMATS Coordinators Office	8	11.7.11	\$16.7	\$16.7	100%	M381
61661	FMATS Pedestrian Improvements - Stage I	2		\$200.0		0%	HB381 Funding
61690	FMATS Pedestrian Improvements - Stage II	2		\$200.0		0%	HB381 Funding
	Preventive Maintenance Program	2		\$300.0		0%	SB46 Funding
62049	Wickersham Upgrades	3		\$50.0		0%	SB230 Funding
63213	University Avenue Widening	2		\$165.0		0%	GO Bond
GF/OTHER FUNDED PROJECTS TOTALS				\$12,252.0	\$16.7	0%	

