

**ANCHORAGE METROPOLITAN AREA TRANSPORTATION SOLUTIONS
POLICY COMMITTEE MEETING**

**Mayor's Conference Room, 8th Floor
632 West 6th Avenue
Anchorage, Alaska**

**September 29, 2011
1:00 p.m.**

Meeting Continued from September 22, 2011

Policy Committee members Present:

Name	Representing
Robert Campbell	Alaska Dept. of Transportation & Public Facilities, Regional Director (DOT&PF)
Cindy Heil	Alaska Dept. of Environmental Conservation (ADEC), Air Quality
Dan Sullivan	Municipal Mayor
Patrick Flynn	MOA/Municipal Assembly (via phone)

Also in attendance

Name	Representing
Craig Lyon	MOA/Traffic Department (TD)
Erin Gora	DOWL HKM
Kris Riesenber	Federal Highway Administration/Juneau (via phone)
Gary Katsion	Kittelson & Associates
Jamie Kenworthy	
Walt Parker	

1. CALL TO ORDER

CHAIR CAMPBELL called the meeting to order at 1:00 p.m. Cindy Heil was present on behalf of Alice Edwards, George Vakalis was present on behalf of Mayor Sullivan, and Assembly Member Flynn attended via phone. Assembly Member Birch was absent. A quorum was established.

2. PUBLIC INVOLVEMENT ANNOUNCEMENT

MR. LYON encouraged public involvement in this meeting of the AMATS Policy Committee. He explained staff would first make their presentation, followed by any comments from Committee members, and the floor would then be open to public comment.

3. APPROVAL OF AGENDA

With regard to release of the MTP public review draft, MR. VAKALIS noted this will be released today and will go back to the TAC at some point in time, and it is his understanding there will be an opportunity at that time for some amendments to come forward as discussed by the Mayor. CHAIR CAMPBELL confirmed this was correct, but clarified there were two different issues, the MTP and the Mayor's proposed modification to the TIP.

Hearing no objection, the agenda was approved as presented.

4. APPROVAL OF MEETING MINUTES

MS. HEIL moved to approve the minutes of January 27, 2011. MR. VAKALIS seconded. MR. RUDOLPH provided minor grammatical edits. *Hearing no objection, the minutes were approved subject to MR. RUDOLPH'S edits.*

MS. HEIL moved to approve the minutes of July 28, 2011. MR. RUDOLPH provided minor grammatical edits. *Hearing no objection, the minutes were approved subject to MR. RUDOLPH'S edits.*

MS. HEIL moved to postpone approval of the August 25, 2011 minutes to the next meeting. MR. VAKALIS seconded. MR. RUDOLPH provided minor grammatical edits. *Hearing no objection, the motion passed.*

5. BUSINESS ITEMS

a. 2035 Metropolitan Transportation Plan – Release of Public Review Draft

GARY KATSION with Kittelson & Associates and project manager for the consultant team reviewed minor edits made to the version of the draft 2035 Metropolitan Transportation Plan (MTP), which the Committee saw on September 22, 2011. Staff is asking for approval from the Committee to release the MTP public review draft tomorrow.

MR. KATSION reviewed the status of pending items/suggested changes to the draft MTP, which was provided in a list to the Committee last week.

- Figure 1, Chapter 1. Minor change to add in the carbon monoxide maintenance area and the PM-10 Non-Attainment Area in Eagle River. Deleted any reference to the urban growth areas in both places because they do not pertain to the MTP at this point in time.
- Chapter 4 was reformatted to match the other chapters.
- One change in Chapter 4 was to add the Boniface Parkway between the Glenn Highway and Joint Base Elmendorf-Richardson as part of the non-freeway section of the National Highway System.

- A minor change was made to Figure 4-4 to add the timeframe.
- The figures pertaining to Chugiak-Eagle River for peak daily and peak hour traffic at intersections will be prepared over the next month, and will be part of the public hearing draft and presented at the public hearings. This will be forthcoming in the next couple weeks. Staff was unable to complete compilation of the data into table format in one week.

Chapter 5. Handout provided to the Committee was in addition to text and an additional figure on Pages 5-21 and 5-22, which is a discussion of a comparison of the 2035 land use assumptions that are part of the MTP versus the Knik Arm Crossing (KAC) analysis. There is a side-by-side comparison of the economic forecast and the traffic volumes.

- Chapter 6. Reprinted new draft of Chapter 6. There were minor edits to Table 6-2 to show how the process worked in subsequent tables. There was a footnote change on Page 6-5 stating the Consumer Price Index (CPI) on the road projects started in 2018, not 2024, for both the short- and long-term.
- Pages 6-9 – 6-11, Figures 6-1, 2 and 3 were made larger for legibility.
- Table 6-4. CPI footnote change also made to Pages 6-13 and 6-14.
- Page 6-15, Table 6-5. Minor change to show where the footnotes applied in the tables.
- Page 6-22, Table 6-8. In long term, there was a change in the amount of funding available from the Federal Transit Administration for the Very Small Starts Program. It was reduced from \$11.1 million, which had a ripple effect requiring minor changes to Tables 6-9 and 6-10.
- Table 6-12. Minor change adding the footnote reference in the table itself.
- Page 6-30, KAC. Minor change to include date of the Pro Forma Funding Plan, which is February 2011 based on when it was actually presented by the Knik Arm Bridge & Toll Authority (KABATA).
- Page 6-31. In reference to the KAC, text in the third column was changed to read “Collected tolls would replenish the reserve account and fund Phase II of the project.”
- Page 6-32, first column, second paragraph. In the sentence starting “however, the current financial plan for Knik Arm Crossing,” the phrase “including project toll revenues” was inserted because it is part of the funding package.

- Page 6-32, 4th bullet. Added “vehicles per day” after “36,000” for clarification.
- Page 6-32, 5th bullet, third column. Added the phrase “necessitating a legislative appropriation for ‘loan’ that would be repaid if toll revenues allow.”
- Page 6-33. Added another bullet stating, “The state will assume all risk associated with availability payments.” This was included to make sure it was clear who was assuming that risk.
- Table 6-13, KAC Financial Plan. The numbers included basically apply to this project and the period of time dealing with the MTP. The Phase I project is \$852 million, and Phase II is \$230 million, for a total that is both sources of revenue and the total uses, which is \$1,082 billion. The expected toll revenues of \$230 million were added. With the changes, the KAC finance plan then balances.
- Page 6-34, middle column, last paragraph. This paragraph was changed to read, “The revenue forecasts for the Knik Arm Crossing are hopeful, based upon assumptions developed by KABATA in February 2011. If the forecast does not materialize and KABATA enters into an agreement committing the state to a fixed level of return to a private firm, the state will have a legal obligation to pay.”
- Page 6-34, last paragraph. Deleted the word “bidding” and replaced it with “proposal” because it is not a bid, it is a proposal. The last sentence was changed to read, *“If the actual financial plan for the Knik Arm Crossing requires more state investment or is required to draw from sources such as federal NHS funds, that affect the implementation of other MTP projects, this MTP will have to be amended to reassess the Knik Arm Crossing, remove roadway projects from the network, resulting in worsening congestion, or new revenue sources and assumptions will need to be brought forward.”* This change was in line with the Committee’s previous direction when the assumptions were set up that the KAC could be reassessed if the monies are basically in competition with each other for the AMATS area.

ASSEMBLY MEMBER FLYNN recalled the Policy Committee’s direction was the costing “shall” be reassessed if the Finance Plan was insufficient. He thinks this could be fixed in the public comment process, but he thinks it is not an option. CHAIR CAMPBELL did not recall the wording, but noted the current wording says “will have to” and does not say “should” or “shall.”

MAYOR SULLIVAN arrived at 1:21 p.m.

MR. KATSION continued his recap of changes to the draft MTP.

- Pages 6-36 and 6-37, Table 6:14. Because of changes in public transportation funding due to the “Very Small Starts,” this table was changed as well, which is the summary of the entire sources and uses of revenue. Also, a column was added for the short-term total, long-term total, and the total MTP for revenues.
- Page 7-9, Table 7-2. The project description for Project 126, Glenn Highway, Farm Avenue was added in as a partial interchange to make clear it is a partial interchange. The cost estimates did include over-crossing over the Glenn Highway.
- Page 7-10, Table 7-2, Project 140, Knik Arm Crossing. The project cost for Phase I is \$852 million.
- Page 7-13, Table 7-2. Project 218, Knik Arm Crossing – Phase II. The cost estimate is \$230 million.
- Page 7-35. With regard to the project description for KAC, there will be an option for the developer to add the third and fourth lanes. The description reads:

Phase I of the KAC includes a minimum two-lane roadway and bridge extending from Port Mackenzie District Boundary in the Mat-Su to the A-C Couplet in Anchorage. This phase also includes a 6-lane cut-and-cover tunnel under Government Hill. The bridge substructure and the in-water Anchorage –side roadway subgrade must initially be built to accommodate the full future 4-lane roadway width. The expansion of the bridge and roadway from 2 lanes to 4 lanes within the Phase I construction limits will be the responsibility of the private developer who has the option to construct these additional lanes at any time, provided they are in place at such time that traffic volumes warrant. Since the work is included in the initial contract, it is considered short term for the purposes of the MTP.

Phase II includes the 4-lane extension of the Ingra-Gambell couplet on a viaduct over Ship Creek to tie into the Government Hill tunnel. This phase is the responsibility of KABATA, and this portion of Phase II is considered a long term project in the MTP.

CHAIR CAMPBELL asked for comments and questions from the public with regard to the changes reviewed by Mr. Katsion.

JAMIE KENWORTHY noted he provided information to JON SPRING that AMATS is referencing the February 2011 Pro Forma of KABATA, but that it is a different number than the new Phase I, which includes 4-lanes across the bridge. He indicated the Pro Forma by KABATA'S numbers have the State not getting a positive surplus until 2033, but to pay for 4-lanes the toll reference of surplus toll revenue to pay for 4-lanes is 10 years earlier. He further indicated KABATA has revenue from 4-lanes, but the cost of 2-lanes, and believes that with the

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new number of \$852 for Phase I that now includes 4-lanes, a new pro forma is needed. He stated it should not refer to the February 11 Pro forma; there must be a new pro forma.

ASSEMBLY MEMBER FLYNN indicated he would make his comments in writing.

In response to Chair Campbell, MR. KATSION noted they are preparing a table of contents, table of figures, an index, a glossary and an abbreviations list.

CHAIR CAMPBELL noted staff seemed to use KABATA and “proposer” interchangeably, and from his perspective there should be one unit to describe it. He thought perhaps KABATA would be the appropriate term for anything to do with that project. He was not sure “proposer” had a legal connotation to it that in the future would mean anything.

MS. HEIL moved to release the Metropolitan Transportation Plan public review draft tomorrow for the 30 day public comment period. MAYOR SULLIVAN seconded.

MS. HEIL commended staff on doing a good job getting the MTP to this point.

Hearing no objection, the motion was approved.

b. Other Business Items - None

6. INFORMATION ITEMS

a. Committee Comments

ASSEMBLY MEMBER FLYNN suggested scheduling a joint work session with the TAC for a technical review of the draft MTP. He indicated it might be valuable to do this sooner rather than later to be better able to respond as the public reviews this and has questions and comments. There were no objections, and Staff was directed to schedule the joint meeting for the next TAC meeting on October 13, 2011.

MAYOR SULLIVAN noted the Energy Council is in town, which is a major energy policy group in the nation, and he had a chance to interact with them.

In response to Mayor Sullivan’s question regarding his proposed TIP amendment relating to the Port, CHAIR CAMPBELL explained the proposed amendment is before the TAC, and it is part of their charge to evaluate and move that amendment back to the Policy Committee.

MAYOR SULLIVAN asked if the State was going to issue a formal written opinion of the proposed amendment. Based on his conversations with the Commissioner and the Governor, and recognizing what this money was intended for, MAYOR SULLIVAN indicated that if the State

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is going to take a position, and Chair Campbell is going to represent that position, that he would like to know what that position is before this comes to a vote.

CHAIR CAMPBELL stated there is no formal commitment right now for that money to come through to AMATS. He noted he was not privy to nor does he have knowledge of the informal conversations the Mayor had, or what the Mayor's level of certainty is based on those conversations. However, Chair Campbell noted he asked their Commissioner and Planning Director, and he indicated neither one of them have received any formal communication that the money is to be placed in the TIP. He stated he was not saying that is a position; he was just saying that is the information he has right now.

MAYOR SULLIVAN indicated he would work then until this comes before the Committee again to see if the Municipality cannot get a more formal position because based on his conversations there was recognition that that was certainly money designated for the Port over and above roadway monies, and it was a matter of formalizing it within our AMATS process to make sure there was a mechanism to properly channel that money. He will work his side.

CHAIR CAMPBELL noted Secretary LaHood was in town this last week and met with several people including the Port, the Railroad, various different aviation groups, highway groups, and representatives of the trucking industry.

CHAIR CAMPBELL wished he could say he brought decisive and encouraging news from Washington, but he did not. He noted Secretary LaHood's visit was an opportunity for us to show some of Alaska's unique transportation problems, and he hopes he takes back a little bit of our challenges and uniqueness, and hopefully Alaska will continue to receive appropriate treatment from the federal authorities that are responsible for transportation in this country.

7. SCHEDULED AMATS MEETINGS

Technical Advisory Committee, October 13, 2011

Policy Committee, October 27, 2011

Technical Advisory Committee, November 3, 2011

Policy Committee, November 17, 2011

8. ADJOURNMENT

MS. HEIL moved to adjourn. MAYOR SULLIVAN seconded. The meeting adjourned at 1:36 p.m.