

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

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

**June 28, 2012
1:00 p.m.**

Policy Committee members present:

Name	Representing
Jennifer Witt	Alaska Dept. of Transportation & Public Facilities, Regional Director (DOT&PF)
Alice Edwards	Alaska Dept. of Environmental Conservation (ADEC), Air Quality
Dan Sullivan	Municipal Mayor
Patrick Flynn	MOA/Municipal Assembly
Chris Birch	MOA/Municipal Assembly

Also in attendance

Name	Representing
Craig Lyon	MOA/Community Development/Transportation Planning (CCD)
Rich Wilson	MOA/Port of Anchorage
Mike Vigue	DOT&PF Headquarters, Chief, Program Development, Juneau
Kris Riesenber	Federal Highway Administration, Juneau (via phone)

*AMATS Technical Advisory Committee members

1. CALL TO ORDER

CHAIR WITT called the meeting to order at 1:00 p.m. All Policy Committee members were present. CHAIR WITT was present on behalf of Robert Campbell and served as Chair. 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

MAYOR SULLIVAN moved to approve the agenda. ASSEMBLY MEMBER FLYNN seconded. *Hearing no objections, the agenda was approved unanimously.*

4. APPROVAL OF MEETING MINUTES – May 3, 2012

ASSEMBLY MEMBER FLYNN moved to approve the May 3, 2012 minutes. ASSEMBLY MEMBER BIRCH seconded. *Hearing no objections, the agenda was approved unanimously.*

5. BUSINESS ITEMS

a. Transportation Improvement Program Amendment No. 3

This amendment is for several changes that need to be incorporated into the 2010-13 Transportation Improvement Program (TIP) to update program allocations, keep project schedules on track, and insure funding for needed improvements. The changes proposed in Amendment 3 were listed in the memo provided to the Committee, which also compared TIP Amendment 2 passed by the Policy Committee to the proposed changes in TIP Amendment 3.

MR. LYON reported the table of proposed changes to TIP Amendment 3 was included in the version that went to the Planning and Zoning Commission and the Assembly. The table also included one change proposed by the Assembly.

CHAIR WITT indicated one of the things that precipitated this amendment initially was the allocation for AMATS had increased based on new funding levels established through the State-wide Transportation Improvement Program.

MR. LYON provided some highlights by program as follows:

- Table 2, Highway Safety Improvement Program (HSIP) – Table updated. This is a federally funded program administered by DOT, which is required to be shown in the TIP.
- Table 3, Roadways Program – Revised the Spenard Road Rehab project to reflect the modified language from the MTP. Added 4 new projects – South Anchorage/Hillside Intersection Study; Driftwood Bay Drive Study; Regional Household Travel Survey; Freight Mobility Study Update.
- Table 4, Transportation Enhancements – updated to show additional allocations and schedule changes.
- Table 5, Congestion Mitigation and Air Quality (CMAQ) – Updated numbers, and added more money into the Traffic Control Signalization Project.
- Table 6, National Highway System (NHS) – This program is a federally funded program administered by DOT, which is required to be shown in the TIP. Updated to show new projects, as well as differences in scheduling, particularly the Seward Highway projects.
- Table 7, FTA Transit Program – no changes.

- Table 8, Other Federal, State and Local Funded Projects within AMATS – numbers updated for Recreation Trails for Alaska and the Knik Arm Crossing and added 3 new projects. Two were PeopleMover projects, which are federal earmarks/grants and required to be shown in the TIP.
- Table 9, NHS and Non-NHS Improvements Outside AMATS, within the MOA – updates to project amounts and phasing and adding 6 new projects.
- Table 10, Pavement Replacement Program – updated project location for Dimond Boulevard.

MR. LYON reported the Air Quality Conformity Consultation Team met to discuss the conformity analysis and agreed that this amendment was conforming. The existing Air Quality Conformity analysis is still in force, and none of the new projects in this amendment require a separate conformity analysis.

In response to Assembly Member Birch, CHAIR WITT explained DOT is looking at chip seal as a preventive maintenance and extending life for some low volume roads, but typically for an arterial or collector system, a determination is made in design as to whether it will be ground down and repaved. Typically a full pavement design is done when with federal funds under this program.

ASSEMBLY MEMBER FLYNN expressed concern about the significant volume of advance construction (AC) funds as shown in the Table 3 and 4 of the TIP Amendment that are being obligated. He noted half of the amount being taken out of 2013 for 2012 and half from 2014 for 2013. CHAIR WITT explained the flexibility that comes from being able to AC money from the next year into this year for projects noting there is less risk of losing funding because there are so many unknowns with projects. She noted in FY12 there was a clean slate, but there are projects ready to go to construction that exceed what AMATS receives in funds in any given year, which requires looking at advancing funds from the following year to be able to advertise the project. She noted the main concern is getting the entire AMATS program obligated.

MR. LYON explained Table 8 are not AMATS allocations and is not part of the financially constrained portion of the TIP.

MR. FLYNN discussed Project 6, the C Street Railroad Bypass (Table 8), and expressed concern whether it would ever be funded. He noted this bypass location is next to the Qualify Asphalt Paving facility, and used by the Whittier trains, trains going to Anchorage Sand & Gravel, and passenger trains going south, which means multiple movements back and forth across that crossing blocking the third busiest north-south arterial in Anchorage. He is bothered by the deletion and thinks it is imperative that AMATS put more emphasis on the importance of this project. The project is shown as 2015 and beyond.

CHAIR WITT explained the change to Project 6 in Table 8 was precipitated by the need to match the project description with the actual earmark, which is the “C Street Railroad Bypass.” This was the only change in the TIP amendment.

MR. FLYNN noted that originally this project was conceived as part of a State bond proposal, and the money was reallocated to the C Street project, which is why the language was that way.

MR. CARR discussed the C Street Crossing project explaining it was originally part of the FHWA earmark that came in through SAFETEA-LU FY-05. He indicated \$2 million would not fund the design of the grade separation at C Street, and there seems to be a reluctance to move that project forward. He explained the Alaska Railroad is looking at some way to move something forward for C Street and discussed a conceptual scope of work for a virtual messaging system to communicate between those systems and the train to tell commuters when the train is arriving. The signs would be located at Dimond, International, Tudor and Raspberry.

With regard to a match for the earmark, MR. FLYNN indicated there was State funding in either the 2002 or 2004 for a grade separation in the Transportation G.O. bonds passed. Unfortunately, the language of that bond allowed for funds to be moved elsewhere if a project could not be completed. He indicated the dollars were moved to augment the C Street extension to O’Malley Road. CHAIR WITT indicated DOT staff would look into this issue.

There were no public comments.

ASSEMBLY MEMBER FLYNN moved to approve the Air Quality Conformity analysis determination for TIP Amendment No. 3. MAYOR SULLIVAN seconded.

Hearing no objections, the motion passed unanimously.

ASSEMBLY MEMBER FLYNN moved to approve TIP Amendment No. 3. MS. EDWARDS seconded.

ASSEMBLY MEMBER FLYNN stated he is bothered by two aspects of this amendment. First, he thinks AMATS is being a little bit too aggressive in use of advance construction funding. Second, he thinks AMATS needs to be a little more deliberate in its approach on how to handle the C Street at-grade crossing for the Railroad. He noted it just keeps getting put off, and this TIP amendment does that further. He would like to see the TAC come back to the Policy Committee with a more concrete recommendation on how to move forward. He thinks the virtual notification is a terrible idea, but if that is the best we can come up with then take it. He would like to see a little more time spent on this.

MAYOR SULLIVAN followed up on Mr. Flynn’s comments asking what the DOT Administration’s goal on the C Street crossing. He noted Mr. Flynn and Mr. Carr are right that

this is maybe the worst traffic jam in the entire Anchorage Bowl, and it happens every day. He asked for a game plan.

CHAIR WITT indicated Mr. Campbell could respond to this issue at the next meeting. She noted aggressive use of AC is symptomatic of having large projects that do not break down well into smaller projects, and the interchange is that type of project. She indicated the TAC could be looking at this project to propose a funding strategy, partnership or something. She thinks part of this is moving forward and completing the projects that have been underway for years such as Dowling Road Extension through there have been a priority for DOT and AMATS, and it is time to start looking at what comes next.

MAYOR SULLIVAN noted how expensive the crossing would be. ASSEMBLY MEMBER FLYNN noted the Dowling Road Extension had an alternative so there could be a grade separation in the area, but it was dropped for expense reasons.

Hearing no objections, the motion passed unanimously.

Noting it takes 6 to 7 months to get a major TIP amendment through the process before it gets to this Committee, CHAIR WITT stated she has asked staff to start looking at the possibility of amending the existing TIP just modified to add the years 2014 and 2015. The TAC will address this as well. She recognizes this will overlap with staff's development of a brand new TIP. She indicated the challenge is to look ahead to ensure AMATS is on track to be able to deliver enough projects to meet whatever the funding levels will be. Although there are illustrative projects in the TIP, this still needs to be looked at, and the Policy Committee concurred.

b. AMATS Operating Agreement (Amendment)

MR. LYON reviewed some of the changes in the proposed amendment to the AMATS Operating agreement, which included:

- LRTP (long range transportation plan) changed to MTP (metropolitan transportation plan).
- Added the Freight Advisory Committee and Bicycle and Pedestrian Advisory Committee.
- Added language allowing ability for the Assembly Chair to appoint designees for Assembly Members on the Policy Committee in case they are unable to attend. Other seats on the Policy Committee have designee language.
- Updates to timeframes (3 years instead of 4 years).

Mr. Lyon explained the amendment contained housekeeping changes. The Municipal Department of Law reviewed this, and it was determined this was not a redesignation because there was nothing in the amendment that would require a new agreement to be signed by the Governor and Mayor, or that would fall under new regulations issued under SAFETEA-LU. The Policy Committee is being asked to approve the addendum in the form of an errata sheet.

ASSEMBLY MEMBER FLYNN asked whether the Department of Law reviewed this with the specific understanding that a significant change to the AMATS Operating Agreement to the AMATS Policy Committee membership could potentially trigger the new rules wherein the Policy Committee would have to be somewhat broader in its membership scope. MR. LYON explained the question was asked whether or not the Department of Law felt this would constitute a redesignation of the MPO triggering the need to bring everything up to the latest regulations. He noted the Department of Law responded that they did not feel this was a redesignation.

ASSEMBLY MEMBER FLYNN noted if significant changes are made to the Operating Agreement it would trigger a requirement that the MPO Operating Agreement be brought up to the requirements of SAFETEA-LU as opposed to TEA-21. In that case, the membership of this committee would have to be broadened significantly to include, for example, the Railroad, maybe the Port, and a lot of other entities, and would not be as compact a committee then with at least 11 members.

Based on assurances from staff that this is essentially an addendum as opposed to a major amendment ASSEMBLY MEMBER FLYNN stated he would be supporting this.

There were public comments.

MAYOR SULLIVAN moved to approve the amendment to the Operating Agreement with the modification laid on the table by Staff. ASSEMBLY MEMBER BIRCH seconded.

With regard to the language laid on the table for Assembly Member designees, MR. LYON clarified that Section 12.03 was included for reference purposes only and not intended to be part of the proposed amendment.

Hearing no objections, the motion passed unanimously.

c. AMATS Bicycle and Pedestrian Advisory Committee Appointments

This is a request that the Policy Committee appoint the slate of individuals listed below to the Bicycle and Pedestrian Advisory Committee. There are 7 designated seats and 4 public seats. All of the proposed members have been contacted and are willing to serve on the committee. The TAC has recommended approval.

Seat	Name	Affiliation	Term Expires
Bicycle Org.	Brian Litmans	Bicycle Commuters of Anchorage	2015
Public Health Org.	Karol Fink	SOA, Division of Public Health	2014
Disability Services Org.	Eric Gurley	Hope Community Resources	2015

Social Service Org.	Kate O'Brien	Spirit of Youth	2014
Anchorage School District	Dan Merrigan	ASD Student Transportation	2016
Community or Environmental Org.	Brendan Babb	Alaska Center for the Environment Board	2016
Business Org.	John Weddleton	Member, Anchorage Chamber of Commerce and Spenard Chamber of Commerce	2016
Public Seat A	Tina Tomsen		2015
Public Seat B	Julia Petersen		2015
Public Seat C	Elizabeth Blackburn		2016
Public Seat D	Tim Kosednar		2014

MR. LYON reported that with regard to seats for specific organizations, the organizations were contacted asking for a specific person to serve or to provide a name. Members for the four public seats were solicited through email blasts and notice on the AMATS website. He explained 19 applications were received for those 4 seats. A small subcommittee consisting of staff from DOT and the Municipality reviewed the applications and reached consensus on the four members recommended.

Mayor Sullivan left the room at 1:39 p.m.

The Policy Committee briefly discussed the slate of officers. ASSEMBLY MEMBER FLYNN noted this was well done with an impressive slate of candidates.

There were no public comments.

ASSEMBLY MEMBER FLYNN moved to approve the Bicycle and Pedestrian Advisory Committee Appointments. ASSEMBLY MEMBER BIRCH seconded.

Hearing no objections, the motion passed unanimously, 4-aye and 0 nays.

d. Other Business Items - None

6. INFORMATION ITEMS

a. Port, Waterways and Aviation Transportation Status

MR. LYON explained this is a required annual report to provide any new information or updates. He noted there was no new information from waterways and aviation, but the Port would provide an update.

RICH WILSON, Port Director, reported the Port is in a reset mode on the new project in the expansion area and are making good progress on getting that organized. He noted this their planning process would include preparation of a Business Plan followed by a Master Plan with a facilities plan and land use plan.

ASSEMBLY MEMBER FLYNN noted the Assembly Enterprise Oversight Committee gave Mr. Wilson a semi-thorough vetting prior to appointment.

In response to Assembly Member Birch, MR. WILSON discussed the Fire Island Wind Farm noting parts and staging have been taking place at the Port, and shipping is due to begin and will be active through the end of the season. He also noted a second wind farm project in Fairbanks is also storing parts at the Port, and trucks are being shipped north by train daily. MR. WILSON noted the Port is looking forward to other industrial partners storing things over the winter.

b. Deliverability Concerns Report

MR. LYON reported there were no deliverability concerns. He noted all the projects in the TIP to obligate this year are still on schedule and on track.

c. Other Informational Items - None

7. COMMITTEE COMMENTS

Mayor Sullivan returned to the meeting at 1:48 p.m.

MIKE VIGUE reported they received a copy of the new reauthorization bill that passed out of conference committee last night and should be going to the Senate Floor and House Floor for an up or down vote sometime today or tomorrow for the President to sign by Saturday, which is the end of the current extension. He indicated the FTA funding for the Railroad was restored.

MR. CARR noted the Railroad did not get everything restored through this bill, but a substantial portion was restored. He indicated there would be some impact on the Railroad's capital program for this reason. Based on the numbers given to the Railroad by the conference committee staff, he noted it appears that the cut was about 13 to 14% and not the 70% expected. He noted the local and national support the Railroad got was very effective.

MR. CARR noted this brand new transportation bill is called MAP-21 and is a 27 month bill that would extend the program through September 30, 2014.

CHAIR WITT indicated this bill does not introduce new funding sources, but is subject to obligation limitations and is expected to carry forward fairly consistent funding levels although

some funding programs have been consolidation. She noted it is yet to be seen how that will impact Alaska.

MR. VIGUE noted there would be a transition period, and the Federal Highway Administration will need to develop guidance with a lot of information coming out in the next 2 or 3 months as they analyze this bill.

In response to Assembly Member Flynn, MR. RIESENBERG indicated he would plan on reporting to the Policy Committee on bill at a later date. He noted this bill leans heavily towards performance management, as well as other changes. He indicated there would be nationwide guidance and some nationwide performance measures that would come from FHWA Headquarters.

8. SCHEDULED AMATS MEETINGS
Policy Committee, July 26, 2012

9. ADJOURNMENT

The meeting adjourned at 1:54 p.m.