

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

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

**September 27, 2012
1:00 p.m.**

Policy Committee Members Present:

Name	Representing
Robert Campbell	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

Also in attendance

Name	Representing
Craig Lyon	MOA/Community Development/Transportation Planning (CCD)
Bart Rudolph	DOT&PF
Jennifer Witt *	DOT&PF
Cindy Heil *	ADEC
Charles Guincharde	Representative Mia Costello
Carol Snead	HDR Engineering
Rachel Steer	DOWL HKM
Shannon McCarthy	Knik Arm Bridge & Toll Authority
Todd Logan	

**AMATS Technical Advisory Committee members*

1. CALL TO ORDER

CHAIR CAMPBELL called the meeting to order at 1:03 p.m. Chris Birch was absent. Patrick Flynn arrived at 1:04 p.m. 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. MS. EDWARDS seconded. *Hearing no objections, the agenda was approved as presented.*

4. APPROVAL OF MEETING MINUTES – May 3, 2012 and June 28, 2012

MAYOR SULLIVAN moved to approve the minutes of May 3, 2012. MS. EDWARDS seconded. *Hearing no objections, the minutes were approved as written*

MAYOR SULLIVAN moved to approve the minutes of June 28, 2012. MS. EDWARDS seconded.

ASSEMBLY MEMBER FLYNN noted a correction on Page 6 in paragraph 2 to delete the phrase “those rascals at.”

Hearing no objections, the minutes were approved as corrected.

5. BUSINESS ITEMS

a. Transportation Improvement Program (TIP), Major Amendment 4, Air Quality Conformity Determination

Topic: Anchorage is a maintenance area for carbon monoxide (CO). As such, federal regulations require that AMATS make an air quality conformity determination on all transportation plans and programs to help ensure that they will not jeopardize compliance with the federal air quality standard for CO. These regulations require AMATS to determine that future emissions from the transportation network envisioned in these plans and programs are under the allowable emissions budget established in the State Implementation Plan for air quality. The transportation network envisioned in the proposed Amendment #4 to the 2010-2013 TIP is identical to that envisioned in the 2035 Metropolitan Transportation Plan (MTP) adopted by AMATS in May of this year. Because there has been no change in the transportation network or growth assumptions, the conformity analysis performed for the MTP is equally applicable to the proposed Amendment #4 to the TIP. This analysis showed that Anchorage will be well under the allowable motor vehicle CO emission budget. As required by federal regulations, an interagency consultation will be conducted before the conclusion of the 30-day public review period. AMATS staff requests the AMATS PC to release the draft conformity determination report for Major Amendment #4 of the AMATS 2010-2013 TIP for 30-day public review.

MR. LYON provided a presentation on release of the Conformity Determination Report for the TIP Major Amendment #4. He stated an interagency consultation team did discuss the changes related to Amendment #4 and determined it still meets all conformity requirements. He explained that because the Conformity Determination was not yet available at the time the TAC met, staff is requesting the Policy Committee to approve release of that document for public review.

There were no comments from the public.

MAYOR SULLIVAN moved to release for public review the draft of the Air Quality Conformity Determination Report for Major Amendment #4 to the 2010-2013 AMATS Transportation Improvement Program. MS. EDWARDS seconded.

Hearing no objections, this motion was approved.

b. Transportation Improvement Program (TIP), Major Amendment 4

***Topic:** In order to keep project schedules on track and insure funding for needed improvements, several changes need to be incorporated into the 2010-13 Transportation Improvement Program (TIP). Currently, the TIP ranges from 2010 to 2013, and this amendment would add 2014 and drop off 2010. The main driving factor for this addition is to ensure funding is available for major construction projects like Dowling Road Phase II, which will be ready to obligate in 2013, but will need to advance construct funds from 2014 in order to do so. Advance constructing funds allows for flexibility in our program and earlier project delivery. This amendment is also needed to reflect the anticipated program allocation reduction as a result of MAP-21 (Moving Ahead for Progress in the 21st Century). The overall allocation is expected to decrease from approximately \$36 million to \$25 million in 2013 and 2014. The AMATS Technical Advisory Committee released this amendment for a 30 day public review period on September 13, 2012 with the addition of changes made at that meeting. Those changes have been incorporated, and staff is asking the Policy Committee to formally release this updated version and start the beginning of the public comment period on September 28, 2012.*

CHAIR CAMPBELL noted the proposed amendment contains some housekeeping, and but primarily would extend the TIP for one more year (2014).

CHAIR CAMPBELL asked for public comments, and the following individuals testified:

TODD LOGAN. He asked the Committee to either amend this proposal, or remand it back to the TAC to have something more balanced before it is released to the public. He specifically referred to the “gutting of transportation enhancement funding proposed for 2013 and 2014.” He stated what is being proposed is the lowest possible funding levels for bicycle and pedestrian amenities in order to bring the 4-year average down to 10%, the minimum allowed under AMTS policies, whereas in the last several years this

funding has been between 12% and 14%. He indicated under this proposal it would drop to 4% in 2013 and 6% in 2014, and discussed his concerns.

There were no other public comments.

In response to Assembly Member Flynn, MR. LYON explained there was an approximate decrease in allocations of \$10 million or more, which needs to be reflected in the amendment for 2013 regardless of whether or not 2014 is incorporated in this TIP. He discussed the need to reflect those smaller allocations now, and the time it takes to process a TIP amendment versus a new TIP. He further explained the need to maintain a schedule for approval without lapsing into a grace period situation, which FHWA has expressed concerns about in the past, and this proposed amendment will solve that issue.

In response to Mr. Logan's comments, Assembly Member Flynn asked about the process. MR. LYON noted adopted AMATS policies and procedures require spending 10% to 15% of AMATS money on transportation enhancements (TE) over the 4-year life of the TIP, which he indicated is at approximately 11%. He further noted in 2012 AMATS has spent \$6.3 million (18%), which is significantly more in that year. He noted there are not always \$6 million enhancement projects available, and it can take a couple years to get built. He indicated that currently there are no large TE projects ready to go to construction. The Bicycle and Pedestrian Plan implementation is planned for 2013, and because most of the projects in those two plans are smaller projects, the \$1 million allocation per year can be used for this. MR. LYON expects at some time in the future there will be larger projects. He explained the amendment tries to balance out the TE money spent over the last couple of years with the coming years.

MR. LYON confirmed that this would allow for a larger project in 2016, which would push the 4-year average closer to 15%.

In response to Mr. Logan's comments, CHAIR CAMPBELL stated there is a lot of money being spent on enhancements in most of the road projects done in this community. In particular, he noted the New Seward Highway project, which will establish the missing link for the trail system this town has wanted for a long time. He does not believe this project is getting TE credit in this document or anywhere else, but it will benefit from the project in that area. He noted bike lanes are being added to both sides of Dowling Road and the provision of a separated trail as well. Again, he does not believe any of that is credited TE money per se.

CHAIR CAMPBELL stated he is fairly comfortable releasing this document where it is right now. He thinks both the spirit and the letter of the law have been met, and in fact, he thinks AMATS is doing better in the spirit than the letter. He thinks a lot of the projects developed have significant enhancements attached to them that are not really credited to the enhancement program. As a bike rider and runner himself, CHAIR CAMPBELL appreciates Mr. Logan's concern. He stated he will support releasing the document for public review.

MAYOR SULLIVAN moved to release for public comment proposed Amendment #4 to the 2010-2013 Transportation Improvement Program (TIP). ASSEMBLY MEMBER FLYNN seconded.

ASSEMBLY MEMBER FLYNN stated he supports releasing this document primarily because he knows the timeframe is tight to get this done. He indicated that while he appreciates Mr. Logan's concerns, and sending it back to the TAC for more work might result in a slightly different product, but it very well may not. He noted he did not want to slow this down for another month. He indicated that perhaps through the public process he can work for an adjustment.

Hearing on objections, the motion was approved.

MR. LYON discussed the schedule for Amendment #4, which was distributed to the Committee, and provides for adopting by December 20th at the Policy Committee. He expects to get the Assembly paperwork in tomorrow, and the Planning & Zoning Commission hearing is scheduled for November 5th.

MR. LYON provided a 2015-2018 TIP schedule that begins in January 2013, which results in approval by the Policy Committee on January 23, 2014.

MR. LYON noted there were several reasons this schedule does not begin sooner, including new performance measures, regulations and rules resulting from MAP-21, which are not yet available. Performance measures are expected to start coming out October 1st, and he indicated those would be used to begin building each new criteria consistent with MAP-21. He explained the 2012 Work Program for AMATS staff does not include a budget for a new TIP, and there is a staff vacancy as well.

MR. LYON noted if Amendment #4 is adopted, the TIP time period would be extended to the end of September 2014, and work on the new TIP would need to be completed by October 1, 2014.

c. Other Business Items - None

6. INFORMATION ITEMS

a. Draft Anchorage CO Limited Maintenance Plan

Topic: The AMATS TAC approved release of the draft Anchorage Limited CO Maintenance Plan for 30-day public review. Anchorage is a non-attainment area for CO for many years, and in 2004 a CO Maintenance Plan was approved covering the next 20 years and detailing how AMATS will ensure Anchorage does not exceed the standards. This limited maintenance plan

update takes advantage of EPA guidance that allows areas that have “design value” concentrations 15% or more below the 9 ppm federal standard (≤ 7.65 ppm) to prepare their updates using a simplified Limited Maintenance Plan (LMP) procedure. Anchorage’s current design value is 6.0 ppm.

MR. LYON reported on the status of the draft CO Limited Maintenance Plan (LMP). He explained the LMP, if approved, will streamline the conformity determination process saving a lot of time and effort for AMATS staff, as well as DHHS and DOT staff. He noted the TAC at its meeting on September 13, 2012, approved release of this document for 30-day public review.

CHAIR CAMPBELL stated this is a great step, and he is happy AMATS is taking it. He hopes Anchorage can even get out of a limited maintenance plan when the time comes. He asked that the Committee be kept informed on this issue and to let them know if there is anything the Committee can do to help.

b. Status of MOA Projects

A 2012 Bond and Grant Funding project list was provided to the Committee. MR. LYON reported this includes legislative grants for 2012 and approved municipal road bonds that passed in April. This shows State grant funding being used to supplement federal funding and the road bond money. He explained not all projects will be worked on this year, but the funding is received this year.

ASSEMBLY MEMBER FLYNN noted the Assembly approved the receipt of these fund allocations as listed on Tuesday, September 25th.

MAYOR SULLIVAN noted the State has been very supportive of Anchorage’s capital projects particularly in road connectivities, and he appreciates all the support.

ASSEMBLY MEMBER FLYNN asked what the process would be for allocating funds for the Senate district residential pavement rehabs. MR. LYON indicated staff would check and respond back on this question.

c. MAP-21 Update

MR. LYON provided a presentation on MAP-21 (Moving ahead for Progress in the 21st Century), the new federal authorization bill, and key items included:

- Authorizes funding for 2013 & 2014.
- \$18.8 billion general fund transfer to pay for bill.
- No earmarks.
- Consolidates & eliminates programs in both highway and transit.
- Places larger focus on investment in National Highway System.

- Incorporates performance measures and targets into state and metropolitan planning with guidelines expected to be released October 1.
- NHS Performance measures include measures to assess HSIP, CMAQ and National Freight Movement.
- Reforms the federal environmental review process to deliver projects more quickly.
- According to CBO, without more GF infusions, HTF will run out of funds if FY15.

MR. LYON noted the following changes with MAP-21:

- Merge TE with Safe Routes, Rec Trails, Scenic Bylaws into Transportation Alternatives.
- Removes 10% TE set-aside at state level.
- Several changes to expedite project delivery process.
- No tiering of MPO's or dissolution of smaller MPO's.
- MPO's to have providers of public transportation represented on Policy Committees.
- Total annual average comparison

TEA-21	\$34.154B
SAFETEA-LU	\$50.150B
MAP-21	\$52.9B

In response to CHAIR CAMPBELL, MR. LYON stated there would be no change in how AMATS is doing business; however, the performance measures and guidelines will be critical. He indicated intent to address those measures when working on criteria for the next TIP.

There were no comments from the public.

d. Other Informational Items - None

7. COMMITTEE COMMENTS

MS. EDWARDS stated she is glad to see the Limited Maintenance Plan moving forward.

8. SCHEDULED AMATS MEETINGS

Technical Advisory Committee, October 11, 2012

Policy Committee, October 25, 2012

9. ADJOURNMENT

The meeting adjourned at 1:43 p.m.