

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

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

**April 25, 2013
1:00 p.m.**

Policy Committee Members Present:

Name	Representing
Jennifer Witt	Alaska Dept. of Transportation & Public Facilities, Regional Director (DOT&PF)
Cindy Heil	Alaska Dept. of Environmental Conservation (ADEC), Air Quality
George Vakalis	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)
Teresa Brewer	MOA/CCD
Lance Wilber *	MOA/Public Transportation Department (PTD)
Christine Sondej	MOA/PTD
Tim Steele	MOA Assembly Member
Bart Rudolph	DOT&PF
Brian Lindamood	Alaska Railroad
Todd Logan	

**AMATS Technical Advisory Committee members*

1. CALL TO ORDER

CHAIR WITT called the meeting to order at 1:00 p.m. Jennifer Witt represented the DOT&PF in Robert Campbell's absence. Cindy Heil represented the Alaska Department of Environmental Conservation in Alice Edwards' absence. George Vakalis represented Mayor Sullivan. A quorum was established. Assembly Member Birch was absent.

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

MR. VAKALIS moved to approve the agenda. MS. HEIL seconded. *Hearing no objections, the agenda was approved unanimously.*

4. APPROVAL OF MEETING MINUTES - None

CHAIR WITT asked for a status on the minutes. MS. GRAVES indicated there were 3 sets of minutes routing for review.

5. BUSINESS ITEMS

a. AMATS Policies & Procedures Amendment – Release for Public Comment

The AMATS Policy Committee adopted their Policies and Procedures on February 10, 2005. The AMATS Policy Committee directed staff to delineate the use of Standardized Socioeconomic Data for Transportation Modeling. The policy and procedure related to the Use of Standardized Socioeconomic data would be a new AMATS P&P No. 6. The AMATS Technical Advisory Committee recommended the AMATS PC release the proposed Policy and Procedure No. 6 for a 30 day public comment period at the TAC meeting on April 11, 2013.

MR. LYON briefed the Committee on the proposed Policy and Procedure No. 6 related to the use of standardized socioeconomic data for transportation modeling. He noted there were extensive discussions at the TAC meetings, and a TAC work session was held as well, which resulted in the draft before the Committee. He explained the change the TAC made was to Section A(b) to make the second sentence clearer.

MS. BREWER noted a second change which referenced a model application checklist for consultants was removed for now to allow the TAC an opportunity to review it again, and then approve it.

CHAIR WITT clarified that what is before the Committee is a refined version of what the TAC had seen and the recommendation that it be released for public review and further review by the TAC after which it will be back before the Committee.

In response to Assembly Member Flynn, MS. BREWER explained the TAC has not had an opportunity to review the checklist, and the reference was deleted in order to provide the TAC an opportunity to review that checklist before including this language. With regard to this particular policy, she did not think a reference to a checklist was necessary because staff can always hand a checklist out to a consultant or regional entity that would show the assumptions AMATS uses, and ask what they are going to use.

MR. LYON clarified the sentence referenced the checklist, but since it has not been developed, the sentence was deleted. He further noted the TAC saw the draft that included that language.

MR. VAKALIS suggested leaving the sentence in the draft with a parenthetical stated “to be developed.”

ASSEMBLY MEMBER FLYNN agreed noting this could be something people may want to have input on, and recognizing its’ prospective he thinks it would be worthwhile to let people know and understand that it is going to be part of the process.

CHAIR WITT read the language that was in the original TAC draft with Mr. Vakalis’ addition as follows:

Section A(b), insert after the first sentence “Consultants and other entities should refer to the procedures listed in the AMATS Travel Model Application Checklist (to be developed) for further guidance.

ASSEMBLY MEMBER FLYNN moved to approve release for public comment proposed AMATS Policy and Procedure No. 6. MS. HEIL seconded.

ASSEMBLY MEMBER FLYNN moved to amend the motion to include the original TAC language with the parenthetical “to be developed” so that is available to the public. MS. HEIL seconded.

There were no public comments.

Hearing no objections, the motion to amend was approved.

MS. HEIL noted she would like to add a clarifier to Section A on Page 1 because AMATS does not really approve projects.

MS. HEIL moved to amend the motion as follows:

Page 1. At the end of the first sentence in Section A where it says “... projects that require approval by AMATS.” add “as part of the MTP, UPWP and/or TIP.”

She explained it is within those documents that AMATS is doing the work that this would be applied to. She noted the revised sentence would read as follows:

The AMATS TAC shall adopt standardized household/employment forecasts and sub-area allocations for use in modeling all transportation plans, programs and regionally significant projects that require approval by AMATS as part of the MTP, the UPWP and/or the TIP.

MR. VAKALIS seconded. (*This motion was subsequently withdrawn.*)

MR. FLYNN asked why the change was necessary as it seemed superfluous to him.

CHAIR WITT explained the way the paragraph is worded implies that AMATS actually approves regionally significant projects, and this is the struggle the TAC had in the last MTP update with the Knik Arm Crossing establishes a regionally significant project. She noted AMATS had to consider it and that it needed to be evaluated as part of the MTP. However, she further noted the AMATS group, the TAC and PC, approves funding for projects, but does not approve the project design elements, etc.

MS. HEIL withdrew her motion.

CHAIR WITT concurred with Assembly Member Flynn that is superfluous. She indicated that if the TAC had changes, the TAC could do that after the public review.

ASSEMBLY MEMBER FLYNN indicated it is not final yet, but there is obviously legislative consideration as to the future of one of the entities named in a couple different places in this proposed policy, which suggests that it may be somewhat ephemeral. He thought maybe the Committee should contemplate removing it and allow it to fall under the “and other entities” category.

CHAIR WITT clarified this would simply remove wherever KABATA is shown to have them included as other entities. She understood that the TAC discussed similarly the Kenai Peninsula Borough if they were another entity that was interested.

ASSEMBLY MEMBER FLYNN moved to amend the motion remove references to KABATA and consider them to be part of the “other entities” category. MR. ~~VAKALIS KAVALLIS~~ seconded.

CHAIR WITT stated the motion is to remove references specifically to KABATA recognizing that there are potential changes there, and also recognizing that they could still be addressed as part of “other entities.”

MS. HEIL indicated the idea was to make sure that those folks that would have information that would come through that they be named specifically to make sure that we work together, but understanding that there are some changes in the wind this change would save AMATS from having to do ~~maybe do~~ an edit later. She noted that right now KABATA is still an entity and nothing has changed formally.

Responding to Mr. Vakalis, MS. HEIL confirmed KABATA would still be coordinated with if they were put down as other entities, and this would happen regardless.

CHAIR WITT asked for comments from members who were at the TAC meeting.

LANCE WILBER, Public Transportation, stated his recommendation was to get the clock started by getting it out for review noting there would be a lot of comments on it. He indicated if any strong considerations that the entity needs specifically, he thinks AMATS could do it, but he does not think it is going to water down the intent of consistency.

There were no other comments from the public.

Amendment to remove reference to KABATA

Hearing no objections, the motion to amend was approved.

Main Motion as Amended

Hearing no objections, the motion as amended was approved.

b. Other Business Items - None

6. INFORMATION ITEMS

a. AMATS 2015-18 Transportation Improvement Program (TIP) Ranking Criteria

MR. LYON advised the Policy Committee that the following criteria have been released by the TAC for public review and comment until the end of May:

Draft Roadway and Safety Project Evaluation Criteria
Draft Transportation Alternative Project Evaluation Criteria
Draft CMAQ Project Evaluation Criteria

MS. HEIL indicated that with the release of these draft criteria it is like the first official kickoff for developing the new TIP. She noted with the MTP kickoff, the Policy Committee adopted a set of guidelines or boundaries for the development of the MTP. She asked if there would be something similar for the TIP. MR. LYON indicated he had not planned on this.

She asked if there would be certain assumptions and ground rules for development of this new TIP under MAP-21. MR. LYON referred to policies and procedures about not ranking and scoring grandfather projects. He explained that once projects have an approved environmental document and are in the TIP the projects are not ranked and scored and stay in the TIP. He noted the practice has been to rank and score those projects anyway to see if the criteria still makes sense and whether those are still AMATS' priorities, and it has always come back that those projects are at the top even though they are grandfathered.

ASSEMBLY MEMBER FLYNN suggested the MTP is the sideboard for the TIP, and he does not want to get AMATS so busy developing ground rules that we are not moving. He would rather just dig-in.

CHAIR WITT noted it is an interesting process because it will be open for public nominations, and there is everything from soup to nuts that end up getting evaluated. She indicated if the TAC working with staff wants to recommend some specific things to give higher priority to, and she thinks the criteria actually do that, give some focus and priority on those projects that are actually recommended in the MTP. If there is not a recommendation, she would agree that typically AMATS would look at the MTP, but it is not spelled out anywhere as being primary.

CHAIR WITT reiterated the criteria will be out for public review until the end of May, and then go back to staff and the TAC for any refinements and that will come back to the Policy Committee for approval.

b. 2nd Quarter Obligation Report

MR. RUDOLPH provided the AMATS FFY12 Second Quarter Project Obligation Report. This report lists all the projects in the TIP. Column 1 shows dollar amounts in the TIP, Column 2 shows any monies that have been obligated or deobligated so far to date, and Column 3 shows what is still anticipated to obligate. The total amount obligated or deobligated when added to the anticipated obligations should be equal or be close to the total amount in the amended TIP.

Highlights included:

- Project 53943, Eagle River Road Rehab. \$3.6 million was deobligated due to a low bid.
- Project 52515-D/50946-C, Old Glenn Highway Rehab-Eagle River-Fire Lake to Peters Creek. Will have-need to obligate \$200287,000 for construction overruns.

- Project 53935/53804, O'Malley Road Reconstruction. Still anticipate obligating \$1 million for right-of-way acquisition this year.
- Project 58488, Fireweed Lane Reconstruction. Project ~~has been~~ closed out ~~putting an additional and~~ \$1.8 million ~~into the program will be de-obligated~~.
- Project 53481/56000, Pavement Replacement Program. Two projects. A Street Resurfacing with \$3.9 million yet to obligate. Hope to obligate a design start for Eagle River Road, MP 0-5.3, ~~which is the first section of the major reconstruction project that is starting this summer.~~
- Project 50898/51030, Dowling Road Ext. West/Reconstruction (Minnesota Dr to Old Seward Hwy). To fully obligate this project, \$22.9 million needs to be obligated out of this year's program, which is more than what the TIP had in it. ~~The i~~ntent is to obligate \$42 million, A/C \$12.4 million from next year's program, and there is approximately \$6.8 million in earmarks to use. He indicated to close that gap they used the deobligations mentioned earlier to fully fund ~~the~~ this project.
- Project 54159/TBA, Safety Improvement Project. Will obligate as planned.
- Table 4, Transportation Enhancements. The Bicycle Plan Implementation projects ~~implementation~~ is a \$1 million project, and they are set to work with the Municipality to come up with a list of projects to divide between the State and Municipality to determine who is going to do what. Hope to obligate most of that money this year.
- CMAQ Table. Not much has been obligated yet, but everything plans to obligate as shown there. No differences seen from what is in the TIP.
- Summary. Almost \$500,000 short of balancing ~~out~~ the program. At this point in time the requirement is to be within 10%, and AMATS is within 1.57% ~~at this time~~. There were various deobligations that helped towards closing the funding gap for the Dowling Road project. Staff is confident that Dowling will be fully funded because of that, but it will be tight.
- The last two tables are for information purposes and are outside of the AMATS program. It shows other State projects.

ASSEMBLY MEMBER FLYNN asked about the Dowling Road math. MR. RUDOLPH noted the construction costs are anticipated to be close to \$42 million. \$12.4 million will be borrowed from next year's program, \$6.8 million in earmarks leaving \$22.9 million to come out of this year's program.

MR. RUDOLPH clarified that Project 55280, West Dowling Phase II, C Street to Minnesota, is the same project, but the utility phase was an A/C. He noted the \$8.97 million was not included as part of \$42 million construction cost for Dowling. This amount has already been obligated so the utilities could be moved forward first, and then construction would be ready to start.

With regard to the Pavement Replacement Program in Table 3, ASSEMBLY MEMBER FLYNN noted there had been some discussion on changing the lane configuration and whether that would be part of this project. MR. RUDOLPH explained that right now this is straight pavement replacement project, and it could be open to discussion ~~because it would be just striping~~, but that is not the plan in going forward right now.

ASSEMBLY MEMBER FLYNN asked staff to advise him if changing lane configurations becomes part of the project.

There were no public comments.

c. Public Transportation Update

CHRISTINE SONDEJ with the Municipality's Planning Division for the Public Transportation Department provided a presentation on some of the major activities that Public Transit is undertaking in 2013 with a focus on their department process for a service change. She noted Public Transit is in the initial stages of evaluating their service for a proposed July or August service change, which can involve adding trips, new service or completely new routes, eliminating service, realigning routes and refining running times. Her presentation included the following:

- Annual Service Change Process
- Public Transportation Advisory Board (PTAB) Priorities
- Department Priorities
- Important questions
- Route 8, Staedem Hill
- Route 75, Tikahtnu/VA Clinic
- Muldoon/Creekside Wishbone
- 2013 Transit Capital Projects
- 2013 Transit Activities

The Committee discussed the following issues/topics with MS. SONDEJ and LANCE WILBER:

- Changes contemplated to Route 45 and overcrowding issues, in short-term add additional trips during lunch hour, in the long-term further analysis needed to evaluate service in general. Assembly Member Flynn indicated he would like to hear any additional ideas they come up with.

- Explained the need for 2013 to focus on the problems Transit has, but adding new service takes a lot more time, and Transit will not take the time if they do not have the budget and right now they do not. Transit does have budget to make modifications they have.
- Will be discussing suggestions with the Board about different alternatives in revenue that would be used to add service in there, which the Board might want to embrace and put forward to the Administration.
- In combination with the 75 and VA, Transit is looking a modified run on Route 45 from Downtown to the VA without going south by going through Mountain View. This is not finalized, and Transit is still reviewing options, but will not recommend something Transit cannot fund.
- Tikahtnu turnaround and the stop signs.
- Service to the Anchorage Neighborhood Health Center in not under consideration for this July/August service change.
- Meetings are scheduled with the Community Councils to let them know about the issues about Staedem and Tikahtnu. Mountain View and Northeast meetings are today.

There were no public comments.

d. Other Informational Items - None

7. COMMITTEE COMMENTS

MS. HEIL noted the Lt. Governor filed the Limited Maintenance Plan (LMP), and it goes effective on May 8th. She indicated they are trying to get it to EPA for approval.

CHAIR WITT noted the Daily News story showed Anchorage is number 14 in air quality, whereas Fairbanks was the 9th dirtiest.

ASSEMBLY MEMBER FLYNN noted the Assembly reorganizes after every Municipal election, and at this point committee assignments have not been finalized. He indicated assignments should be in place for next month's meeting.

8. SCHEDULED AMATS MEETINGS

Technical Advisory Committee, May 9, 2013

Policy Committee, May 22, 2013

Technical Advisory Committee, June 13, 2013

Policy Committee, June 27, 2013

9. ADJOURNMENT

The meeting adjourned at 1:49 p.m.