

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

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

**December 20, 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
Chris Birch	MOA/Municipal Assembly

Also in attendance

Name	Representing
Craig Lyon	MOA/Community Development/Transportation Planning (CCD)
Vivian Underwood	MOA/CCD
Lori Schanche	MOA/Project Management & Engineering
Steve Morris *	MOA/Dept. of Health & Human Services
Cindy Heil *	ADEC
Jennifer Witt *	DOT&PF
Bart Rudolph	DOT&PF
Gary Katsion	Kittelson & Associates
Todd Logan	

**AMATS Technical Advisory Committee members*

1. CALL TO ORDER

CHAIR CAMPBELL called the meeting to order at 1:03 p.m. A quorum was established. Assembly Member Birch arrived at 1:10 p.m. Assembly Member Flynn arrived at 1:28 p.m.

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 unanimously.*

**4. APPROVAL OF MEETING MINUTES –
March 22, 2012, October 25, 2012 & November 15, 2012**

MS. EDWARDS moved to approve the minutes of March 22, 2012. MAYOR SULLIVAN seconded. *Hearing no objections, the minutes were approved as written.*

MS. EDWARDS moved to approve the minutes of October 25 2012. MAYOR SULLIVAN seconded. *Hearing no objections, the minutes were approved as written.*

MS. EDWARDS moved to approve the minutes of November 15, 2012. MAYOR SULLIVAN seconded.

Hearing no objections, the minutes were approved pending confirmation by staff on attendance of Mayor Sullivan or his representative at that meeting.

5. BUSINESS ITEMS

a. Air Quality Conformity for 2010-2013 Transportation Improvement Program (TIP) Major Amendment No. 4

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. Interagency consultation was conducted in September to ensure that conformity requirements were met, and the consultation team concurred that the conformity analysis prepared for the MTP also serves Amendment #4 of the

TIP. The TAC released the conformity report for 30-day public review on September 27. No public comments were received. At its meeting on December 6, 2012, The TAC recommended the Policy Committee approve the conformity determination for Major Amendment #4 of the AMATS 2010-2013 TIP

MR. LYON provided a brief report on the conformity determination for TIP Amendment 4. MR. MORRIS stated the amendment did go through interagency consultation, and there were no objections to the conformity determination.

MS. EDWARDS moved to approve the Air Quality Conformity determination for Major Amendment No. 4 of the AMATS 2010-2013 Transportation Improvement Program (TIP). MAYOR SULLIVAN seconded.

MAYOR SULLIVAN urged approval of the air quality conformity determination.

Hearing no objections, the motion was approved.

**b. 2010-2013 Transportation Improvement Program (TIP)
Major Amendment No. 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. After those changes were incorporated, the Policy Committee re-released the updated version and formally started the public comment period on September 28, 2012. AMATS received over 125 comments expressing either general support general support or requesting an increase in bicycle/pedestrian infrastructure funding in the Transportation Alternatives (TA) category. In response to these comments, the TAC approved a revision that shifted \$1.3 million from 2 projects in the CMAQ table (Transit Center/Facilities and Bus Stop & Facility Improvements) to the Bicycle Plan Project Implementation in the TA table. At its December 6, 2012 meeting, the TAC recommended forwarding Major Amendment #4 to the TIP to the Policy Committee for approval.

MR. LYON reported on the changes to the Amendment 4 since the last time it was before the Policy Committee as follows:

- Revision that shifted \$1.3 million from 2 projects in the CMAQ table (Transit Center/Facilities and Bus Stop & Facility Improvements) to the Bicycle Plan Project Implementation in the TA table. This change proposed by Public Transportation used money that was offset by grants received by Transit. This change did not impact any existing projects in the TIP, nor were any projects delayed, and it was approved by the TAC.
- Two projects were added to Table 8 for additional grants that have been requested by Transit. If the grant process is successful, the projects will already be in the TIP, and no major amendment would be needed to add those grant projects.

Assembly Member Birch arrived at 1:10 p.m.

MR. LYON noted there was a list of proposed bicycle projects in 2013 from the approved Bike Plan that was provided by Ms. Schanche, and it was attached to proposed TIP Amendment No. 4. Referring to Table 4, MR. LYON clarified that originally there was \$100,000 in design for 2011, and then an additional \$1.3 million in 2013 and in 2014 for construction and possibly some design was added for a total of \$2.3 million total

MAYOR SULLIVAN noted he had enquired where funding might come from for the Port of Anchorage knowing that money had been earmarked for the Port through this process, then AMATS was informed that all the earmarked money was mixed into a pool of money, and if Anchorage was to find money for the Port it would be found from areas within this universe. As such, it seemed to him that the bike implementation money would be some of the money that would be in that universe rather than expanding the plan, which already has significant funding. MAYOR SULLIVAN noted that as AMATS knows he is interested in finding funding for what was designated by the congressman for the Port of Anchorage. He stated that as he looks at the amount of money already in the Bike Plan, he is compelled to think that he probably would not be supportive of moving money into that, but moving it directly to the most important infrastructure asset in the State of Alaska.

CHAIR CAMPBELL asked for public comments.

TODD LOGAN, Bicycle Commuters of Anchorage. He noted he spoke before this group 3 months ago and expressed some dismay and disappointment at the original proposed allocation in the TIP Amendment for Bike Plan Implementation. He stated that as AMATS knows the Bike Plan passed unanimously by the Assembly in 2010 and has had very limited implementation since then. He noted that some nice road projects have been completed, which are important to everybody, and AMATS has included some great bike and pedestrian infrastructure, and two of the biggest current road projects in the current TIP while extremely expensive are important for

both motorists and also include bike and pedestrian infrastructure. He noted they very much appreciate that. That said, he noted the low hanging fruit in the Bike Plan is the striping and signage of core bike routes on existing asphalt. He indicated the revised numbers as presented today, \$2.3 million was very much in part a response to extensive public comment during this process. He thanked the Technical Advisory Committee for being responsive to such comments, and he indicated Mr. Lyon could tell AMATS more about what occurred that led the TAC to change those numbers. He stated that he very much appreciates the importance of the Port and other things, but at this time, he encouraged the Committee to hold the course and provide what they actually believe is modest, but important funding for the Bike Plan at a level of \$2.3 million.

MS. EDWARDS moved to approve the 2010-2013 TIP Major Amendment No. 4. ASSEMBLY MEMBER BIRCH seconded.

In response to Chair Campbell, MR. LYON briefly described the process this TIP amendment went through to get to the Policy Committee. MR. LYON explained the amendment was released for 30 day public review, and during that public review approximately 125 comments were received from the public asking for increased funding for the Bicycle and Pedestrian Plans. The proposed amendment went to the following entities:

- AMATS Bicycle and Pedestrian Advisory Committee, which supported the idea of increased funding.
- Planning and Zoning Commission, which had no changes to the document, and the Commission was aware of the additional funding that approved at the TAC.
- Assembly, which had no changes, and approved the amendment with a vote of 10 to 1.

MR. LYON confirmed the amendment before the Policy Committee is the same as the amendment these entities saw and approved.

CHAIR CAMPBELL noted AMATS has established guidelines within AMATS funding categories and asked if this additional \$1 million into the enhancements program keep AMATS within the Policy Committee guidelines for percentage of spending.

MR. LYON explained that AMATS Policies and Procedures state AMATS should allocate between 10 and 15% averaged in the Transportation Alternatives Category over the 4 year life span of the TIP, and with this proposed amendment it is at 12%.

MAYOR SULLIVAN stated he is quite comfortable with the current proposal of \$500,000 in 2013 and \$850,000 in 2014, which is \$1.35 million primarily for striping roads, and Anchorage is automatically striping roads as new roads are built in the community. As such, he thinks adding another \$2.3 million over two years is going beyond the need. He noted he supported the Bike Plan, but he just feels that when prioritizing scarce money, which is going to get even

scarcer, and you have a way, as he mentioned at the start, of finding every source of funding that can be allocated, particularly when money was designated specifically for the Port of Anchorage, that he thinks to redirect monies towards something that is not as high a priority is a mistake.

ASSEMBLY MEMBER BIRCH stated that as the Mayor indicated most of what AMATS is looking at here is striping; basically reconfiguring the pavement surface. He noted there are also separate bike paths. He asked if there is an emphasis towards moving bikes onto the paved road surface and getting away from bike paths. He thought if there was a road and a parallel bike path then the preference was to get the bike traffic onto the bike path.

MR. LYON responded by explaining that:

The Bike Plan has a "Bike Compatibility Index." If people want to ride their bikes for commuting as opposed to recreational biking with most recreational trails are not the most direct route, then adding bike lanes on the existing roadways provide a more direct route. The Bike Compatibility Index measured several things including how much right-of-way is available to add a bike lane next to the travel lanes and the speed of the traffic. There is enough room on the Seward Highway to add bike lanes, but most people probably would not feel comfortable riding their bike next to 65 mph speeds. This index looked at all those things together and identified which locations in Anchorage would be compatible with adding a bike lane. Striping on the pavement is a lot less expensive than adding an actual separate pathway next to it. Part of what the Bike Plan looks for is the easiest way to add some bicycle facilities, and adding stripes there that will last more than one season is one.

ASSEMBLY MEMBER BIRCH asked about whether there is doubling up with both a bike path and a bike lane in the roadway such as C Street for example. He noted there is a lot of money spent on bike paths, and he struggles with the idea of doubling up.

MS. SCHANCHE noted ASHTO has done recent studies. She noted if an adult is using a bicycle as a utility for transportation the safest place to be is on the street. She indicated when bikers are on the side path and cars are coming up to the corner to turn right that the driver is always looking left, and that is when collisions with cyclists happen. She stated being on the roadway is the safer place to be as the bicyclist is seen and is traveling in the same direction as cars, and this is the reason for striping bike lanes. She explained that C Street is a good example because there is already a paved shoulder along C Street that people use as a sort of bike path and there is also a path way, and people use both. She noted that she teaches bicycle safety, and they teach people to bike on the road unless they are not able to.

ASSEMBLY MEMBER BIRCH thinks doubling up on the bike paths seems redundant because he knows there is a lot of money invested in the side paths.

MS. SCHANCHE noted there are a lot of walkers out on the paths too. She indicated having things separate is great for street maintenance too because there is a place to put the snow. She noted in summary it is safer to have bike lanes for bicyclists.

MS. EDWARDS asked where the money was moved from when the TAC moved the \$1.3 million into the Bicycle/Pedestrian. MR. LYON explained that the funding came from the CMAQ category, Table 5, Projects. The Transportation Department was able to get grants in Project 1, Transit Fleet Expansion/Replacement/Operations and Project 2, Transit Centers/Facilities, and the money came from those projects with grant funding to offset the AMATS allocation.

CHAIR CAMPBELL asked if the Committee approves this amendment as proposed then what type of process would it take to change the numbers in this category in the future. He indicated his understanding is that once a project has been identified it is not a major amendment to change funding within that project. He noted, for example, that if a month from now AMATS decided the 2014 was too high at \$2.4 million and wanted to lower it to \$1 million whether that would require a major amendment, or would it be a Policy Committee decision within the bounds of current scope for modifications.

MR. LYONS indicated it would be an administrative modification, and it would not be a six-month major amendment process.

CHAIR CAMPBELL asked, and Mr. Lyon confirmed that AMATS is going forward with project scoping and scoring for next year.

CHAIR CAMPBELL noted at that point in time there would be an opportunity for the Mayor's Port projects to be competitively scored in process to determine where the projects would fall in the ranking categories for future funding. MR. LYON concurred.

In response to Assembly Member Birch, MR. LYON explained the funds come from a combination of the Transit Fleet expansions and the Transit Center/Facilities projects.

Referring to the Mayor's point on the fungible nature of these dollars, ASSEMBLY MEMBER BIRCH asked if these dollars could actually be reassigned to another project. It seemed to him that with regard to the 10 to 15% guideline as far as Alternative expenditures that AMATS is at the low end of that right now.

MR. LYON explained the AMATS Policies and Procedures guidelines, which are not federal rules, say 55 to 65% to roadways, 15 to 20% to pavement replace, 10 to 15% to what was Transportation Enhancements, and 10% to CMAQ. He noted all AMATS allocations can be used and moved around in all 3 categories; roadways, transportation enhancements, or CMAQ.

CHAIR CAMPBELL thinks there is an AMATS process in the next six months to score and rank new projects, and he recommended adopting this amendment as it has gone through the public process, as it has gone through the review process of various agencies within this Municipality and approved by those bodies. He suggested that the Policy Committee approve the amendment today, and if as a Committee they need to reevaluate the AMATS spending percentages in the future, he thinks it is a fair question to ask whether 10 to 15% is appropriate, then it can certainly be addressed at a Policy level. He thinks that would give the TAC guidance in their shaping of the nominations of projects for the next go around. His recommendation is that the Policy Committee move forward with this document as presented, and then take on the policy issues in upcoming meetings if so desired.

Assembly Member Flynn arrived at 1:28 p.m.

MAYOR SULLIVAN noted he does not agree with the policy decision as far as what a range is; he just thinks the lower range for something that is not as high a priority as others is probably more appropriate.

CHAIR CAMPBELL stated the motion before the Committee is to adopt the TIP Amendment 4 as displayed in the document before the Committee.

The motion passed with 3 in favor, Mayor Sullivan opposed, and Assembly Member Flynn abstaining.

ASSEMBLY MEMBER FLYNN explained his abstention was because he had just arrived.

c. 2012-2013 Unified Planning Work Program 2013 Financial Plan

Topic: Staff requests the Committee review and approve a major adjustment to the 2012-13 Unified Planning Work Program (UPWP) to incorporate a 2013 budget. This amendment incorporates a new Table 2 as an attachment to the existing two-year program. The Year 2013 Financial budget constitutes this adjustment. The overall Program and intent of work to be undertaken remains as approved by the AMATS Policy Committee on November 17, 2011 with some minor adjustments.

MR. LYON explained this is next year's planning funds for AMATS staff, and includes some funds for DOT staff and for Health Department staff for air quality work. He noted this has been to the Technical Advisory Committee, and the TAC had two work sessions to review and discuss the plan and the numbers. The TAC then recommended approval. He noted the MOA budget passed removes one of the positions in the AMATS group, and some of those funds from that position will be allocated to Long Range Planning staff to assist with Transportation Planning's workload. Also, an updated UPWP was provided to the Committee with updated tasks to reflect the work needing to be done on performance measures that will be required by MAP-21. In

addition, he noted there were a few tasks in the original program adopted in 2011 that will not be done due to changes in staffing, including the removal of the street typology map task.

There were no public comments.

ASSEMBLY MEMBER FLYNN noted it appeared that Task 360, MOVES Implementation was removed, but there was still revenue on the grant side of the ledger for \$5000. MR. MORRIS stated those EPA grant funds to the Health Department should have been stricken. MR. LYON explained there was money in the task previously to train Mr. Morris and his group on the MOVES process.

MR. LYON explained the color coding on the spreadsheet was that task descriptions in red are new from the previous 2010-2011 UWP, and dollars in red on the right side are changes to the one-year budget.

CHAIR CAMPBELL noted this is a two-year plan with a one-year budget.

MR. LYON explained the changes in red in the UPWP for CY 2012-2013 are items that changed since this document was originally adopted in November 2011 and are related to the TAC suggestions.

Referring to Task 249, U-MED District Plan, ASSEMBLY MEMBER BIRCH indicated he was trying to understand the relationship of this task with a TORA (transfer of responsibility agreement) for the U-MED Northern Access that was just approved by the Assembly. He asked Mr. Lyon to briefly explain how that integrates with the U-MED District Plan.

MR. LYON explained the U-MED District Plan is an update by the Long Range Planning group in the Community Development Department, and the dollars included in Task 249 are for work to be done by Transportation Planning staff to assist their efforts. He noted the U-MED District Plan is in the same area as the Northern Access Plan, but they are two separate efforts.

ASSEMBLY MEMBER FLYNN noted the TORA is for project specific as opposed to neighborhood general.

ASSEMBLY MEMBER BIRCH indicated the TORA was for a major project, and he was trying to understand the sequencing of doing the planning effort with a major project there. MR. LYON noted the U-MED Plan takes into account all of the U-MED area into account and everything that goes into that and obviously one portion of it will be that Northern Access.

CHAIR CAMPBELL clarified the TORA was to give the State of Alaska money that was legislatively given to the City, and State DOT is currently negotiating an agreement between the City and the State to discuss these issues; the timing of this plan relative to project, and how those things will fit together because it is clearly one of DOT'S concerns too. He indicated that

to precede a plan with a project seems presumptuous, and they are trying to work together for a common understanding before moving too far down the path.

MAYOR SULLIVAN noted the City is building roads every day and has an East District Plan being done, but it does not mean the City will not build roads in east Anchorage while the Plan is being done, and those roads will be incorporated.

With regard to the Northern Access Road, MAYOR SULLIVAN noted it has a price tag of approximately \$20 million and includes extensive right-of-way purchase, but it is a State road on State land, and the State owns the University. He asked if the State buys land from itself in order to pay for the road. CHAIR CAMPBELL indicated the State pays dearly to the University when DOT takes their land. MAYOR SULLIVAN asked if it was because it is a land grant university, and any land the university has needs to be accounted for separately, and CHAIR CAMPBELL confirmed this understanding.

CHAIR CAMPBELL noted of the first three tasks in red that two of the plans have no associated funding. He noted the Street Typology Map went away, but asked about the Government Hill Plan. MR. LYON explained the Government Hill Plan has been adopted by the PZC and Transportation Planning's work on it is finished

MAYOR SULLIVAN moved to approve agenda item 5(c), the Unified Planning Work Program. ASSEMBLY BIRCH seconded.

Hearing no objections, the motion was approved.

d. 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. The Department of Health and Human Services (DHHS) is requesting that the AMATS Policy Committee recommend that the Anchorage Assembly approve the Anchorage CO Limited Maintenance Plan.

MR. LYON reported the proposed LMP has had significant and adequate public notice and gone through all the possible committees with the exception of the Assembly who has final approval. He noted at the AMATS Air Quality Advisory Committee there were some suggested changes which are on the back page of the whole document in blue. The TAC made some modifications

related to the monitoring sites. He explained a city of this size is required by EPA to have one monitoring site. This plan has two monitoring sites, and the TAC added clarifying language.

There were no public comments.

In response to Assembly Member Flynn, MR. MORRIS noted the monitoring sites are on Page 12-3. He noted the Air Quality Advisory Committee wanted to do is indicate there was an emphasis on continuing monitoring a neighborhood in Spenard called the Turnagain Station because it measures the highest levels. He noted AMATS wanted to make sure that does not imply a commitment to be at that location forever because it is a private church, and a footnote was added so there is no commitment to continue monitoring in any one location. He further noted it is DHHS' intent to measure the highest levels and the Turnagain site reflects that, but if things go south DHHS has no say there, and with this language, EPA knows there is no implication that there is an absolute commitment.

MS. HEIL clarified the monitoring portion of the LMP needed to be modified to take out the specific commitment that says the number (i.e., 2 sites), and it now says that Anchorage will meet the commitment to monitor, but not the number that we need to monitor.

MS. HEIL noted the two sites currently monitored are Garden and Turnagain.

As a technical note, MAYOR SULLIVAN pointed out the memorandum sheet listed this item as Agenda Item 5e, and it should be 5d.

MAYOR SULLIVAN moved to approve. ASSEMBLY MEMBER FLYNN seconded.

ASSEMBLY MEMBER FLYNN thanked the Air Quality team noting they did great work getting this program the right size for this community, and it was a herculean effort. CHAIR CAMPBELL concurred.

CHAIR CAMPBELL asked if there were any objections to this LMP moving forward to the Assembly as presented.

Hearing no objections, the motion was approved.

e. **Other Business Items - None**

6. **INFORMATION ITEMS - None**

7. **COMMITTEE COMMENTS**

MS. EDWARDS thanked everybody, especially the staff and the committees for working on the CO Limited Maintenance Plan. She agrees this is a good step forward for the community with this plan.

MAYOR SULLIVAN noted for informational purposes that he and Chairman Hall of the Assembly have met with many of the folks on the Spenard Road Project, and it looks like they have some begrudging consensus moving forward. He noted the Project is listed on the sheet for 2016. He indicated in the next year as AMATS reallocates funds that this project may be ready sooner as the road is deteriorating.

8. SCHEDULED AMATS MEETINGS

Technical Advisory Committee, January 10, 2013

Policy Committee, January 24, 2013

CHAIR CAMPBELL thanked staff for the good work they have done this year, and he thinks as a Committee it has been a productive year as well. He thanked the Committee for their help and participation this year.

8. ADJOURNMENT

The meeting adjourned at 1:48 p.m.