

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

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

**May 22, 2014  
1:30 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
Tim Steele	MOA/Municipal Assembly

**Also in attendance:**

Name	Representing
Craig Lyon	MOA/Community Development/Transportation Planning (CDD)
James Boyle	DOT&PF
Cindy Heil*	ADEC
Jennifer Witt*	DOT&PF
Lori Schanche	MOA/Non-Motorized Transportation Department
Todd Logan	BPAC
Jessica Smith	CRW Engineering Group
Sara Mason	DOWL HKM
Gary Katsion	Kittelson & Associates
Jim Amundsen	DOT&PF
Christine Sondej	MOA/Public Transportation Department
Tim Sullivan	Alaska Railroad Corporation
Ken Fuller	
Karin McGillivray	Michael Baker International

*\*AMATS Technical Advisory Committee members*

**1. CALL TO ORDER**

CHAIR CAMPBELL called the meeting to order at 1:30 p.m. Mayor Sullivan arrived at 1:31 p.m. and Assembly Member Flynn arrived at 1:34 p.m. A quorum was established.

**2. PUBLIC INVOLVEMENT ANNOUNCEMENT**

CRAIG 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**

*Hearing no objections, the agenda was approved.*

**4. APPROVAL OF MEETING MINUTES – March 27, 2014**

*The March 27, 2014 minutes were not included in the packet in error, and were postponed to the next meeting for approval.*

**5. BUSINESS ITEMS**

**a. 2011-14 TIP Administrative Modification #10**

**BACKGROUND:**

*An administrative modification to the AMATS 2011-2014 Transportation Improvement Program (TIP) is needed to reflect changes to Table 10 – Pavement Replacement Program.*

MR. LYON explained that Table 10, Pavement Replacement Program, lists opportunities for other projects should AMATS receive enough funding. No dollar figure is shown on this table since these change relatively often, but the total dollar figure is included in Table 3, Roadway Improvements, to show what has been allocated that year. He pointed out that the Transit category on Table 7 reflected the 5307 split showing some changes, and this table is outside of the AMATS allocation, and not decided by AMATS as to how it is to be spent. AMATS is asking for a recommendation to the Policy Committee for approval.

CHAIR CAMPBELL asked for public comment.

CHRISTINE SONDEJ with the Municipal Public Transportation Department noted that it doesn't appear to reflect the changes in Table 7. She added that the total dollar amount for federal fiscal year 2014 for the 5307/5340 should have been reduced, but still shows the \$6.9 million.

MR. LYON noted that administrative modifications can be approved by the Technical Advisory Committee, but this is being presented to the Policy Committee for informational purposes and for approval as well. MS. SONDEJ doesn't have her figures with her, but the total dollar amount

was reduced by almost \$1 million, just based on what the actual federal allocation was. MR. LYON pointed out that this is based on the split of the 5307 funds between the railroad and the public transit, and modified just recently by the FTA. ASSEMBLY MEMBER FLYNN stated the column does add up to \$6.9 million. MS. SONDEJ explained that once they were aware of what the actual allocation to be received was going to be, they had to reduce all of the categories downward in order to add up to approximately \$5.9 million. ASSEMBLY MEMBER FLYNN noted the math is correct, but the categories must be incorrect.

MAYOR SULLIVAN moved to adopt the 2011-14 TIP Administrative Modification #10 minus Table 7. MS. EDWARDS seconded.

ASSEMBLY MEMBER FLYNN questioned the change to Project #2, Dowling Road Extension on Table 3. MR. LYON replied that was taken out of the last administrative modification, and was a previously accepted change.

*Hearing no objections, this motion passed.*

**b. 2015-18 TIP Public Hearing Draft**

MR. LYON presented the 2015-18 TIP draft. He noted that a few public comments had been received and have been addressed by the AMATS staff with the following summary.

Criteria Category	Agency/ Group	Suggested Change/Concern	Staff Comments
Roadway	Traffic Data	Increase funding by \$250k over 2015 & 16 to enhance the data section improve abilities to provide necessary traffic information.	Staff concurs with this change
Non-motorized	BCA	Increase non-motorized allocation to at least a full 15% of the total allocation for each of the 4 years of this planning cycle.	Staff balanced priorities of all 3 tables and supports leaving the current balance.
Non-motorized	BCA	Reduce Areawide Trails Rehabilitation funding from \$1.5M to \$1M in 2016, and allocate that funding to Bike Plan Implementation in 2016.	Staff concurs with this change
Non-motorized	BCA	Delay the planning, design and construction of the Benson Blvd multi-use path (project 3) until 2019-20. Use those funds for Bike Plan implementation.	Staff suggests leaving this project in as it was ranked and scored.
Safety	Fairview Business Association	Add a new project for the Gambell Street Plan 4 lane to 3 lane conversion project utilizing a combination of FHWA Safety funds and state grant funds.	Project would be reflected in the TIP at such time as DOT&PF allocates HSIP or NHS funds for this project.

**Table 3. Roadway Improvements**

MR. LYON noted that AMATS has supported the city and state on the traffic count program, and these counts are used to inform the Transportation Demand Model. The public comment requested to increase the amount that is in the TIP by \$125,000 for 2015 and 2016 to reflect the need to add some additional funding to enhance the data system, and improve their ability to provide the requested traffic information. AMATS staff agreed that this would be a good idea, and is requesting approval from the TAC and the Policy Committee.

**Table 4. Non-Motorized**

MR. LYON noted that comments were received from the Bicycle Commuters of Anchorage regarding the allocations, and a few requested changes to the TIP. He pointed out that looking at the overall TIP, the funding in the Non-Motorized category is at 12.4% over the four year life of this TIP, and with the AMATS Policies and Procedures, and this is being requested to be at 10-15%. The request from the Bicycle Commuters of Anchorage is to increase the non-motorized allocation to the full 15% of the total allocation for each of the four years of this planning cycle. He commented that AMATS staff ranks and scores all of the projects, and puts the allocations into a format to balance out the needs for each category. Staff is suggesting keeping the allocation as it is because the entire program balances well, and in order to increase it to the amount that the BCA has requested, AMATS would have to consider reducing the amount spent in the CMAQ category or moving out some projects in the roadway category.

MR. LYON stated the second comment that BCA had submitted was in regards to the Non-Motorized category, Project #2 which is the Anchorage Areawide Trails Rehabilitation. He noted that the original allocation input by staff was \$1.5 million in 2016 for design. BCA is suggesting reducing that funding from \$1.5 million to \$1 million in 2016, and allocating that funding to the Bike Plan Implementation. He discussed this with staff, and Lori Schanche, and they agreed this would not be a major issue to move that money to the Bike Plan Implementation, and the \$1 million would still go a long way in the trails rehabilitation, and staff supports this suggestion.

MR. LYON noted that the third suggestion from BCA was to delay the planning, design, and construction of the Benson Boulevard multi-use path (Project #3) until the next TIP in the 2019-2020, and use those funds for the Bike Plan Implementation. In 2016, that was \$200,000 and \$1 million in 2017. Staff ranked this project near the top, and there is some money in the Bike Plan Implementation, which is a grandfathered project, but staff feels this is important and would like to get started on it. He indicated that the recommendation of staff is to leave the Benson Boulevard multi-use path in the project, as is.

*The Policy Committee acted on each category individually.*

CHAIR CAMPBELL asked for public comments regarding the Roadway category that suggests increasing the funding by \$250,000 for the traffic data section to improve abilities to provide necessary traffic information. He noted that staff concurs with this suggestion.

There was no public comment.

MAYOR SULLIVAN moved to approve as recommended by staff. ASSEMBLY MEMBER FLYNN seconded.

***Hearing no objections, this motion passed.***

CHAIR CAMPBELL asked for public comments regarding the Non-Motorized category.

TODD LOGAN with BPAC briefly explained the suggestion made was to increase the non-motorized allocation to at least a full 15% of the total allocation for each of the four years of this planning cycle.

There were no further comments.

ASSEMBLY MEMBER FLYNN moved to increase Table 4 allocation in the years 2017-2018 by \$500,000 each year for the bike/ped implementation. ASSEMBLY MEMBER STEELE seconded.

MS. HEIL suggested identifying where the funds will be coming from before voting.

ASSEMBLY MEMBER FLYNN noted to use advanced construction as a source.

CHAIR CAMPBELL clarified that \$500,000 in the years 2017-2018 will be a generalized AC.

CHAIR CAMPBELL called for a vote.

AYES

Assembly Member Steele  
Assembly Member Flynn

NAYS

Mayor Sullivan  
Ms. Edwards  
Chair Campbell

**MOTION FAILED 3 to 2**

CHAIR CAMPBELL asked for public comments in regards to reducing the Areawide Trails Rehabilitation funding from \$1.5 million to \$1 million in 2016.

There was no public comment.

MAYOR SULLIVAN moved to approve as recommended by staff. MS. EDWARDS seconded.

MAYOR SULLIVAN will not be supporting the motion. He noted that a really good job has been done over the last few years of catching up on what would have been severely deteriorated

trails in this community. He thinks putting money into new projects would be taking money away from trail rehabilitation, and that would be a step backwards, and there are still some trails in serious need of rehabilitation. He also doesn't understand why staff would concur with this suggestion.

MS. WITT replied that one of the reasons staff concurred is that the design for the trail rehabilitation, using federal aid money, has not yet been obligated this year. Since they are more than halfway through the federal fiscal year, having that money obligated and ready to go into a construction project next year is uncertain. She also noted that the bike/ped projects are currently in design.

CHAIR CAMPBELL will not be supporting the motion. He would like to keep the pressure on to get some of the trails rehabilitated.

CHAIR CAMPBELL clarified the motion was to adopt per the staff recommendations and called for a vote.

AYES

Assembly Member Flynn  
Ms. Edwards

NAYS

Assembly Member Steele  
Mayor Sullivan  
Chair Campbell

**MOTION FAILED 3 to 2**

CHAIR CAMPBELL asked for public comment regarding delaying the planning, design and construction of the Benson Boulevard multi-use path until years 2019-2020, and to use those funds for the bike plan implementation. He noted that staff recommendation is to leave this project in as it was ranked and scored.

MR. LOGAN explained that if there is no way to increase allocation to fully implement the existing designs then this would delay an important new bike path for an additional two years.

MS. WITT noted this is a recommendation directly out of the bike/ped plan, and because it is adjacent to a major arterial and is clearly used by people without adequate space that the TAC concurred with staff's recommendation to keep this in as an identified and funded project.

There were no further comments.

CHAIR CAMPBELL noted that this will remain as recommended by staff since no motion had been made for further discussion or changes.

CHAIR CAMPBELL asked for public comments regarding adding a new project for the Gambell Street Plan 4 lane to 3 lane conversion project utilizing a combination of FHWA Safety funds and state grant funds. He noted that staff had commented that this project would be reflected in the TIP at such time as DOT&PF allocates HSIP or NHS funds for this project.

There was no public comment.

ASSEMBLY MEMBER FLYNN moved to approve as recommended by staff. MAYOR SULLIVAN seconded.

*Hearing no objections, this motion passed.*

**c. Other Business Items**

**6. INFORMATION ITEMS**

**a. Non-Motorized Transportation Update**

LORI SCHANCHE with the Municipality's Non-Motorized Transportation Department provided a PowerPoint presentation. She briefed the Committee on the different plans involved in the transportation update. Some of these included the Pedestrian Plan, Bicycle Plan, Areawide Trails Plan, and she added that many of the platted projects feature walkways to schools for safety purposes.

*Mayor Sullivan left the meeting at 2:29 p.m.*

**b. Gambell Street Redevelopment Project  
Sensitivity Analysis, Project cost Estimate, Letter – TIP Request**

BOB KNIEFEL with Kittelson & Associates provided an update on the Gambell Street Project. He noted that there were some real concerns. Gambell Street was part of the Original Anchorage Townsite operation with 60-foot right-of-ways, and issues of how to handle the roadway and the sidewalks, and the utilities have become quite a challenge for them. The Preferred Alternative that said based on the traffic data, and the speeds that had been measured throughout the quarter showed there is not a real need for the four lanes on Gambell Street, and he noted that Gambell Street had an average speed of over 30 mph. He discussed the preferred design possibility of a three lane facility and widening the sidewalks to nine feet on both sides of the street. He expressed the focus of this is how to handle the pedestrians in the Fairview area.

**c. Other Informational Items**

MR. LYON informed the Committee when the last UPWP was adopted that the planning funds added money for two additional positions. He introduced Joni Wilm as one of the Associate Planners that had been hired, and the other position to be filled will assist other planners with the RFP's, public involvement, social media, and keeping the website up-to-date.

MR. LYON also announced that Mr. Logan is moving to Florida. He thanked him for his service on the AMATS Bicycle/Pedestrian Advisory Committee as a public member.

**7. COMMITTEE COMMENTS**

ASSEMBLY MEMBERS STEELE and FLYNN thanked Mr. Logan for his much appreciated service.

ASSEMBLY MEMBER FLYNN welcomed Mr. Peterson as the new alternate. He also requested an update on the road project be provided by staff.

CHAIR CAMPBELL also thanked Mr. Logan for his participation and noted that it had been a pleasure working with him.

**8. SCHEDULED AMATS MEETINGS**

Technical Advisory Committee, June 12, 2014, 2:30 – 4:30 PM

Policy Committee, June 26, 2014, 1:30 – 3:30 PM

Technical Advisory Committee, July 10, 2014, 2:30 – 4:30 PM

**9. ADJOURNMENT**

The meeting adjourned at 2:59 p.m.