

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

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

**August 26, 2010
1:00 p.m.**

Policy Committee members Present:

Name	Representing
Patrick Flynn	MOA/Municipal Assembly
Jennifer Witt	Alaska Dept. of Transportation & Public Facilities, Chief of Planning & Admin Svcs (ADOT/PF)
Alice Edwards	Alaska Dept. of Environmental Conservation (ADEC), Air Quality
Dan Sullivan	Municipal Mayor

Also in attendance

Name	Representing
Craig Lyon	MOA/Traffic Department (TD)
Trygve Erickson	MOA/TD
Alton Staff	MOA/Public Transportation Department
Bart Rudolph	ADOT&PF
Ron Martindale	ADOT&PF
Cindy Heil*	ADEC
Aves Thompson	Alaska Trucking Association
Walt Parker	ACC
Laurie Cummings	HDR
Phil Worth	Kittelson and Associates (KAI)
Gary Katsion	KAI

*AMATS Technical Advisory Committee members

1. CALL TO ORDER

CHAIR WITT called the meeting to order at 1:01 p.m. All Policy Committee members were present with George Vakalis sitting for the Mayor Sullivan, Jennifer Witt sitting in for Lance Wilber, Dick Traini was absent. A quorum was established.

2. PUBLIC INVOLVEMENT ANNOUNCEMENT

CHAIR WITT encouraged public involvement in this meeting of the AMATS Policy Committee. She 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. EDWARDS seconded. *Hearing no objections, the agenda was approved unanimously.*

Moved and seconded

4. APPROVAL OF MEETING MINUTES – NONE**5. BUSINESS ITEMS****a. UPWP AMENDMENT**

CRAIG LYON reported on the amendment. He noted we always had 2 separate LRTPs for Anchorage and Eagle River but now FHWA wants us to combine them into one LRTP. There is \$250,000 in the TIP for that. All projects in the LRTP with regulations changes in SAFETEA-LU are now required to be shown in year-of-expenditure dollars. About a little more than \$100,000 will be necessary for covering the cost of a project manager at MOA, and for ADOT and the MOA to update the cost estimates because it is a short time frame, short turn around time. The PC met a month ago and through the obligation report appropriated an additional \$200,000 to this task. What we are doing today is reflected as additional money in the TIP here in the UPWP document. The TAC chose to break out how much goes to Central Region and how much goes to MOA.

MR. FLYNN asked where the \$200,000 is flowing into this document. MR. LYON stated FHWA/STIPs to AMATS that dollar figure was originally \$250,000 and adding an additional \$200,000, there is a split \$105,000 / \$95,000 DOT.

MR. VAKALIS moved to approve. MR. FLYNN seconded. Approved. *Hearing no objections, the UPWP Amendment was approved unanimously.*

b. PORT RESOLUTION

MR. LYON mentioned the Port is applying for a Tiger II grant and had a Tiger I grant last year. AMATS TAC discussed this resolution at their last meeting and there was general consensus for passing; some had a need for additional information. Emily Cotter from the Port is here to give us more information. MS. COTTER, Director of Marketing & Public Affairs with the Port reported last year we received a resolution of support from the PC for the Port and this year we are applying for another one for a slice of a larger project than the resolution from last year. We're hoping for a resolution in support of the smaller more focused grant application this year. We are asking for a \$13m Tiger II grant and the Port will put up \$15m totaling \$29m.

MR. FLYNN asked if the MOA received the Tiger I grant. MS. COTTER replied no. MR. FLYNN asked any particular reason why the Port chose this portion of the project as opposed to the other. MS. COTTER stated grant application instructions were very specific as to what projects would be eligible and be competitive, timeline for construction at the north end, and we're looking at providing independent utility and things of that nature. It met both the financial aspect with the grant along with individual aspect requirements. MR. FLYNN mentioned the financial aspects were not available to us. MS. COTTER noted we know a minimum is \$10m to ask for and we chose a project that was \$13m. MR. FLYNN asked if we know this project meets Tiger II requirements better than anything else going right now. MS. COTTER replied yes. MR. FLYNN asked are we relying on State funds along with Port revenues. MS. COTTER replied these are not considered local matches using federal dollars.

MR. FLYNN asked if we get this, will the timeline be accelerated on these projects. MS. COTTER stated she was not sure if it would push up overall timeline.

CHAIR WITT stated the Tiger II has to have obligation by September 30 or October 1 of 2012 and so has to be ready. They will not be making any announcements until after September 15 of this year so there is a tight time frame and is more competitive than Tiger I.

MR. VAKALIS stated as far as speeding up overall timeline this would not do it but what would do it would be trying to get state money.

MR. FLYNN noted two years from announcement to obligation. MS. Cotter replied yes.

MR. VAKALIS moved. MR. FLYNN seconded. *Hearing no objections, the resolution was approved unanimously.*

MR. FLYNN mentioned the resolution has one of the wrong assembly members. Also original copy did not have Traini as Chair of the Assembly. MR. LYON will correct that.

c. PROGRAMS OF PROJECTS (POP) LANGUAGE FOR FTA

MR. LYON reported on the revision to AMATS PPP. Both the transit and railroad are required by FTA to publish a program of projects they are working in the next timeframe. They utilize our TIP as their program of projects, but what they would like is in our PPP language that states that the TIP process satisfies the requirements in Section 5307 relating to the program of projects. They have asked us to include that paragraph in there and have this in the back of current PPP and in the future when we update we will include it within the document. The TAC approved adding the language the Feds have asked for.

MR. FLYNN asked if this covers public transit. MR. LYON replied it covers public transit and the Alaska Railroad. CHAIR WITT noted the TAC made that change as opposed to just Muni.

MR. LYON replied we can add it in. MR. FLYNN replied he's not going to argue with TAC. MR. LYON replied he remembered adding in the railroad. We can amend that to add Muni. MR. FLYNN explained this sets up an expectation that the Muni may mean State Department but if talking about Public Transit Department it is pretty obvious that use CMAQ dollars. MR. LYON stated 49 USC 5307 talks about a specific type of FTA fundings and we're happy to add that in there.

MR. FLYNN asked to clarify we are talking about public transit. MR. RUDOLPH noted the one online has that in there with Muni Public Transportation Department and the Alaska Railroad the change was made there.

MR. FLYNN moved to accept online version. MS. EDWARDS seconded. *Hearing no objections, the online PPP version was approved unanimously.*

d. OTHER BUSINESS ITEMS - NONE

CHAIR WITT asked for update on the LRTP. MR. LYON reported the RFP was delivered to purchasing on the 18th and they are reviewing it right now. The RFP is expected to get it out this week or next week. It was reviewed once and came back with a lot of comments and we took care of that and money obligated through the Assembly and have official version and reviewing it now. He made sure they were aware of the fact this has a hard and fast deadline for an approved document by June 2011 needing an approved document or risk being in a conformity lapse for federal funding.

6. INFORMATION ITEMS

a. HSIP STATUS REPORT

MR. LYON this has grown out of our PPP. The document shows this month we have a HSIP report and Mr. Martindale with ADOT, Central Regional Highway Safety Improvement Coordinator will be presenting. He handed out a summary of the process, a map and spreadsheet describing those project and scheduled delivery.

RON MARTINDALE mentioned funding is through an FHWA set aside for highway safety. We look at crash data to determine where safety may be done. All public roads are eligible for safety funds. We use a 5 year crash window and crash data analysis to determine where high accident locations are and try to identify a road based or engineering fix. Funding is determined by benefit cost ratio, meaning we look at locations and if identified as having a viable fix, we look at the crashes based on severity compared to cost of the improvement versus the life of the improvement. Last 4 years we have had approximately \$25m statewide, a lot of which comes to the Muni because the Muni has, for example in 2008, 11,625 crashes statewide, 9,000 central region, 6,600 in the Muni. The Muni has about 57 to 58% of statewide crashes here and as result we get the lion share of money. Our region is getting \$17 to \$18m a year of that 12, 13 or 14 is

going to the Muni in any given year. \$10 to \$14m and would say roughly 60 to 70% on a regular basis. 19 projects funded and are built or being built and another 4 projects waiting on funding for this year. 5 or 6 scheduled for FFY 2011. Another 12 in 2012 anticipated to receive construction funding. Now 5th and C completed, 6th and Muldoon reconfigured, Debarr Rd and Edward St signal.

Upcoming work just obligated is Tudor Rd project, Laurel to Boniface to extend raised medians; International and Jewel Lake Rd reconstruction and reconfigure at Jewel Lake adding lanes and median to separate the traffic; at 36th between Arctic and Eureka to expand to 4-5 lanes. A couple of projects in design on Municipal streets at UAA and Bragaw between 16th Ave and Debarr Rd; we're going to widen from 4 to 5 lanes.

CHAIR WITT asked what are some of the issues you run into when trying to implement. MR. MARTINDALE noted access is a big issue. Not surprising to find that folks don't like to lose their left turn access. Projects like Debarr Rd between Boniface and Beaver, we put a median in but some lost full access to some of the minor streets. The primary reason is because there's been a crash or we are trying to provide a median pedestrian refuge. We did it on Debarr and going to do it on Tudor. We're also doing out on Debarr out by Costco. Give them a raised island to have refuge so they cross ½ a lane at a time. We run into ROW problems, utilities have to move, there are access issues at intersections. It's difficult but we have been able to demonstrate what the problem is and make concessions when business access is damaged.

Mayor Sullivan arrived at 1:28 p.m.

MR. FLYNN mentioned the flashing signs and transitioning from highway to collector but don't recall approach to Tudor Road on Minnesota Blvd. Where does it fall in severity? MR. MARTINDALE replied the intersection is in top half but movement in the northbound direction we didn't find issues. We found right angle or rearend crashes and we look at it every year. Crash patterns are usually in other lane. Don't like to put them in where may cause other issues where people are looking for count down timers. Good news it is a lot nicer for pedestrian and APD thinks there is a reduction in red light runners. Bad news people anticipate and speed up. Benefits outweigh the negative aspects.

MR. MARTINDALE noted they replaced the flashing Don't Walk with a countdown signal with positive results.

AVES THOMPSON with Alaska Trucking Assoc said he notices on traffic signals the countdown. He noticed on some traffic signals when it goes from 1 to 0 the light turns yellow. Others count down and then light stays green for some period of time and that lack of consistency causes difficulty with his member drivers. Don't know if 1 means stop or another 4 or 5 seconds to go. It should be one way or other unless there is a valid reason. MR. MARTINDALE commented it's the Traffic Dept responsibility but he thinks he understands the issue. Once countdown starts you have a certain time to get across because no call on side street

and so extended green but it does not know yet if someone at side street may still be in that intervening time. Believe where there aren't any side streets and continue giving the green but still had to have the countdown for pedestrian.

MR. THOMPSON expressed his belief it's sending a wrong signal. They should all be the same because motorist doesn't know. You see 1 and don't know if you should stop and if think you stop there's traffic behind you-you stop they want you to keep going and creates an unnecessary hazard. MR. MARTINDALE noted he would ask the Traffic folks about the extended green and will find out and will send you the response.

MR. FLYNN commented that if Mr. Thompson's assessment is correct it's not getting a call from the side street. Wait for vehicle on the side streets intersections than you start the count down. MR. MARTINDALE replied it doesn't know that, when say it takes 26 seconds to countdown. MR. FLYNN explained it waits to trigger countdown when someone actually comes up to the light and then starts the countdown and will avoid the problem. MR. MARTINDALE will see if he can get an explanation.

b. OTHER INFORMATIONAL ITEMS

7. SCHEDULED AMATS MEETINGS

Technical Advisory Committee, September 9, 2010 - Canceled
Policy Committee, September 23, 2010

8. ADJOURNMENT

MR. FLYNN motioned to adjourn, MS. EDWARDS seconded. The meeting adjourned at 1:46 p.m.