

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

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

**November 18, 2010
1:00 p.m.**

Policy Committee members Present:

Name	Representing
Patrick Flynn	MOA/Municipal Assembly
George Vakalis	Municipal Mayor's Office
Lance Wilber	Alaska Dept. of Transportation & Public Facilities, Regional Director (ADOT&PF)
Cindy Heil	Alaska Dept. of Environmental Conservation (ADEC), Air Quality

Also in attendance

Name	Representing
Bart Rudolph	ADO&PF
Jim Childers	ADO&PF
Van Le	MOA/Traffic Department
Gary Jones	MOA/Project Management & Engineering (PM&E)
Steve Shrader	MOA/PM&E
Jamie Acton	MOA/Public Transportation Department
Jody Karcz	MOA/PTD
Katherine Wood	HDR

*AMATS Technical Advisory Committee members

1. CALL TO ORDER

CHAIR WILBER called the meeting to order at 1:00 p.m. All Policy Committee members were present with Mr. Flynn calling in and Ms. Heil sitting in for Ms. Edwards and Mr. Traini was absent. A quorum was established.

2. PUBLIC INVOLVEMENT ANNOUNCEMENT

CHAIR WILBER 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.*

CHAIR WILBER noted there were some changes in the agenda order. All posted items on business and informational are the same except the agenda is in a different order. The first business item is the 2010-13 TIP, Admin Modification. Then informational items we'll start with H2H-the limited English Proficiency, then on to the Obligation Report, TIP-Major Amendment, status on Connect Anchorage, MOA CIP, Public Transportation Status Report and the Human Svcs Coordinated Trans. Plan and Committee.

No objection to change of order.

4. APPROVAL OF MEETING MINUTES – September 23, 2010

MS. HEIL moved to approve. MR. VAKALIS seconded. MR. FLYNN commented in the minutes there was a request for information on Connect Anchorage to the Assembly by staff and it hasn't happened yet and he sees there is an update to that today but perhaps we can make sure that gets done post haste.

Hearing no objections, the minutes were approved unanimously.

5. BUSINESS ITEMS

a. 2010-13 TIP - ADMIN MODIFICATION

MR. RUDOLPH noted before you is a small informational sheet that has 2 items and we also have right now a TIP amendment out for public review and comment. There are 2 projects that need urgent attention that require you to approve before the TIP amendment gets approved. The first one on Table 7 has been recommended by TAC for approval by the PC. The second one in Table 3 came in after and was emailed to the TAC, 8 of 11 members responded in favor and 3 had no response, so technically no official action was taken by TAC but we're still asking PC to approve both of these changes. The first one in Table 7 he will ask Ms. Karcz to talk about.

MS. KARCZ stated transit has been funding a program called Bus Stop Enhancement Program using CMAQ money. A couple of months ago DOT came to us and said they felt it was not an appropriate use for fed hwy dollars and that a lot of the activities that occurred under the bus stop enhancement program were operational in nature and were not under CMAQ criteria. We worked with DOT on how we do bus stop enhancements where we in the past tried to hire youth, trained them how to install pavers, paint bus stop equipment, clean bus stops, put up snow poles, and in order to continue those activities we propose to take funding out of the bus stop FTA program and put into capital maintenance on Table 7. Those are allowable under preventive maintenance. That is the admin modification and needs to be approved relatively quickly to get the grant approved. The TIP amendment going out puts money under CMAQ category, \$190,000

that we would be losing in our FTA money and talked with DOT about putting money through FTA instead of through DOT, which is a more efficient way of getting grant money. Table 5 and 7 will be changing and we'll be asking for PC approval in the admin mod on Table 7.

MR. RUDOLPH noted that it does look like we are taking from one and adding to another. While the major TIP amendment will make them whole again it's just we don't have these extra funds approved in the TIP yet until the major amendment is approved. All of these programs will remain whole; it's just to keep the TIP constrained. Table 3, project is Victor Road we need \$285,000 which will keep the design work moving forward and not delay construction. ADOT is waiting on the Muni to release general fund money and while we are waiting for that money we want to keep the project moving forward.

MR. VAKALIS moved to approve, MS. HEIL second. *Hearing no objections, the minutes were approved unanimously.* MR. FLYNN will be back Tuesday and can sign it then.

d. OTHER BUSINESS ITEMS - NONE

6. INFORMATION ITEMS

a. H2H LIMINTED ENGLISH PROFICIENCY

KATHERINE WOOD with HDR stated she has been working on the H2H project since the beginning. She provided background on what environmental justice is. This presentation focuses on providing good opportunities to the public.

The LEP and EJ are similar so they are group together. We looked at various data sources, census data, American Community data and the best data was from the Anchorage School District and she found it would be a great to have a single point contact person at DOT for AMATS who is working with the Muni to get that information that the school district collects from their students. We also did our own local interviews to talk to people to say who this might potentially be affecting in a minority or low income on this project. The H2H project found that Seward Hwy and the Glenn Hwy where they end in Anchorage right now are right in the middle of a high population of low income and LEP individuals that will be adversely affected. The information we got from the ASD was we had found 5 languages, Spanish, Samoan, Tagalog, Hmong and Sudanese in the last year. We are currently translating vital documents like meeting notices and comment forms by providing those services which will outreach to more people. We found we should go to them and don't expect them to come to us. We set up informational listening post booths at grocery stores and school drop off points and set meetings on bus routes. We've tried to use non-traditional advertising. We've used ads on the radio, and on People Mover. We've used our interpreters to go into the communities to talk and put out flyers. We are still holding large public meetings and still helping with the EJ/LEP. FHWA recommended providing food at these events to get people to come. Not just provide snacks, to actually provide a meal. We've offered door prizes, transit passes, etc. We located all of our meeting on bus

routes and published what route you would need to take to get to the meeting.

We can't ask any questions on income but we can ask for gender and ethnicity like the sign-in sheet you signed in on today. Not everyone puts down their ethnicity so there is too much grey area to get a handle on the quantitative pieces. In sum the overall challenges to date have been a really broad project area on the H2H and it's been difficult for some people to conceptualize. Hard to get planning and engineering concepts into plain English and a translatable form. Successes include more participation at the smaller community events. CHAIR WILBER commended the work being done.

b. OBLIGATION REPORT

MR. RUDOLPH stated we normally receive this in October and there was no October meeting. This is an end of September report. MR. RUDOLPH noted Huffman was able to utilize a lot of extra money received in 2010 and able to reduce the A/C amount from 2011 to 2010. \$16 million was going to be A/C, and then ended up to be \$2.6m. Much less than what we thought we were going to have to ac. No other big projects to note here. No over-runs. Everything obligated that was going to be obligated in third quarter. Sheet 3, bottom, far right, notice that we anticipated delivery program of \$34.5m that is same as what we obligated in the green column and original AMATS obligation was \$27.1m thru STIP amendments and Legislation. Not having a new transportation program and operating off continuing resolution, \$34.49m was the actual appropriation.

MR. FLYNN stated he was having a hard time discerning which were stimulus related and which were ongoing SAFETEA-LU dollars. What we expected was \$27.2m and we \$34.5 actually received in stimulus funding. MR. RUDOLPH responded the difference between the \$27.2m and the \$34m did not think it was included in the stimulus funding. Stimulus funds are marked with symbols on the side. Jewel Lake \$217,000 and then \$2.18m was stimulus fund, project between G.6 and 1. MR. FLYNN asked how did we jump our obligation by \$8m. MR. RUDOLPH explained at the beginning of the year we had a low number identified in the STIP and then as the year went on, continuing resolutions of SAFETEA-LU that did not include earmark funding was taken out of the original allocation and that bumped our allocation up and allocated the entire amount without reduction in earmarks that would normally happen.

c. 2010-2103 TIP MAJOR AMENDMENT

MR. RUDOLPH mentioned this was out for public review and comments for 30-days, released by TAC Nov 4 meeting. The amendment cleans up 2010 and puts what we actually spent and also shows a new amount of funding that matches the \$34.4m we got in 2011 getting more money than anticipating and going from a \$27m to a \$37m program with that additional 10 million in 2011 and come up with money in the A/C for Huffman in 2010 now available in 2011 again. On page 3, updated Highway Safety Improvement Program is a separate pot of money, not from our funding. 4th page, Table 3, main change is adding money to project 2, Dowling

Road. Original TIP had no money but with extra funding we put in \$21.6m, which allows Dowling Road Phase 1 to be fully funded. It will free up some general fund money that can be put towards phase 2.

MR. VAKALIS asked which phase is the off ramp. MR. RUDOLPH replied phase 2.

MR. RUDOLPH stated in 2011 on the second page, Table 3; we are delivering a \$35.5m dollar program with changes in this amendment. Once done with public comment, PZC and Assembly it will go back to TAC and then to PC for final approval. This incorporates transit changes Ms. Karcz talked about earlier.

MR. FLYNN noted the project on page 5, C St construction phase 4, recognize with the new alignment of Dowling Road Extension this thing continues to drop down and down and he is concerned that we maintain at grade crossing on the third or fourth busiest north/south corridor and we need to look at moving that project up the chain a little bit. MR. FLYNN pointed out we bonded for grade separated crossing between C St and railroad at that location. MR. WILBER noted staff would look into that. MR. FLYNN asked in particular with more dollars available pushing out to 2015 or beyond it seems short sighted putting this off and creates a lot of problems for people on south side of Anchorage.

MR. RUDOLPH stated the TIP was released Nov 4 for public comment and that ends December 4. It will then go to the PZC in December and the Assembly in January.

MR. VAKALIS left at 1:37 pm.

d. CONNECT ANCHORAGE

MR. RUDOLPH explained the TAC received this report in October, but noted there was no PC meeting. After presenting today we'll take it to the Assembly. A copy of the original agreement was signed in 2006. On the handout, the original projects are in blue, the red was not included in original agreement on the updated map. Green projects are funded and/or completed and the yellow projects are in preconstruction phases or have some or all funding tied to them. There are only 2 projects in red that have not been started. Significant progress has been made overall. The funding table was updated, estimated, obligated, and funding sources were updated to 2010 dollars plus project status. 6 of 14 projects have been completed. \$383m dollars has been obligated and is a joint effort between state and federal funding. About 50/50 split between fed and non federal funds. Number left is pretty large because it includes the H2H project, which is just an estimate.

MR. FLYNN asked if we are adding projects that were not part of original agreements do we need an updated agreement. MR. RUDOLPH responded we did not add any projects. Projects in red were already started and were not included in updated table. Most are already done with maybe the exception of 100th Ave, which has been started.

MR. FLYNN mentioned it might be worthwhile since it has been 6 or 7 years since the agreement was updated but it should still go before Assembly.

CHAIR WILBER stated this has been a great partnership. Not easy projects. A lot of headway and a lot of different funding sources that equal about \$60m annually are the key to getting these projects done. If we do revise Connect Anchorage, suspect all these projects will still be a priority.

e. MUNICIPAL CIP PROGRAM

GARY JONES stated that the CIP is at the Assembly to take action next Tuesday Nov. 23. The focus of the CIP is to reflect the MOA priorities, protecting the assets we have, complying with regulatory mandates and life and safety issues. Primary funding sources in the CIP are road bonds and state grants. In the past there were 50/50 propositions. That is beginning to change primarily because current administration is looking at a \$35.5m bonds and next year in the \$22m range, which is \$10m or \$15m lower than in recent years. To account for that difference we will be looking to increasing our state grants to meet funding needs. Maintain successful 50/50, pavement rehab, flooding, pedestrian. Large projects we may ask for a bigger chunk from State Legislature. Currently about 159 open projects that are in various states of development, construction or warranty about \$600m dollars. Next year 34 projects, \$84m currently under development and begins construction next year. Of that \$66m in hand and another \$27m needed to start projects off.

The Muni has had two public hearings already. Action by Assembly next Tuesday.

**f. PUBLIC TRANSPORTATION STATUS
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JAMIE ACTON, Mobility Coordinator. My position is funded by AMATS Travel Options Program and an FTA grant for mobility coordination. MS. ACTON stated the travel option identifies and promotes alternative modes of transportation to reduce single occupants around Anchorage.

- This encompasses community outreach, research, market analysis and program evaluation going in to this report.
- The guaranteed ride-home program. For van pool members, 2 trips annually paid for if something comes up and guarantees them a ride home; they receive a vouch for a taxi, bus pass or rental car depending on where they resident. It's an excellent start.
- Ped Program with UAA. UAA is taking the lead in bring a car-sharing program to Anchorage. My role is support and to help navigate the waters of finding a vendor/contractor. Draft contract being worked on thru UAA.
- Several phases to program.

Mobility Coordinator supports transportation coordination, which promotes and supports the Human Svcs Coord. System.

- Better transport for people with disabilities, seniors and English as second language individuals.
- Continued development and management of grants.
- Working on a DVD on how to use People Mover.
- Promote the least costing of transportation.
- Newsletters go out quarterly and working on new partnership.

CHAIR WILBER mentioned this kind of work being done with transit and the MPO is very important and having non-motorized choices for travel is a good thing and hoped it will be successful.

g. COMMITTEE COMMENTS

CHAIR WILBER confirmed to Mr. Flynn that staff will get you a signature page to sign.

d. OTHER INFORMATIONAL ITEMS

7. SCHEDULED AMATS MEETINGS

Technical Advisory Committee, December 2, 2010

Policy Committee, December 16, 2010

8. ADJOURNMENT

The meeting adjourned at 2:01 p.m.