

**ANCHORAGE METROPOLITAN AREA TRANSPORTATION SOLUTIONS
TECHNICAL ADVISORY COMMITTEE MEETING**
Mayor's Conference Room, 8th Floor
632 West 6th Avenue
Anchorage, Alaska

January 14, 2010
2:30 p.m.

Technical Advisory Committee members Present:

Name	Representing
David Post	Alaska Dept. of Transportation & Public Facilities (ADOT), Central Region, Planning
Kim Rice	ADOT, Central Region
Cindy Heil	Alaska Dept. of Environmental Conservation (ADEC)
Steve Morris	MOA/Dept. of Health & Human Services
Todd Cowles	MOA/Port of Anchorage
Robert Kriefel	MOA/Traffic Department
Jerry Hansen	MOA/Project Management & Engineering (PM&E)
Jody Karcz	MOA/Public Transportation Department
Lois Epstein	MOA, Alaska Transportation Priorities Project
Jerry Weaver	MOA, Planning Department

Also in attendance

Name	Representing
Craig Lyon	MOA/Traffic Department
Vivian Underwood	MOA/Traffic Department
Teresa Brewer	MOA/Traffic Department
Van Le	MOA/Traffic Department
Jim Lamson	MOA/PM&E
Jeff Ottesen	ADOT/PF, State-wide Program Development Director
Mark Parmelee	ADOT/PF, Central Region
Sandra Cook	HDR
Aves Thompson	Alaska Trucking Association
Alison Lohrke	DOWL HKM
Suzanne DiPietro	Government Hill Community Council

*AMATS Policy Committee members

1. CALL TO ORDER

CHAIR KRIESEL called the meeting to order at 2:35 p.m. Dave Post served on behalf of Jennifer Witt. Bruce Carr was absent. Jerry Weaver arrived at 2:57 p.m. A quorum was established.

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2. PUBLIC INVOLVEMENT ANNOUNCEMENT

CHAIR KNIEFEL encouraged public involvement in this meeting of the AMATS Technical Advisory 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

With no changes to the agenda, it stands as presented.

4. APPROVAL OF MEETING MINUTES – None

5. BUSINESS ITEMS

a. Long-Range Transportation Plan (LRTP), Knik Arm Crossing Amendment

VIVIAN UNDERWOOD presented a project update on the Knik Arm Crossing (KAC) Amendment to the Anchorage Bowl Long-Range Transportation Plan (LRTP). This included a brief review of the project background, scope, schedule, status and action required by the TAC. This proposed major amendment to the 2027 LRTP retains the KAC project in the LRTP, but moves the project from the short-term to the long-term, and deletes references to rail and pedestrian elements. She noted the Planning & Zoning Commission (PZC) acting as the AMATS Citizens' Advisory Committee considered the proposed amendment, and passed a resolution on January 4, 2010 recommending deletion of the KAC from the LRTP. The AMATS TAC was asked to review PZC's recommendation to delete the KAC from the LRTP, but not to delete other aspects of Chapter 13 that do not pertain to the KAC, and to forward the TAC recommendation for approval of the public review draft document, with any changes recommended by the TAC, to the Anchorage Assembly for adoption as an element of the Comprehensive Plan under AMC 21.05.030.E.3 to the Anchorage Municipal Assembly.

Discussions were held on the following topics/issues related to the proposed LRTP Amendment:

- Comparison of public comments received from residents based on percentages.
- Review Process – recommendations from TAC to the Assembly for review, then from the Assembly back to TAC, and then a final recommendation from TAC to the Policy Committee.
- Possible elimination of the sentence regarding the Comprehensive Plan.
- Recommendation on Page 5 of Staff issue/response to add text to Chapter 13 and/or tables to expound on how the financial plan was created and assumptions used.

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- New comments 29-36 of PZC's resolution, and Staff's confirmation they had not yet responded to those new comments.
- Proposed LRTP amendment not yet on the Assembly's calendar.

MR. POST moved to postpone action and continue the meeting for a week. MR. HANSEN seconded. MR. POST put forth this motion given the TAC had just received the Planning and Zoning Commission resolution, and to provide the TAC with additional time to review the new information.

MR. POST indicated it would still be possible to begin discussion of the issue, but not take action.

Discussion continued on the following topics/issues:

- Extent of potential changes to Chapter 13.
- Changes recommended by the PZC on deletion of the KAC, including having the Municipality as a party to any agreement to proceed between FHWA, KABATA and DOT/PF.

MR. POST felt in deference to the PZC that the TAC respond to the PZC's comments and understand their rationale. In particular, he felt it was important in any vote should the TAC not support the PZC's recommendation to be able to indicate why their points are or are not valid.

CHAIR KNIEFEL restated the TAC had the PZC's resolution new findings 29 through 36, and postponing would allow Staff time to provide a response to the TAC on those findings at the next meeting.

MR. MORRIS clarified there were some citations contained in the PZC resolution, and he would like confirmation those are factual. CHAIR KNIEFEL stated staff would include this as part of the response to the TAC. He noted it would take Staff a week to get a response out to the TAC, and then the TAC would need a week to review the response. He indicated the TAC meeting would need to be continued in two weeks, and this may drive the Policy Committee's schedule as well.

MR. POST proposed an amendment to set the continued TAC meeting for two weeks out.
Hearing no objection, the amendment was approved.

Hearing no objection, the main motion as amended was unanimously approved.

Based on previous meetings on the KAC, and the TAC ultimately deciding at that time to move the KAC to the long-term portion of the LRTP, MS. EPSTEIN felt it was important to reaffirm the earlier position with exception of modifying it to exclude rail, pedestrian or bicycle components to validate the work put in. Discussion followed.

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MS. EPSTEIN moved to accept the recommendation to leave the KAC in the LRTP, moving it to the long-term, but deleting the rail and pedestrian facilities. *The motion failed for lack of a second.*

b. Obligation Report

MR. POST indicated this report would be given in February.

c. Other Business Items

1. 2009 Self-Certification

MR. LYON briefly stated while the federal government conducts an in-depth AMATS certification every 3 years, every other year AMATS is required to complete a self certification. He noted the information for this item was on the web, but had been left out of the meeting packet. *This item was postponed to the January 28 meeting for action.*

6. INFORMATION ITEMS

a. MOA & SOA Legislative Program/Transportation Project List

JIM LAMSON reported the AMATS Public Participation Plan requires a report on the Municipality's and the State's legislative program. He noted the substantial work done to create a MOA/AMATS Consensus Transportation Program to bring the Anchorage priorities for three funding plans (CIP, TIP and STIP) into one program for presentation to Anchorage legislators for funding requests. He stated the legislative program was approved by the Assembly on January 12, and every project that was in the MOA/AMATS Consensus Legislative program is in the Municipality's highest priority list. He noted three projects not in the AMATS list were added; two were in Girdwood and one is for a turn lane at Mile 76 on the Seward Highway for the Alaska Wildlife Conservation Refuge. He discussed the District list of projects, including the AMATS 50/50 matching program noting every project from this program are listed individually in the District list. This provides the legislators with the ability to fund the matching program or the individual projects. The Assembly did make a few changes to the District list, and when available MR. LAMSON will provide a copy to AMATS.

b. Transportation for Emergency Management

MR. LYON noted the AMATS Emergency Transportation Management update is required by the AMATS Public Participation Program. He briefly discussed the opportunity for people in the community to come to AMATS with concerns about the connectivity for emergency routes as

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opposed to contacting Fire or Police. TERESA BREWER provided an update on emergency access and connectivity, Task 270. A written report was provided to AMATS. Transportation Planning encourages connectivity between neighborhoods. This strategy is to ensure a continuous network of streets that not only disperse traffic and reduce congestion, but it also provides adequate circulation and access for emergency vehicles and public services. MS. BREWER reviewed projects currently underway as follows:

- The Hillside District Plan (Chapter 4, Transportation), including recommendations for additional emergency connection from Mountain Air Road to Rabbit Creek Road and a new road through Legacy Point subdivision.
- Chugiak-Eagle River and the continuing work and coordination efforts to develop a map and listing of suggested road connections with the potential for improving emergency response.
- MOA Evacuation Plan and modeling efforts to calculate the number of vehicles being evacuated from specific areas in Anchorage, and use of the AMATS Travel Demand Model.

c. Eagle River Central Business District Study

VIVIAN UNDERWOOD presented the report on the Eagle River Central Business District Study. She noted this project to address increasing congestion in the downtown and residential core has been part of the Eagle River Long-Range Transportation Plan since 2003. The project got underway in 2008, and a contract was signed with Kittleson and Associates at the end of 2009 to conduct the study. She discussed:

- Funding sources.
- Public outreach involvement activities.
- Technical Team meetings.
- Plans to finalize of the Public Involvement Plan.
- First public meeting Open House to be held January 28, 2010.
- Presentation scheduled for the Policy Committee on January 28, 2010.

d. Other Informational Items

Jobs for Main Street. MR. OTTESON, Director of Development with State DOT, provided an update on legislation for new proposed stimulus funding. He reported the name had been changed from "Stimulus" to "Jobs for Main Street." He noted the House of Representatives had passed the bill, and the Senate is expected to take it up next week. It is anticipated Alaska will receive the same amount of stimulus money as received in 2009. He briefly discussed changes in the rules for using this money in the new legislation. In particular, he indicated last year some money had early deadlines of 120 days, and the new legislation shortens it to 90 days. This

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applies to MPO money and State money. He clarified half the money received has to be put to use in 90 days; not 90 days to obligate, but 90 days to award. He discussed concerns with typical procurement for projects, the time needed to obligate the funds, and the possibility that very few true projects will make the deadline. There is hope the 90 will be extended to 120 days. The FHWA has okayed using the anticipated money as the source of funding to maintain fiscal constraint. He noted the State has already prepared its STIP amendment, and it is on the street. An additional concern is getting the State legislature to sign off on all the projects given the shortened deadline.

Congress had maintenance of effort because they did not want states cutting back their general funded budget because they got more federal money. They wanted the general funds to stay the same, and further wanted States to execute with no delay. They wanted the other funding sources on maintenance of effort not to be shortened. There was discussion on trading funding between sources, and this would be okay as long as the end result of money spent is as much as was intended in the original, plus the full ARRA amount. MR. OTTESON recommended getting the TIP moving.

New ISER Study. MS. EPSTEIN mentioned another document, which came out today, from ISER on new economic demographic projections for Alaska through 2030/2035 period. She noted it will be posted on the Highway to Highway Study. She recommended looking at Page 69 which shows a decrease in state-wide population of 43%, Anchorage and the Mat-Su of 38.5%, and the Mat-Su population of 35%. She thinks it is important in the KAC deliberations noting there was a 43% decrease in the projection made in 2005.

7. SCHEDULED AMATS MEETINGS

Policy Committee, January 28, 2010

Technical Advisory Committee, February 11, 2010

Policy Committee, February 25, 2010

Technical Advisory Committee, March 11, 2010

8. ADJOURNMENT

At 3:24 p.m., CHAIR KNIEFEL continued the meeting to January 28, 2009.