

**ANCHORAGE METROPOLITAN AREA TRANSPORTATION SOLUTIONS  
TECHNICAL ADVISORY COMMITTEE MEETING**

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

**August 20, 2009  
2:30 p.m.**

**This meeting continued from August 13, 2009**

Technical Advisory Committee members Present:

Name	Representing
Jennifer Witt	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
Lance Wilber	MOA/Traffic Department
Jody Karcz	MOA/Public Transportation Department
Lois Epstein	MOA/AMATS Air Quality Advisory Committee
Bruce Carr	Alaska Railroad Corporation

Also in attendance

Name	Representing
Craig Lyon	MOA/Traffic Department
Ainslie Phillips	Northeast Community Council
Aneta Synan	ADOT/PF
Suzanne DiPietro	Government Hill Community Council
Kevin Hemenway	Knik Arm Bridge and Toll Authority (KABATA)
William Greene	KABATA
Jonathan Kreiss Tomkins	
Mike Vanderhoof	Federal Highway Administration/Juneau

**1. CALL TO ORDER**

CHAIR WILBER called the meeting to order at 2:39 p.m. stating this meeting was a continuation of the meeting held on August 13, 2009. Tom Nelson and Jerry Hansen were absent. Jennifer Witt arrived at 2:48 p.m. Cindy Heil arrived at 2:49 p.m. Bruce Carr arrived at 2:50. A quorum was established.

## 2. PUBLIC INVOLVEMENT ANNOUNCEMENT

CHAIR WILBER noted the sole purpose of this continued meeting was to discuss the 2010-2013 Transportation Improvement Program (TIP). He encouraged public involvement in this meeting of the AMATS Technical Advisory Committee. He explained that 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. MORRIS moved to approve the agenda. MR. COWLES seconded. CHAIR WILBER noted the agenda posted on the website was incorrect. It stated the TAC would be discussing the Long-Range Transportation Plan, and it will not. *Hearing no objections, the agenda was approved unanimously.*

## 4. APPROVAL OF MEETING MINUTES - None

## 5. BUSINESS ITEMS

### a. 2010-2013 Draft Transportation Improvement Program (TIP)

CRAIG LYON provided a current status report on the TIP. He noted the draft 2010-2013 TIP public review draft was released for public review on June 2, 2009, and the comment period closed the first week of July. It has gone through the Planning & Zoning Commission acting in its capacity as the AMATS Citizens' Advisory Committee. The next step is for the TIP to go through the Assembly process, and it is ready to be scheduled. The TIP as currently written has the Knik Arm Crossing (KAC) project in the short-term as it was in the 2006-2009 TIP. If the Long-Range Transportation Plan (LRTP) keeps the KAC in the short-term, then no changes would need to be made. MR. MORRIS has completed the Air Quality Conformity Analysis for this TIP as it is written, and the analysis needs to be put out for public review. Once the TIP goes through the Assembly process, it will come back to the TAC, and then the TAC will send it on to the Policy Committee for final approval.

MR. MORRIS briefly discussed the air quality conformity analysis noting the analysis was identical to the conformity analysis seen in the last three years for the LRTP and TIP with the exception of some projects. Because this is a new TIP, the conformity analysis needs to be released. MR. MORRIS' confirmed his recommendation would be to release the new conformity that is reflective of the 2010-2013 TIP for 30 day review. The analysis, results and assumptions are consistent with the current LRTP and TIP.

Discussion followed on the impacts from the Knik Arm Crossing in the LRTP and the release of the air quality conformity. CHAIR WILBER noted if future action was something other than keeping the KAC in the short range section of the LRTP, such as not to keep it in the LRTP or to modify it, then it could affect the conformity.

In response to WILLIAM GREEN with KABATA, CHAIR WILBER confirmed the conformity as it presently stands has the KAC in the short-term section of the LRTP.

MR. WILBER recapped the TAC was provided with the status of the TIP itself, which is in front of the TAC, and MR. MORRIS has completed the analysis on the conformity for this and recommends it go out for a public review. We would still need to complete our consultation process, and discussion on whether the TAC recommend the clock get started by the Policy Committee by taking a separate action at its next meeting.

MS. WITT moved to recommend to the Policy Committee release for a 30 day review the Air Quality Conformity for the 2010-2013 Transportation Improvement Program. MS. RICE seconded.

Discussion followed on whether the TAC or the Policy Committee should release the conformity.

MS. WITT moved to amend the motion to state the Technical Advisory Committee go ahead and release the air quality conformity rather than the Policy Committee. For discussion purposes, MS. HEIL seconded the motion.

MS. HEIL noted this had been done in the past, and did not see any reason from a technical perspective why the TAC could not release the conformity noting the TIP has already been out.

MR. MORRIS favored the Policy Committee releasing the conformity because if the PC decides to go in a different direction with the LRTP, things would not go forward anyway. He did not think waiting until next week's PC meeting would impact the TIP deadline.

MS. EPSTEIN concurred with MR. MORRIS. She noted since the PC would make the final decision on what is in the TIP, they should release the corresponding conformity. She noted it could be confusing for the public if the conformity was released, and then a week later another version released.

MR. LYON and MS. SYNAN indicated they thought the public participation plan required the PC to release the air quality conformity. He noted the Assembly process will take time, and there would be enough time for the PC to release the conformity.

Noting it was important for the TAC to know what is happening with KABATA's lawsuit, MS. WITT laid on the table for the TAC the affidavit of DALE PAULSON and KABATA's "reply brief in favor of preliminary injunction." She raised this issue because she thought there might not be a final resolution at the next PC meeting, and she felt it was important for the conformity to be released either by the TAC or the PC. She discussed assertions by KABATA contained in both the documents she provided, including KABATA'S assertions relevant to actions taken by the PC and the TAC, and the impact of those actions on the KAC. She indicated it was important to get the TIP out soon, whether the TAC or the PC releases the air quality conformity review based on the 2027 LRTP because she did not think this issue would be resolved any time soon.

CHAIR WILBER called for the vote on the proposed amendment to the main motion that the TAC would release the air quality conformity.

#### **AMENDMENT**

*The motion failed by a vote of 3 to 6 with Witt, Heil and Rice in favor. Morris, Cowles, Karcz, Epstein, Carr and Wilber opposed.*

CHAIR WILBER called for the vote on the main motion to recommend to the PC release of the draft air quality conformity on the 2010-2013 TIP.

#### **MAIN MOTION**

*Hearing no objections, the motion passed unanimously.*

No formal action on the TIP to the Policy Committee is required at this time. It will go to the Assembly next, then back to the TAC, and then TAC will forward to the Policy Committee.

#### AMATS Funding FFY 2010-2013 Public Review Draft (6/2/2009) - Handout

The handout from ANETA SYNAN on funding for the TIP includes any comments from Planning & Zoning. The following issues and corrections were discussed:

- Timing for having an approved FY 2010-2013 TIP, including STIP time.
- Process for approving TIP and STIP, including amendments.
- Possible submittal to FHWA and FTA in advance along with the draft air quality conformity determination.
- DOT anticipates an adopted TIP by the first of the year.
- Stimulus projects need to be obligated before February.
- Concern of a possible TIP extension because of the FTA funding and impact on FTA program.
- Alaska Railroad PM Grant October 2.

Table 7. MS. KARCZ provided a clarification to Item 3, Paratransit Service. Add a new sentence stating “May also be used to purchase Anchor Ride Trips.” CHAIR WILBER noted no action required, and the correction would be made to the document being sent forward to the Assembly.

Table 8. MR. COWLES noted the new line added for the Port of Anchorage Intermodal Facility project and requested changing the title on the line immediately below from “Project totals” to “Port of Anchorage Intermodal Facility Project Totals” to differentiate it from the projects that follow it in Table 8.

Table 9. NHS Projects Outside of Anchorage was missing from the document.

For clarification, it was noted this document was a quick draft to show what was included in the STIP and is for discussion purposes only. DOT has only just received the STIP, and there are differences between the STIP and the TIP, and before the TAC adopts the TIP, there will need to be some changes made, such as changes in funding allocation. It was noted the public review STIP was available online, but would need to be pulled back and changes made as well.

MR. WILBER recapped the discussion. AMATS has a document that has been out for public review, but there are a couple of tables that are different and had not been vetted in the public process, then see what the Assembly wants to do. He felt giving the Assembly the latest information would be best. The following topics/issues were discussed:

- Affect on timelines.
- Differences between STIP and TIP.
- Possibility of keeping the information separate from the TIP, but documents travel together.
- The changes would not require a new public comment period would, particularly as they relate to the NHS, and the process would not be jeopardized, nor would it affect to the conformity or the timing.
- Errata sheet to go along with the documents highlighting the differences between the STIP and TIP on the NHS.

CHAIR WILBER asked in reviewing the numbers in the STIP, to make sure whatever numbers are in the STIP for the Knik Arm Crossing, at least for the public review process, if those numbers are different than what is in the public review, make sure numbers are the same and there is consistency all the way across and phases are the same.

KEVIN HEMENWAY with KABATA confirmed the numbers in the draft STIP released on Tuesday are the numbers reflected in the most recent cost estimate updates or a blend of the ENB and the NCG cost estimate updates which were within approximately \$4 million of each other.

MS. WITT noted it was different than what Headquarters had provided a few months ago when the draft TIP was developed, and the TIP out for public review is different, but it still shows the Knik Arm Crossing in the short-term.

MR. HEMENWAY noted the biggest issue beyond dollars is there are dollars in 2010 STIP and the public review draft starts in 2011. The 2010 numbers are zero, and that is not correct.

MS. EPSTEIN noted there was another cost estimate on the Knik Arm Crossing put out by Federal Highways with different numbers than the other two MR. HEMENWAY mentioned. She additionally noted the STIP issued on Tuesday only contained costs after federal fiscal year 13 right now and was concerned because of impacts on the public comment period without further information. MS. WITT noted the clock should be reset.

CHAIR WILBER recapped how to present this to the Assembly. The Assembly would be given a public review draft with a separate errata sheet illustrating key changes. The TAC will let the Policy Committee know that is what will happen. MS. WITT noted there was one change that was not part of the NHS, and it has to do with earmarks. She will show the funds for the Providence Hospital Access Road were reallocated to Dowling Road, and include that in the errata sheet. CHAIR WILBER asked the Committee to review the document for consistency with the STIP, and if there were any further changes to let him know within the next two weeks, and they would be added to the errata sheet.

MR. GREEN with KABATA did not think the numbers for the Knik Arm Crossing were precisely accurate in all respects, but he noted MR. HEMENWAY will talk to MS. WITT or RON HICKS and make sure AMATS has accurate numbers. The only significant difference he noted were there were no dollars in 2010. MR. WILBER indicated whatever the STIP shows is what the TIP will reflect.

AINSLIE PHILLIPS with Northeast Community Council noted there was a comment about Item 4 on Table 6 coming off because it may not make it. The project is the Muldoon-Glenn Highway interchange. She asked for an explanation noting this was the NECC's #1 priority.

MS. WITT indicated the National Highway System priorities are established by DOT statewide, and the pot of funding for that has been decreasing. As a result, it is a matter of meeting financial constraints within the overall statewide transportation improvement program. She explained how the region could advocate to keep the project in the program, but would have to show where the money would come from. Noting it is out for public review, she encouraged the NECC to submit comments. MS. WITT noted future funding is uncertain at this time.

MS. PHILLIPS supported leaving it in with a less priority as opposed to taking the project out completely. She expresses concern about the volume of traffic, traffic control issues and safety considerations. She felt this as a statewide safety problem with the amount of traffic increases that would go through the interchange over the next 15 years. With 70,000 vehicles per day

now, and predicted to increase to 150,000 vehicles per day in the next 5 years, the NECC considers this project a necessity. MS. WITT noted the STIP is out for 45 day review, and the NECC comments should submit its comments. She suggested the possibility of using an illustrative approach that shows even if there is not funding, the project is a high enough priority that should funding become available, the project could move forward without having to go through another public process which would be more preferable to taking the project out entirely.

**b. Other Business Items**

CINDY HEIL proposed setting up a work session in early September to discuss the 2011 LRTP. She and the TAC discussed the following topics:

- Timeframe concerns for the basic AMATS schedule.
- 2011 update will require Eagle River to be combined with Anchorage.
- Impacts from the new EPA MOVES Model anticipated to be released by year-end.
- One year grace period before AMATS will need to use MOVES.
- Comments submitted to EPA on Alaska Specific issues with the MOVES Model.
- Need for an Anchorage 2010 emissions budget.
- LRTP 2011 Update is due by April 2011, and unless it is completed in 2010 the new MOVES model will need to be used.
- Highway to Highway project transportation demand model that feeds into Mobile 6 and those feeds will not go into Moves.
- ADEC has asked its contractor for an assessment on Moves and to look at best way to setup MOVES for the State as a whole, including MPO'S and DOT for projects, and requirements to use local data.
- Possible problems with the new air quality piece coming on line.
- Status of reauthorizations.

CHAIR WILBER indicated there were two issues; the first is the LRTP itself, and the second is MOVES. He did not want to wait until January, but felt it would be better to begin the process and make some general assumptions. He directed MR. LYON to get together with staff on a schedule, and provide it to the TAC a couple weeks before the work session for review, and then a couple weeks after that have a work session. He would like the work session scheduled for the last week of September or first week of October. MR. LYON indicated staff had been working on a schedule. CHAIR WILBER noted if the schedule is completed early, then staff should go ahead and send it out to the TAC.

**6. INFORMATION ITEMS**

**a. Committee Comments - None**

**b. Other Informational Items**

MR. COWLES noted it was the last Sunday for tours and hotdogs at the Port of Anchorage.

MR. CARR updated the TAC on the Alaska Railroad's Diesel Multiple Unit (DMU) is here and working. He noted the expectations from it on reduced fuel usage, power, etc., have worked well. Fuel usage is one-third of a regular locomotive. ARR will be working on a commuter rail demonstration for 2010, but it is only in the conceptual stages.

The agenda for the next Policy Committee meeting includes the LRTP, release of the conformity, and MR. KING will be coming from Juneau to discuss allocations.

LANCE WILBER, JENNIFER WITT and others will not be able to attend the next TAC meeting on September 10. MR. LYON will look at rescheduling the meeting.

MR. WILBER advised the TAC the Highway to Highway group has tentatively scheduled a brainstorming session for September 3 from 5:30 to 8:30 p.m. at the Permit Center. They are inviting the TAC, the Transit Advisory Board, and the Planning & Zoning Commission if possible. The purpose of the brainstorming session is to get these three groups together to discuss what we can do about land use and transit to address travel needs as it relates to Highway to Highway. The TAC briefly discussed this issue. The invite will come from HDR.

**7. SCHEDULED AMATS MEETINGS**

Policy Committee, August 27, 2009

Technical Advisory Committee, September 10, 2009

Policy Committee, September 24, 2009

Technical Advisory Committee, October 8, 2009

Policy Committee, October 22, 2009

**8. ADJOURNMENT**

The meeting adjourned at 3:40 p.m.