

**ANCHORAGE METROPOLITAN AREA TRANSPORTATION
TECHNICAL ADVISORY COMMITTEE
Planning and Development Center
1st Floor Conference Room
4700 Bragaw Street
Anchorage, Alaska**

**September 27, 2007
2:30 PM**

Those in attendance were:

<u>NAME</u>	<u>REPRESENTING</u>
** John Tolley	ADOT, Central Region, Planning
** Rob Campbell	ADOT, Central Region, Planning
Dave Post	ADOT, Central Region, Planning
** Cindy Heil	Alaska Department of Environmental Conservation
** Bruce Carr	Alaska Railroad Corporation
** Steve Morris	MOA/Department of Health and Human Services
** Tom Nelson	MOA/Planning Department
** Todd Cowles	MOA/Port of Anchorage
** Rick Mitchells	MOA/AMATS Citizens Air Quality Committee
** Lance Wilber	MOA/Traffic Department
Craig Lyon	MOA/TD
Christine Bernardini	MOA/TD
Jon Spring	MOA/TD
** Alton Staff	MOA/ Public Transportation Dept.
Sandra Cook	HDR Alaska
Paul Laverty	Self

* AMATS Policy Committee members

** AMATS Technical Advisory Committee members

1. CALL TO ORDER

CHAIR WILBER called the meeting to order at 2:45 PM. Steve Morris served on behalf of Dr. Lura Morgan and Alton Staff served on behalf of Jody Karcz.

2. PUBLIC INVOLVEMENT ANNOUNCEMENT

CHAIR WILBER encouraged public involvement in this meeting of the AMATS Technical Advisory Committee (TAC). He explained that Staff would first make their presentation, followed by any comments from TAC members, and the floor would then be open to public comment.

3. APPROVAL OF AGENDA

BRUCE CARR moved for approval of the agenda. CINDY HEIL seconded.

CHAIR WILBER requested an update on the existing UPWP following the first Business Item.

There being no objection, the motion passed unanimously.

4. APPROVAL OF MINUTES – None

5. BUSINESS ITEMS

a. Draft 08-09 UPWP Release for Public Review and Comment

CHRISTINE BERNARDINI explained the TAC is being asked to release a biennial Unified Planning Work Program (UPWP) for a 30-day public review and comment period. The UPWP is posted on the website and is available for review. Staff prepares a UPWP that incorporates all work activity by the Transportation Planning Division, as well as provider agencies to AMATS. By federal requirement any and all transportation and/or air quality planning related activities must be included in the UPWP, regardless of funding source. The primary objective within the UPWP is to identify where and how the Metropolitan Planning (PL) funds from FHWA are going to be used. In the past decade, two-year Programs have been developed, but there is a limitation through municipal appropriation to budget one year at a time. The Assembly will be asked to appropriate monies provided through the State that originate from SAFETEA-LU. The estimated funds available to AMATS for calendar year 2008 is \$915,580, to which a local match equal to or greater than 9.03% is required, or \$90,884. A portion of the AMATS annual

allocation is given back to ADOT Central Region to pay for their support of AMATS functions; \$90,000 will be provided in the coming year. Central Region will provide match for that.

MS. BERNARDINI stated the make-up for the UPWP is the same five elements as has comprised the Program for many years. Page 3 of the memorandum contains a summary table of all tasks and subtasks. The basic elements are: 100, Plans and Programs comprised mostly of federal mandates; 200, Subarea/Special Studies and Local Transportation Planning; 300 Air Quality Plans, Programs and Studies; 400, Data Collection/Analysis and Computer Modeling; and 500, Program Administration and Public Involvement/Information. The High Priority Transportation Corridor is subtask 159. The 200 element is the heart of the program and involves specialized studies such as the non-motorized program, freight mobility, ITS, and implementation of LRTP and Comprehensive Plan strategies. MS. BERNARDINI noted that subtask 270, Emergency Transportation Management, would focus both on homeland security and strategic highway safety. Task 290, Congestion Management, continues with a signal timing strategy, as well as a travel options program. The 300 element is primarily staffed by DHHS. She noted that subtask 531 is an update of the public participation plan in order to comply with new SAFETEA-LU requirements. Adoption of a new Public Participation Plan, and potentially a secondary phase of the Plan on visualization techniques, should occur in 2008.

MR. CARR asked what is the distinction between 450, Transportation Modeling SAFETEA-LU Projects, and 480, Transportation Model. MS. BERNARDINI explained that 450 is set aside for specific projects that come forward through the TIP, while 480 is the maintenance of the model. A new version of the model has been recently released.

MR. MITCHELLS asked whether 470 is better served under the 300 element. MS. BERNARDINI explained that the 300 element includes tasks that are predominantly staffed by DHHS, whereas 470 is the transportation planning model which is primarily the responsibility of the Traffic Department. CHAIR WILBER further explained that one model run is done for transportation and that is fed into the air quality model.

MS. HEIL asked if the 2008 funding for the 300 element is the same as in 2007. MS. BERNARDINI replied in the affirmative. There has not been an increase requested for that element.

MR. COWLES asked if the allocation of funding would be before the TAC. MS. BERNARDINI explained that funding has not historically been a part of the public review; rather it is handled through the TAC's review following the public review period. CHAIR WILBER presumed there is no single task that constitutes a majority of the funding. MS. BERNARDINI confirmed that is the case. She noted there is a shift between 2007 and 2008 away from some of the 100 element, predominantly the LRTP. MR. TOLLEY noted that the State has been looking at the next STIP and is considering the possibility of having an overlap year so that the next STIP would be 2009-2012 to align with the TIP. This is the reason for a large allocation in 2008 for the development of a new TIP. MS. BERNARDINI indicated she would note this in the budget.

MR. MORRIS asked what is "visualization techniques" under subtask 531. MS. BERNARDINI replied explained this is a graphic representation of alternatives and projected projects to the public for ease of understanding projects and their repercussions to neighborhoods.

MR. NELSON understood this is a new two-year UPWP, which Ms. Bernardini confirmed. He asked if releasing a document for public review that the TAC has not seen is standard procedure. CHAIR WILBER responded that the policy is to have this information to the TAC one week in advance. A consideration at this point is that the UPWP is not new, except for the items Ms. Bernardini noted. He stated the Policy Committee could formally release this document on October 11, or the TAC could release it October 3, or this meeting could be continued to a time for formal release. MS. BERNARDINI noted that this item is on the Planning and Zoning Commission's Consent Agenda in their role as the Citizens Advisory Committee to AMATS. MR. NELSON presumed that the funding for some items has been committed before 2008, such as the Midtown District Plan. MS. BERNARDINI indicated the work in 2008 is the conclusion of what has been done, or it may be completed before adoption of this Program. MR. NELSON noted that the Planning Department is being asked to consider additional district plans in its work program for next year and those would

have a transportation element. He asked how to include those in the UPWP. CHAIR WILBER stated that the action before the TAC today is for release for public review and the Planning Department could submit comment with regard to additional activities. The plan will return to the TAC after review by the Planning and Zoning Commission. The deadline is approval so that the Assembly can appropriate funds before the end of the year. MS.

BERNARDINI noted that the Assembly does not review the UPWP as it does the LRTP or TIP, but they do appropriate the funding.

BRUCE CARR moved to release the Preliminary Draft 2008 UPWP for 30-day public review. CINDY HEIL seconded.

MR. CARR felt it was appropriate to release the UPWP at this time for public comment. He asked whether a drastic change is anticipate that might necessitate re-issuing the UPWP for public comment and, if so, is there adequate time to do so. CHAIR WILBER believed if there were a drastic change, another two weeks would be needed for review. He was aware that Ms. Bernardini has been working with various departments to ensure the Program is comprehensive, however, comments are always received through the public review process.

MR. TOLLEY suggested that individuals could review the existing UPWP for educational purposes. MS. BERNARDINI noted there has been no public comment on the UPWP in the past 10 years. She welcomed a worksession with the TAC or one-on-one discussions with members, if they desired.

There being no objection, the motion passed unanimously.

b. Other Business

MR. LYON reviewed the 2007 UPWP. He explained that the 100 element is tracking fairly well in terms of the TIP and Anchorage Bowl LRTP. He noted that the document provided for review includes information on funding spent per year. Subtasks 150, 160 and 170 are done by the Public Transportation Department not using AMATS' federal funds. The 200 element includes the Official Streets and Highways Plan. MS. BERNARDINI stated the Administration has asked that proposed elements in the OS&HP be delayed until context sensitive design and the UPWP update are completed, after which OS&HP amendments will be released.

MR. LYON stated that Subtask 231, the Pedestrian Plan, should be completed by the end of 2007. Subtask 232, the Bicycle Plan, should be completed in 2008. Subtask 233, Areawide Trails Plan, should also be completed in 2008. Subtask 234, Safe Routes to Schools, is not AMATS federal funding, but rather will be funded through the State. The local match issue for subtask 242, Eagle River Commercial District Circulation Plan, is being resolved. Subtask 243, Midtown District Plan should be finished in early 2008. Subtask 260, Freight Mobility, will continue when the subcommittee membership is filled. Subtask 270 involves work with ADOT on the SHSP. Subtask 290, Status of the System Report, should be completed by the end of October 2007. Signal Timing is a TIP project that is ongoing. Everything except Dimond and Downtown should be completed by the end of 2007. The Travel Options Program is in the TIP. An RFP was issued, but no bids were received. This program is in the TIP for three years. A revised approach is being developed.

MR. LYON stated the 300 element is done through DHHS. The 400 element involves modeling. The 500 element involves administration and staff development and training.

MR. LYON solicited input on the format of this report.

MR. NELSON noted that Subtask 231, the Pedestrian Plan has only 37% spent, but it is nearly ready or adoption. CHAIR WILBER noted that this plan receives PL funding and TIP funding. There may have been much more TIP funding spent, so the percentage of PL fund expended may not reflect the actual work effort. He asked that the format of the report include a

percentage complete figure. MR. CARR asked that the report also indicate what funds are being used for a particular item. MR. LYON explained that an estimate is made of funding needed for each item and amendments occur when work actually begins. There is the ability to move funds within the UPWP. MR. NELSON noted that no funds were spent on subtask 241, Anchorage Downtown Circulation Study. CHAIR WILBER stated there was simply no charge to that task, but it does not mean there has been no effort. MR. LYON explained that the UPWP contains all federal funds that will be spent on planning in Anchorage, including other than PL funds.

MS. HEIL asked if the percentage of task complete is recalculated after each fiscal year or UPWP. MR. LYON explained that this report shows the status of completion in this calendar year on each task. MS. HEIL asked for the projects that have been carried over, how it is possible to see the total amount spent over the years. MR. LYON suggested there could be a column showing the whole project, in addition to calendar year. MR. MORRIS suggested that the report also contain a summary of total PL funds expended.

6. INFORMATIONAL REPORTS

a. Pedestrian Plan Project Update

JON SPRING explained that the Assembly held a public hearing on this plan on September 11, 2007. The Assembly reviewed the various amendments proposed to the Plan and agreed with the TAC on nearly every amendment that was made. There is some disagreement with regard to the need to educate the public regarding crosswalk laws and the sting operation that was proposed. The Assembly asked for additional time to review the priority list and he expected adoption would occur on November 9, 2007.

b. SAFETEA-LU Compliance Report

MR. LYON reviewed a matrix developed by FTA to explain the changes in SAFETEA-LU and the changes between T21, ISTEA and SAFETEA-LU, as well as suggestions to close the gap between the old and new versions. AMATS staff met to examine how to become compliant. All of the plans are now four-year rather than three-year, and the Anchorage Bowl LRTP and Chugiak/Eagle River LRTP will be merged in 2011. The 2006-2009 TIP has been adopted.

An obligation report is prepared showing everything that is done in a year. The new requirement is to publish an annual list of projects. The suggestion to meet this requirement is for a link on the website to the obligation report.

MR. LYON reviewed the requirement for safety of the transportation system for motorized and non-motorized users. The Public Transportation Department is working on an RFP for the safety and security plan. AMATS staff is working with ADOT on the SHSP. AMATS will review the criteria used to place projects in the TIP to ensure consistency with the SHSP. Staff will cross-check safety in TIP ranking procedures for Roadways and Transportation Enhancements to ensure they are consistent with what is in the SHSP.

MS. HEIL asked whether FHWA has to agree with this proposal. MR. LYON replied that AMATS must be compliant with SAFETEA-LU requirements throughout the various plans and processes. This document will guide their review.

MR. TOLLEY stated if a major amendment to the TIP were done, it would have to be compliant with SAFETEA-LU.

MS. HEIL asked how difficult it would be to process a major amendment. MR. LYON stated that the amendments to become compliant are relatively minor, with the exception of the Public Participation Plan. CHAIR WILBER understood Ms. Heil was asking what would be the public process to amend the LRTP and the TIP. MR. LYON stated the Public Participation Plan would go toward making AMATS SAFETEA-LU compliant.

MR. LYON stated a white paper would be developed on the transportation security that will address roles and responsibilities, and identify critical facilities and transportation elements.

MS. HEIL suggested that this report contain a column indicating timeline and whether or not an item is complete.

MR. CAMPBELL asked what is the "standalone factor." MR. LYON replied that this is a measure against the seven planning factors that must be considered. This is a planning factor, not a ranking factor.

MR. LYON noted that AMATS has adopted the Human Services Transportation Plan. Projects were ranked once and a group is being assembled to rank them again. He noted that the Status of the System report contract is in process and the report should be developed in the near future. The Travel Options Program RFP will be developed and issued.

MR. NELSON noted regarding the item called “consulting with tribal governments” that Alaska has village native corporations. MR. CARR stated those entities are considered tribal governments. MR. LYON stated that AMATS staff has worked with the Mayor’s liaison for rural areas to work with FHWA and the Native Village of Eklutna. The Native Village of Eklutna is the only recognized tribe with which AMATS must deal. There is a cooperative memorandum of agreement between the Municipality of Anchorage and the Native Village of Eklutna for planning purposes.

MR. LYON next reviewed the requirement for interested parties and participation. The focus of this effort is the Public Participation Plan. A consultant has been selected to develop that plan.

c. AMATS ’07 TIP Status Report

DAVE POST stated that the TIP tracked according to year-end revisions on all of the projects. A \$5 million right-of-way obligation was anticipated this year for Project G-4, Eagle River Road Rehabilitation, but issues arose this week that prevent that from moving forward. Project 3, Dowling Road Extension Design, also did not go forward. A total of \$3.8 million was put toward Project G-5 rather than doing advance construction. There were some leftover funds and AMATS is requesting that ADOT Headquarters permit banking of those funds. Funding was increased for Glenn Highway Reconstruction, obviating the need for a portion of the advance construction funds. AMATS will be reimbursed next year for this NHS project, as well as for a non-NHS and NHS pavement/bridge replacement project. Those two projects will utilize the remaining \$2.5 million that was not utilized in AMATS this year.

MR. CARR noted that the Railroad received a call from the Mayor’s Office on Project 9 and could not answer what happened to the funding for that project. MR. POST indicated he would respond to the Mayor’s Office.

PAUL LAVERTY asked at what point the \$93 million or the Knik Arm Bridge expires. He noted that the TIP shows an expenditure of \$12.5 million this year. He asked whether, at the end of the Federal Highway Act authorization there must be a plan to spend the money if it is not spent on the Knik Arm Bridge. MR. TOLLEY stated that at this point that money does not expire. MR. LAVERTY remarked that all federal money expires at some point and he wondered whether there has been discussion of the 2007 money that might be lost. MR. TOLLEY explained that earmark funding is separate from other federal funds. What happens with those funds is dependent on what is done in the subsequent re-authorization bill.

d. Other Informational Report

7. COMMITTEE COMMENTS

MR. CARR stated the whistle stop program between the Railroad and the Chugach Forest Service began this year and there was good participation. The diesel multiple unit, a new self-propelled car, will be delivered in spring 2008. Testing should be completed and the unit should be in place by summer 2008. A flexible commuter service should start in fall of 2008 between the airport and downtown and potentially the Dimond Transit Center. The reluctance of the Municipality and AMATS to accept rail as an option that the public wants is making it difficult to continue looking at this type of program. The funding the Railroad gets is for fixed guideway programs. There is only one fixed guideway operator in Alaska, the Alaska Railroad. This money would not come to AMATS were it not for the Alaska Railroad. He stated that rail should always be considered in the discussion of public transportation.

MR. CARR stated that the Alaska Railroad got money for the C Street grade separation to help solve a problem that was identified over one decade ago. The refusal of the ADOT to expend those funds for what they were intended is disappointing. The Alaska Railroad noted that when C Street was extended south there would be a tremendous traffic problem. Because of noise ordinances, the Alaska Railroad is confined to a specific time schedule, which coincides with afternoon rush hour traffic. As a result there is back up on C Street. The Alaska Railroad has told the Mayor to call ADOT regarding

those funds. The Federal Railroad informally asked the Alaska Railroad the same thing and the Alaska Railroad could only respond that the funds went to ADOT.

MR. CARR noted that Commissioner Von Scheben, who serves on the Alaska Railroad Board of Directors, said he expected the Highway Trust Fund would be negative in 2009. He asked what the Commissioner means. MR. TOLLEY stated that, given the current rate of expenditure from the Trust Fund and current authorization levels, it will be depleted in 2009. MR. CARR asked what is planned in this regard. MR. TOLLEY stated the hope is that Congress will see fit to make changes that enable the Trust Fund to continue.

MR. NELSON stated he met yesterday with the Girdwood Board of Supervisors and they have internal bus service to the highway and the Alaska Railroad whistle stop. They are very interested in having commuter rail service.

MR. CAMPBELL stated that an RFP primarily for environmental services for the Highway-to-Highway project is out this week. It is expected that two or three large conglomerates will propose. A total of \$10 to \$20 million in work is anticipated over the next five years to identify corridors, impacts, technical constraints and opportunities. The scope of services and contract monitoring will be done jointly by ADOT and the Municipality. MR. TOLLEY stated Mayor Begich and Gordon Keith will be signing a memorandum of understanding tomorrow for this project.

CHAIR WILBER commented that Mr. Spring is retiring. He has helped develop both the Anchorage Bowl and the Eagle River/Chugiak LRTP, the Knik Arm EIS process, and many challenging projects. His work has been exemplary and his support has been appreciated. He presented Mr. Spring with a copy of the revised LRTP with the 2007 revisions with comments from ADOT staff and TAC members. He referenced the resolution adopted by the Assembly thanking Mr. Spring for his 25 years of service to the Municipality. MR. SPRING commented that he felt much had been accomplished by AMATS and thanked his peers for their support. He stated he is proud of the LRTP and views it as the best work he has done.

MR. LYON presented Mr. Spring with an AMATS mug in appreciation for his work.

8. SCHEDULED AMATS MEETINGS

Policy Committee, Oct. 11, 2007, 1:00 PM – 3:00 PM

Technical Advisory Committee, Oct 25, 2007, 2:30 PM – 5:00 PM

Policy Committee, Nov. 8, 2007, 1:00 PM – 3:00 PM

Technical Advisory Committee, Nov.15, 2007, 2:30 PM – 5:00 PM

c. Other Informational Reports – None

9. ADJOURNMENT

The meeting was adjourned at 4:02 PM