

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

**November 5, 2009
2:30 p.m.**

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
Jerry Hansen	MOA/Project Management & Engineering (PM&E)
Jody Karcz	MOA/Public Transportation Department
Bruce Carr	Alaska Railroad

Also in attendance

Name	Representing
Craig Lyon	MOA/Traffic Department
Vivian Underwood	MOA/Traffic Department
Mark Parmalee	Alaska Department of Transportation & Public Facilities (ADOT)
Dave Post	ADOT
Mary Ann Pease	Knik Arm Bridge & Toll Authority (KABATA)
Dale Paulson	KABATA

1. CALL TO ORDER

In the absence of LANCE WILBER, MS. WITT chaired the meeting.

CHAIR WITT called the meeting to order at 2:46 p.m. Lance Wilber, Lois Epstein and Jerry Weaver were absent. A quorum was established.

2. PUBLIC INVOLVEMENT ANNOUNCEMENT

CHAIR WITT encouraged public involvement in this meeting of the AMATS Technical Advisory Committee. She 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

MS. HEIL moved to approve the agenda. MR. HANSEN seconded. MS. WITT added under information reports for the TIP, Agenda Item 6(c), the TIP final obligation report. ***Hearing no objections, the agenda as modified was approved unanimously.***

4. APPROVAL OF MEETING MINUTES - July 16, 2009

MR. CARR moved to approve the July 16, 2009 minutes. MS. RICE seconded.

In addition to providing minor typographical corrections to the Secretary, MS. WITT had the following corrections: Page 4, paragraph 2, change “Birch” to “Seward Highway;” and on Page 5, last paragraph, line 2, change “Glenn Highway” to “Hiland” and in line 3 insert a period after “late obligation” and delete “at this time of the year for the winter construction season.”

Hearing no objections, the minutes were unanimously approved as amended.

5. BUSINESS ITEMS

a. Consensus Transportation – AMATS Supplemental State Funding Proposal

JIM LAMSON provided the report on Consensus Transportation. The proposed MOA/AMATS Consensus Transportation Program brings the Anchorage priorities for all three funding plans into one program for presentation to Anchorage legislators for funding to take to legislators in Juneau. MOA, AMATS and DOT are all in agreement on the legislative program package. The Consensus Transportation is a list of projects that will serve both the Municipality and the State in trying to improve roads in Anchorage.

MR. LAMSON reported this year has been a significant one for evaluating transportation priorities for Anchorage. The Municipality of Anchorage, AMATS and ADOT have all applied new project evaluation criteria in developing transportation priorities for their funding programs. A new TIP, draft STIP and Municipal CIP have been developed using the new evaluation criteria. Additional factors in developing the program included: a considerable effort in communication with Anchorage legislators, including field trips throughout their individual districts looking at the projects, both completed and planned for the future; over 60 hours in field trips with MOA and ADOT maintenance staff evaluating pavement rehab priorities; distribution of capital project surveys to every Anchorage Community Council asking for their priorities with substantial feedback received; and more coordination together with the Municipality’s Transit, Traffic, Pedestrian and Planning staff to capture the real priorities for the next few years. The proposed plan shows what they hope to be accomplished within a four-year plan within Anchorage. Included in the proposed legislative grant program were the AMATS Transportation 50/50 Matching Grant Program; the MOA 50/50 Road Bond and Mill Levy Matching Program; the AMATS NHS Route Supplemental Program; and priority grant requests for four State projects.

MR. LAMSEN noted the next steps would be:

Nov. 16	Caucus meeting with Anchorage legislators.
Nov. 19	To Policy Committee for review.
December	Mayor to recommend and Assembly to approve a legislative program.

There were no comments from the public.

MR. LAMSON noted the legislature will be asked to approve a line item with one narrative for AMATS matching money listing all the projects the money is planned for. It is not anticipated that dollars will be provided for each individual project to the legislature. This will provide flexibility if there are changes to the TIP.

In response to questions from the TAC, MR. LAMSON indicated the projects on the spreadsheet were not prioritized for the most part, and the numbers were there just to identify projects. The TAC requested changing the numbers to alphabetical so as not to be misinterpreted as priorities. MS. HEIL suggested not putting the projects themselves alphabetically, and instead to have roads first, and then enhancements.

MS. HEIL moved that the TAC forward to the Policy Committee a recommendation to approve the MOA/AMATS Consensus Transportation Legislative Grant Program. MS. KARCZ seconded.

The motioned passed unanimously.

The TAC requested Staff to draft a resolution for the Policy Committee.

b. Draft Eagle River PM-10 Limited Maintenance Plan

MR. MORRIS reported on the Eagle River PM-10 Limited Maintenance Plan. This is a request for the TAC to recommend approval of the Plan by the Policy Committee. The Eagle River area has been listed as a PM-10 non-attainment area for quite some time. PM-10's are fine particulates much of which are comprised of road dust. A lot of work was done in Eagle River to pave unpaved streets and surface them with recycled asphalt which solved much of the issue. The PM-10 Maintenance Plan was prepared using the less rigorous "limited maintenance plan" option provided to areas like Eagle River that have shown through monitoring data that they are well under the federal air quality standard. The Eagle River PM-10 Maintenance Plan shows that the Municipality has taken the steps necessary to meet the PM-10 standard and that these steps will provide a permanent improvement in the air quality in the Eagle River area. MR. MORRIS noted that there have been two exceedences of the PM-10 standard in Eagle River over the past few years, and both were the result of windblown dust transported from glacier river valleys in the Mat-Su. Since these were naturally-occurring, a waiver request was prepared to exempt them when EPA considers whether we are in compliance with the PM-10 standard. The waiver

request is still under review by the EPA. MR. MORRIS noted the draft Plan was reviewed by the DEC. The TAC released the draft Plan for 30 day public review in September, and the Planning and Zoning Commission acting in its capacity as the AMATS Citizens' Advisory Committee reviewed and endorsed the Plan without any changes.

There were no questions or comments from the public.

MS. HEIL moved the TAC move the **Draft Eagle River PM-10 Limited Maintenance Plan** to the Policy Committee for approval. MR. COWLES seconded.

MR. MORRIS confirmed there is no commitment from this that it will affect the TIP and the CMAQ program unless there is the need to implement a contingency measure, and there is no additional commitment to either the State or the City to modify anything being done now.

Hearing no objections, the motion passed unanimously.

6. INFORMATION ITEMS

a. Status of the System Overview

MR. LYON reported to the Committee on how the System is working. This is part of the Public Involvement Plan, and the last report was in 2007. The contractor was unable to make it up to Anchorage to provide a report in 2008. Staff had been waiting on the contractor to come up to finalize the report. The report is required by the federal government. It basically says the system is working and describes the level of service at different intersections. The report is on the AMATS agenda as part of the Public Involvement Plan which suggests a status of the System Overview be provided in November of every year. The actual overview report of the system is done every four years, and the next time it will be done is in conjunction with the combined LRTP update in 2011. MR. LYON will provide copies of the 2007 version for the TAC.

b. AMATS Annual Report

MR. LYON noted this is also part of the Public Involvement Plan. As part of the annual report, the following items were done this year:

- Pedestria Plan was adopted.
- Bike Plan is in progress.
- Worked on the Mid-Town Plan and should be finalized soon.
- Worked on the Hillside District Plan and should be finalized soon.
- Extensive work on the LRTP Amendment, which is still active.
- New UPWP in progress.
- New TIP out soon.
- Began the Eagle River Core Business District Study.

c. 2010-2013 Transportation Improvement Program (TIP) & FFY09 Final Obligation Report

MR. LYON reported the TIP went before the Assembly and was approved with no changes. He noted the Obligation Report will be going to the Policy Committee for approval on November 19. Although final approval will happen after the federal fiscal year, he noted this had been discussed with FHWA and FTA, and they are fine with this.

MR. POST discussed the Obligation Report first as the changes happening in regard to the TIP are derived from the Obligation Report.

Projects with cost increases, which precipitated a need to AC (advance construct) money included:

\$430,000	G.1, Old Seward Highway, O'Malley to Brandon
\$315,000	G.3, Huffman Rd Reconstruction, Old Seward to Pintail
\$242,000	G.4, Eagle River Rd Rehabilitation, MP 5.3-12.6
\$1 Million	G.5, Eagle River Loop Road Reconstruction
\$300,000	G.3, Muldoon Road, Landscaping/Pedestrian Improvements

MR. POST discussed project dollars advance construction in 2009, which required repayment in 2010, and the impact to the AMATS FFY 2010-2013 project program schedule. In particular, in Table 4 under Transportation Enhancements, it shows repayment of the \$3.3 million advance construction for Chester Creek, and as a result all the other projects in Table 4 shifted one year. The Chester Creek project is fully obligated.

MR. POST noted previously in the Anchorage Areawide Trail Rehabilitation, the funding was split three ways between the Anchorage Areawide Trail Rehab, the Bicycle Plan Implementation and the Pedestrian Plan Implementation with \$850,000 in each of those.

MR. LYON noted the TIP was on the agenda in case the Assembly made changes, and it needed to come back to the TAC before going on to the Policy Committee. When the Assembly made no changes, this was moved to "informational items" on the agenda distributed at the meeting. He was not aware at the time of the need to approve the Chester Creek Trail advance construction repayment. However, he noted the TIP was advertised as a business item.

CHAIR WITT recommended as these three projects, Areawide Trails, Pedestrian Plan, Bicycle Plan, were all new project starts they be identified as AC's into 2010 and keep that consistent with the intent of the body when the draft TIP is released.

With regard to the MR. LAMSON'S presentation, MR. CARR noted the legislative intent shows 2011 for those three plans. MR. LYON clarified MR. LAMSON was showing this as PE for each of those, and it was being shown as when construction would be done.

CHAIR WITT noted MR. LAMSON's schedule did not reflect FY10, and in order to be consistent with this, design needs to start in 2010. MR. CARR noted MR. LAMSON'S comments for the State funding proposal show design and construction.

MR. POST noted the report still needs to be balanced within all the tables, but because of the size of the Chester Creek number, \$3.275 million, it was brought before the TAC.

CHAIR WITT noted the State has not yet finalized its' State-wide Transportation Improvement program, and does not yet know what the final NHS looks like, and they may need to further refine the NHS tables in here, unless adoption of this is delayed until December, which would need further discussed.

CHAIR WITT clarified the body could request changes be made before it goes to the Policy Committee and let it go, or it could be moved under business and official action taken. There were no objections by the TAC to the following changes in the TIP as discussed:

- Staff accommodating in the TIP the final obligation of Chester Creek, which is advance constructed from 2010 to 2009.
- Staff showing Advance Construction on the other design hits for the enhancement program.
- Staff doing what is necessary to make it balance.

MS. HEIL felt these were administrative housekeeping changes.

d. Long-Range Transportation Plan (LRTP) – Knik Arm Crossing Amendment

MR. LYON noted there was a staff issue/response summary for the LRTP. There is a work session scheduled for November 10 from 1:00 to 3:00 p.m., and it is an opportunity for the Knik Arm Bridge and Toll Authority (KABATA) to give an update on the Knik Arm Crossing project status, scope and funding, and where KABATA is at in the process. The TAC discussed the possibility of postponing the work session as a number of people would not be able to attend. MARY ANN PEASE noted KABATA's annual board meeting on Thursday from 1:30 to 3:30 p.m. Staff will coordinate rescheduling the work session.

f. Committee Comments

MR. LYON distributed a draft of the 2011 combined LRTP schedule. He noted the RFP and bid evaluation was delayed, but was almost finished. In addition, a lot more work needs to be done on the amendment to the current LRTP. He indicated they are awaiting written confirmation

from FHWA and FTA regarding the end of the 4 year clock, and when a new LRTP has to be created. Staff was requested to provide a copy of the scope of services to the TAC for the combined LRTP.

A copy of a letter dated 10/16/2009 from MR. WILBER to MR. OTTESEN with the Alaska Department of Transportation and Public Facilities with comments on the STIP and funding allocation process developed by the State and used to allocate federal highway funds for projects was provided to the TAC.

7. SCHEDULED AMATS MEETINGS

Policy Committee, November 19, 2009

Technical Advisory Committee, December 3, 2009

Policy Committee, December 17, 2009

8. ADJOURNMENT

The meeting was adjourned at 3:42 p.m.