

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

**Planning & Development Center
Main Conference Room, 1st Floor
4700 Elmore Road
Anchorage, Alaska**

**December 3, 2009
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
Lance Wilber	MOA/Traffic Department (TD)
Jerry Weaver	MOA/Planning Department (PD)
Jerry Hansen	MOA/Project Management & Engineering (PM&E)
Jody Karcz	MOA/Public Transportation Department (PTD)
Lois Epstein	Alaska Transportation Priorities Project
Bruce Carr	Alaska Railroad Corporation

Also in attendance

Name	Representing
Craig Lyon	MOA/Traffic Department
Vivian Underwood	MOA/TD
Alton Staff	MOA/PTD
Mark Parmalee	Alaska Dept. of Transportation & Public Facilities (ADOT)
Zaid Hussein	DOWL HKM
Aves Thompson	Alaska Trucking Association

1. CALL TO ORDER

CHAIR WILBER called the meeting to order at 2:37 p.m. All Technical Advisory Committee members were present with MS. EPSTEIN arriving at 2:45 p.m., and DAVID POST sitting in for JENNIFER WITT. A quorum was established.

2. PUBLIC INVOLVEMENT ANNOUNCEMENT

CHAIR WILBER 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

MS. HEIL moved to approve the agenda. MR. HANSEN seconded. *Hearing no objections, the agenda was approved unanimously.*

4. APPROVAL OF MEETING MINUTES

MS. HEIL moved to approve the June 11, 2009 minutes. MR. CARR seconded. *Hearing no objections, the minutes were unanimously approved as written.*

MR. HANSEN moved to approve the July 16, 2009 minutes. MS. RICE seconded. CHAIR Wilber provided the following corrections: Page 4, first paragraph: "Mountaineer" should be "Mountain Air." Page 4, second paragraph: "Birch" should be "Seward Highway." *Hearing no objections, the minutes were approved as corrected.* MS. HEIL abstained from the vote as she was absent from this meeting.

MR. HANSEN moved to approve the August 13, 2009 minutes. MR. CARR seconded. The following corrections were provided: Page 4, third paragraph, "MR. MORRIS" was the speaker, not "MR. COWLES." *Hearing no objections, the minutes were approved as corrected.* MS. HEIL abstained from the vote as she was absent from this meeting.

5. BUSINESS ITEMS

a. 2010-2011 Unified Planning Work Program (UPWP)

MR. LYON presented the draft 2010-11 UPWP with the 2010 budget included. These are two year programs with a budget one year at a time. The dollar amount is the same as last year and year before. Possibly in coming months, Congress will pass a reauthorization bill and AMATS will get a new number but currently we are using \$930,138,000 with \$90,000 to DOT and the rest to MOA staff. Most tasks are tasks in there from last year. 2 new tasks are shown; Task 130 is the consolidated LRTP, the Federal Highways and Federal Transit Administrations have requested the next LRTP be a combination of the Anchorage Bowl and Chugiak-Eagle River, some work was started this year. We have some funds in TIP for same project, but this is just planning funds, PL Funds. Task 360 is new and that is implementation of the new EPA model, and Steve and his group will be charging to begin the process to get us up to speed. This went out for a 30 day review, received no comments. The PL funding in there is similar to previous years, moved some funds around and reflects the consolidated LRTP. Going to P&Z December 7, and then before the Assembly on December 1.

MS. EPSTEIN arrived at 2:45 p.m.

MR. CARR– clarification on line 2.5 Highway to Highway when there is a federal aid project causing us to do work, any way to get reimbursed. Chair WILBER stated the Municipality hired John Tolley, key point of contact, who charges directly to the project not to the PL Funds. These PL funds here are identified for the effort the transportation planning staff would charge to working on H2H.

MR. LYON – larger spread sheet MR. CARR was referring to is basically the larger print. See similar doc attached to other sheet includes other data. Note in the separate sheet the totals are correct where it shows the PL money going to in-house personnel at with total at far right of 930,138. Also at the back of the UPWP are the appendixes. MR. LYON stated that in order to save paper he hadn't printed out all of the appendices that were identical to previous years with the idea that AMATS could have these docs on file and on request we can give out copies. To save on printing we could put on cd. We will include Appendix C because it's new, the 2009 self certification and the Federal approval correspondence page, we'll get a letter and that will be added. The others are not included to save paper.

MS. HEIL asked if they were posted yet and MR. LYON responded in the affirmative. This is linked off the website on the page.

MS. HEIL asked that the full name could be added on the bottom of each sheet, as well as the name of link for each item.

MR. CARR – task 133. Are we really doing anything with that? MR. LYON, we do work from time to time. Feds require consult with village of Eklutna. MR. CARR – are we collapsing the program to just around Eklutna. MR. LYON responded that it is the only federally recognized tribe inside our boundaries. MR. LYON – plan is to continue to consult with that particular group. At one point the Feds asked us to consult with other groups because they had office in our boundary but Eklutna is the only tribe in our area.

MR. CARR – The program says we're creating a Regional Transportation Planning Commission. Keeping it's not part of the consultation that we are looking at. MR. LYON agreed to look at the language in the legislation and modify the language in the task if necessary. There is a group trying to form a regional planning organization.

MS. KARZCZ – under responsibility, public transportation should be listed as an agency and with recent talks with Eklutna about getting some tribal transit funding on task 133.

No comments from public.

Ms. HEIL - Want to be sure to give staff latitude to make edits for updating on background information.

MS. EPSTEIN – looks like 231 in the document is missing the pedestrian plan. MR. LYON – we can add the language but basically we are done with it at this time. Staff may need to add some text, care and feeding, will be minor and we had it more for printing.

MS. EPSTEIN – looks like Areawide trail in there twice on pg 24. MR. WILBER – okay, we'll check on the language.

MR. WILBER – the program we get requires a match. This draft says our match comes out of our work we do and with the Traffic Calming Program, there won't be a traffic calming program in 2010. I ask that we and the Municipality of Anchorage, we meet the match requirement and we'll reflected it in transportation and data gathering that we pay for with tax dollars outside of the grant. We take it out of the Work Program unless because there won't be one unless assembly changes budget to reflect the Traffic Calming.

MS. HEIL moved to recommend approval to the Policy Committee. MR. HANSEN seconded.
Hearing no objections, the motion passed unanimously.

b. Other Business Items

1. 2008-2009 Unified Planning Work Program (UPWP) Major Adjustment

MR. LYON – Item 5.C that should say 5.b. when we do budget thru out year we can't be over 110% in an element so in each element you can spend 110%. In task 131, Anchorage Bowl LRTP, spent whole lot more money. We hadn't planned on working on it be we had a lot of time and staff effort working on an amendment to the Plan and we're already 110% in that task and this is an adjustment, major adjustment in dollar amount. To take \$40,000 from 210 task and move \$30,000 into task 131, LRTP, and move \$10,000 to 260 Freight Mobility and we did more with Freight Mobility committee than originally planned. So we don't go over 110%.

MR. POST – for work already done? MR. WILBER still has work to do. MR. POST – pertaining to freight mobility as well? MR. LYON – freight mobility doing a driver survey and UAA helping thru grad students and have a contract w/ them and this will help fund them and will be done by end of year 2009. Trying to make it balance from work already done and little to do.

No comments from public.

Recommendation for the Policy Committee, MR. CARR moved, MS. HEIL seconded.

The motion passed unanimously.

6. INFORMATION ITEMS

a. Intelligent Transportation System (ITS)

MS. UNDERWOOD in 2001 new planning regulations required all MPO's to have something called an ITS Architecture. A plan for deployment of ITS projects, and required MPO's to demonstrate for certain project using federal money that they comply with specific systems engineering requirements that were mentioned in the plan. MS. UNDERWOOD highlighted some current ITS activities the MOA is doing, including new parking meters that takes credit cards and preloaded cash card. The City is also interested in the future at looking at letting people know where parking spaces are available. Real time bus tracking system for the web and drive cam on buses for Para-transit, if sensor senses sudden stopping and the camera comes on and it catches the incident.

MS. KARCZ clarified that it has continuous run, capturing 10 seconds before and after both inside and outside the bus.

MS. UNDERWOOD from a traffic management standard upgrade to pedestrian count down signals are going in and we'll have red light confirmation lights, as well. Up roar about cameras, but this is a red light at the back of the signal and a policeman situated down stream can see its red and go after the person who ran the light. MR. CARR suggested it would be particularly useful at 9th and Gambell.

MS. UNDERWOOD an Integrated GIS Roadnet project was completed in March 2008. It the past different departments were using different maps. This project created one mapping base layer for all users. Fire is particular needing updates. Posted on web, can be downloaded and updated daily. Coordinated with the state's simultaneous GIS project. UPWP Task 281, is a progressed project for Roadnet, Phase 2. One main reason for Phase 2 is to integrate with DOT GIS and other requirements; there are no funds in the UPWP budget but there is some money left over from 2007 and 2009 about \$50,000. MR. PARMALEE, the \$50,000 was not obligated. The 2007 money, \$100,000 was obligated in the TIP and 2009 is currently being looked at by headquarters. The advantage would be Municipality could work thru this project with headquarters in Juneau to accomplish this same task. There has been trouble getting the Municipality to take the lead on this project, so the State will take lead and Municipality will coordinate with them. That is the current status.

MS. UNDERWOOD, there are some other elements too that the Muni is interested in doing like linear referencing with our GIS but we're not sure how that will work out and we are still working on that. For MOA Planning and Project implementation FHWA had a process review in 2008, they wanted to how we are doing with the project implementation. FHWA was happy with Transit, State projects and they had comments on similar projects. We are all new at having to do systems engineering analysis and they are being patient with us. Next thing is to update the Regional ITS Architecture. There is no requirement when we need to be done but FHWA said every 5 years. So we will do being that next year and the project in the TIP is #1 under the

CMAQ Table 5, \$100,000 for the Architecture update and there is \$20,000 in the UPWP to cover converting architecture with turbo architecture.

MR. CARR – on electronic pay stations, how much are we going to expand, how much in the program are we going to expand those? MS. UNDERWOOD, don't know just funded by city not federal.

MR. CARR – good job on pedestrian count down signals.

MR. CARR – GIS sign inventory. Don Garvin from FMATS. They're trying to do same thing. We should try to coordinate with other MPO in state to save money. MR. WILBER directed to get in touch with Lee Coop in the Traffic Department.

MR. CARR – Same thing with the Turbo Architecture software, we might just look and see who else is working on this, Mike Smith or Schmidt was working on similar.

MR. CARR – the railroad is in process implementing positive train control, considerable expense, GPS based. Get with Russ Frazier again and try to find out when to coordinate with you to give people advanced warning on increased train crossings. Program is about \$80 million over the next 3 or 4 years, and will tell us where all our equipment is.

No public comments.

b. Travel Demand Modeling Update

MR. BREWER – Travel Demand Model was last updated in 2002. We are updating the 2007 model for socio-economic information, which would include schools and hotels, in order to make that model more consistent with current activities, in addition global rate tables that calculate different variables on trip generations. We wanted to update those because we have 3 special generator files. All the same, don't change the validation of the 2002 model; they don't change the calculation rate. If we could put in one file, one table could resolve model. The other updates include the road network and a dummy zone for the Knik Arm Crossing, so we could use it for future model runs, future design scenarios. Also, during his time, we coordinate with other agencies local engineering firms, and the H2H project. We provided the socio-economic base so they could develop a model for their projects. The H2H project should have some travel demand forecast out in January or December that goes out to 2035. We only go out to 2027. Dr. Ming Lee from UAF is working on a Greenhouse Emission Gasses Model Grant. We assisted him in writing a grant so he could study greenhouse emissions modeling. He made several trips down here, examined our model and took a look at our gas emissions in the Anchorage area and in the Fairbanks area. In addition, we are also working with Donna Gardino of FMATS because they are trying to develop their own model. Their model may not need to be as extensive as ours; as their road base is not developed as ours. They are seeing if they could use some of our parameters and some planning techniques they could use for their model.

MS. EPSTEIN – was at H2H discussion where traffic travel demand model and traffic model came up. 2002 household travel survey was important input to that and one of questions that came up was whether portions of that could be used now in the model. Are you doing that? MS. BREWER – We are currently not doing that; when we do our LRTP update, maybe we can do have the consultant take a look. The 2010 census data will be available later on for us to look but not until 2011.

MS. EPSTEIN, wondering how much those tasks costs for the findings, maybe it can be undertaken as a small scale. MS. BREWER, we would have to go back onto old consultant contracts to see. I believed NuStats, out of California does that and expect that costs have inflated since 2002. MS. EPSTEIN and school data does that take into account where kids are coming from all around the city or just enrollment. MS. BREWER, we took primarily enrollment and then we looked at private schools. The model will run and generate rate. But you are correct that parents drop off kids from different areas, at charter schools and so forth the model uses that map as a part for an equation but to what extend and to how close it is not positive. The research I did primarily for our update was to get school enrollment numbers. The H2H project may have more info available for refinement but I'm not sure. They may have more information available in January.

MS. EPSTEIN – how about Loussac. MS. BREWER– the library might be a special generator and would fall under our special generator table. Like an airport or hospital and it will generate a trip rate not comparable to a commuter leaving their home. It might be under that type of public facility. I will check for you.

MS. HEIL, EPA announced on National Teleconference that greenhouse data will be out at end of month. MS. BREWER, that will be great and Dr. Lee is taking a look and will generate emissions that he can prepare and move forward with.

MS. HEIL, model is out there but the federal notice that will set the conformity time clock won't come out until next year. Also, at 2p.m. today Dr. Lee, FMATS, DOT, DEC and their consultants talking about their travel demand model to figure out their output. Fairbanks is looking like there moving a little bit ahead. MS. BREWER, FMATS is building brand new model and they have to alter their boundaries for the non-attainment area.

MS. HEIL did an announcement at a national teleconference and the full model will be release but federal notice won't happen until first of the year and then 2 year clock start.

MR. POST, travel demand models as it pertains to some of the projects. H2H were projecting out to 2035, goes 8 years beyond our LRTP and there is a need to take a guess about what we'll be modeling in 2035. More than a 1/3 of a 20 year LRTP and without specific guidance from AMATS it's kind of a guess. MR. WILBER – H2H has set down with planning dept because transportation plan based on land use and the Land use goes out to 2020 but what is the belief

that goes out to 2025. Same growth will occur or will it occur at a later time. H2H team looking ahead to figure out so it doesn't go too far out and how affects land use and modeling efforts.

No public comments.

c. Committee Comments

MR. HANSEN – Tudor - Lake Otis bid yesterday. Good contractor, good price so far. Chester Creek Trail connection almost there at ADA will be bidding very soon. And then even though just got done with construction, going to be starting our winter program to coordinate with DOT on utilities and all our projects starting in Jan / Feb. to make sure we have everything for the meeting where we present all projects so everybody knows what we're doing.

MR. LYON, what was passed out last month was Status Of System update, and as I said we had doc from 2007 trying to get consultant up here to present, didn't happen, so he distributed copies. MR. WILBER, good news in there. Exec summary does good job, looking over the last 15 years its measuring how well we're doing on our transit system, and pedestrians. We are above average from other communities our size or greater has actually gone down in last year due to changes in our transit systems and increase in rider ship. Good information on progress Anchorage is making on managing its congestion.

MR. WILBER thanked the committee and staff for all the work accomplished in a busy year for AMATS.

12/7 PZC 3 items on the agenda. Bike Plan, LRTP Amendment and the UPWP.

d. Other Informational Items

7. SCHEDULED AMATS MEETINGS
Policy Committee, December 17, 2009

8. ADJOURNMENT

The meeting adjourned at 3:29 p.m.