

**ANCHORAGE METROPOLITAN AREA TRANSPORTATION SOLUTIONS  
POLICY COMMITTEE MEETING**

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

**June 27, 2013  
1:00 p.m.**

**Policy Committee Members Present:**

Name	Representing
Robert Campbell	Alaska Dept. of Transportation & Public Facilities, Regional Director (DOT&PF)
Alice Edwards	Alaska Dept. of Environmental Conservation (ADEC), Air Quality
Tim Steele	MOA/Municipal Assembly
Chris Birch	MOA/Municipal Assembly

**Also in attendance:**

Name	Representing
Craig Lyon	MOA/Community Development/Transportation Planning (CCD)
Vivian Underwood	MOA/CCD
Jody Karcz *	MOA/Public Transportation Department
Walter Parker	ACC
Duane Hippe	HDR
Sandra Cook	HDR

*\*AMATS Technical Advisory Committee members*

**1. CALL TO ORDER**

CHAIR CAMPBELL called the meeting to order at 1:01 p.m. Assembly Member Steele acted as the designated alternate for Assembly Member Flynn. A quorum was established.

*Chair Campbell noted pending the arrival of Mayor Sullivan or Assembly Member Flynn the attendance will be changed accordingly.*

**2. PUBLIC INVOLVEMENT ANNOUNCEMENT**

CRAIG LYON encouraged public involvement in this meeting of the AMATS Policy 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**

ASSEMBLY MEMBER BIRCH moved to approve the agenda. MS. EDWARDS seconded.

*Hearing no objections, the agenda was approved.*

*Assembly Member Flynn arrived at 1:02 p.m. and replaced Assembly Member Steele.*

**4. APPROVAL OF MEETING MINUTES - None****5. BUSINESS ITEMS****a. 2015-18 Transportation Improvement Program (TIP) Criteria Approval****BACKGROUND:**

*In preparation for the creation of the AMATS 2015-18 Transportation Improvement Program (TIP), the ranking and scoring criteria for Roadway and Safety Projects, Transportation Alternative (TA) Projects, and Congestion Mitigation and Air Quality (CMAQ) projects need to be updated to take into account changes in federal regulations related to transportation planning as well as to prepare for changes relative to MAP-21 (Moving Ahead for Progress in the 21<sup>st</sup> Century Act).*

MR. LYON noted that AMATS staff updated the ranking and scoring criteria and the AMATS Technical Advisory Committee met in three work sessions. Both the AMATS Freight Advisory Committee and the AMATS Bicycle and Pedestrian Advisory Committee offered substantive comments during this time as well. The draft criteria were released for public comment at the April 11, 2013 Technical Advisory Committee (TAC) meeting, and that public comment period was for approximately a two month period ending on May 31, 2013. The TAC met June 13, 2013, to review comments received, and recommended to the Policy Committee approval of the attached criteria that addresses comments received. He noted that a matrix has been provided to describe the comments, show the staff recommendations, and also shows what the TAC recommended two weeks ago. He also wanted to make sure that people understand that a lot of comments were received throughout, but when the actual comment period was open only two public comments were received. AMATS staff recommends that the AMATS Policy Committee approve the attached Draft 2015-18 ranking and scoring criteria.

CHAIR CAMPBELL asked for public comments.

TODD LOGAN stated that he was one of the two that submitted comments on this, and while he did not attend the TAC meeting when these were addressed, based on his review, it appears the TAC was quite responsive to the public comments, and he appreciates that.

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MR. LYON addressed the comments and recommendations individually.

- Item #1
- Criteria #: All

Public comment: The roadway and safety scoring criteria must reflect a Complete Streets approach.

AMATS recommendation: Add a task in the next Unified Planning Work Program (UPWP) to develop a Complete Streets policy.

He noted the TAC agreed that they may not want to change it right now, but should look at adding it on the next UPWP as a task to evaluate developing a Complete Streets Policy. A Contact Sensitive Solutions Policy is in place right now, but this would be another policy that AMATS would consider adding.

- Item #2

Public comment: AMATS does not have a Complete Streets Policy.

AMATS recommendation: Consider adding a task in the UPWP as well as evaluating a multi-modal level of service standard.

- Item #3

Public comment: The HSIP does not incorporate all crashes with bicycles and pedestrians, but only documents car crashes.

AMATS recommendation: Adding a task to the UPWP to evaluate what other models for HSIP scoring are available.

- Item #4

AMATS recommendation: Increase the weighting of the amended safety criteria to 1.25 or to 1.5.

- Item #5

Public comment: The Neighborhood Livability and Quality of Life's category weight must be elevated from 0.25 to 0.5.

AMATS recommendation: Staff feels that it is more appropriate that the type of projects will be funded under the Transportation Alternative category, and more emphasis should be placed on the quality of life on those types of projects, such as the Trails Connections, and things of that nature. Elevating this category to a 0.5 would make it the same weight as other projects such as Project Delivery, Functional Class, and the Cost Benefit Analysis. Staff does not feel it is at that same weight.

- Item #6 - Connectivity

Public comment: This shows some confusion as to whether or not points would be given to bicycle-to-bicycle facility transitions, pedestrian-to-pedestrian facilities, or if

intermodal meant one had to go to another such as a transit-to-bike facility. This category should be worth a total of five points, similar to 8(a) and equal to the roadway.

- AMATS recommendation: To make a minor edit to the language in 8(b) to read, “Includes modal links, and/or improves modal transitions with one point for each. Also, recommend leaving the three points possible in 8(b).”
- Item #9 – Functional Classification
- Public comment: Freeways and expressways are too heavily weighted. The category must be weighted in tandem with other projects as a Complete Streets project.
- AMATS recommendation: Staff recommends no change since MAP-21 puts such an emphasis on both the goals and the funding on the National Highway System, and that it is more appropriate to fund those types of projects through AMATS. Typically, almost all of the projects in the TIP are on NHS or Enhanced NHS, making more sense to fund those projects with federal dollars.

There were no public comments.

ASSEMBLY MEMBER FLYNN moved to approve the 2015-18 Transportation Improvement Program (TIP) Criteria with the minor amendment to the Roadway and Safety Project criteria in the Environmental Justice Table that the Transit Facilities are changed from three to four points.  
ASSEMBLY MEMBER BIRCH seconded.

MS. EDWARDS noted if the Committee makes that change then they will also need to change the parenthetical that is under A to have the same amount of points for each one. It currently has a typing error that says two points each that needs to be corrected.

ASSEMBLY MEMBER FLYNN commented that the TAC did a nice job of addressing the comments that came in. He would be interested in a follow-up on the Complete Streets issue.

CHAIR CAMPBEL agreed with Assembly Member Flynn and noted that a lot of work went into this. He appreciated Mr. Logan’s comments and pointed out that it is unfortunate that an issue of this magnitude in the community only has one group, or one person that is the only entity that took the time to respond to this. Especially since this will affect everyone in this community for the next three or four years. He also appreciated the TAC for taking the time and effort to go through this as thoroughly as they have.

*Hearing no objections, this motion passed.*

**b. 2011-14 Transportation Improvement Program (TIP)  
Administrative Modification 6**

**BACKGROUND:**

*An administrative modification to the AMATS 2011-2014 Transportation Improvement Program (TIP) is needed to reflect a language change to allow the Municipal Public Transportation Department to utilize FTA funding for replacement radios.*

MR. LYON informed the Committee of some amendments and changes made primarily to the Girdwood and the National Highway System table, and adding some text to the Dowling Road extension, and adding another project. He reported on the following projects:

- Table 3 – Roadway Improvements. In the new STIP amendment, the funding gap for Dowling Road is close to being funded completely through the TIP. The project started with \$6.9 million, and if there is a gap, they will be able to add that money and use it to close the gap, and get it funded.
- Table 6 – National Highway System. The Seward Highway Project has a STIP modification, and the public comment review period was just closed, and the modification adds funding into this project, and adds a new project in the Anchorage area that is funded with NHS dollars for principle arterial pavement resurfacing.
- Table 7 – Transit. New language was added in the project description of one of the projects that will allow the Public Transportation Department to utilize FTA funds to purchase replacement radios for their fleet.

MR. LYON stated that staff recommends that the Policy Committee consider and approve the AMATS Technical Advisory Committee recommendation for approval of the 2011-14 TIP Administrative Modification #6.

There were no public comments.

ASSEMBLY MEMBER FLYNN moved to approve the Transportation Improvement Program Administrative Modification #6. ASSEMBLY MEMBER BIRCH seconded.

*Hearing no objections, this motion passed.*

**d. Other Business Items - None**

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## **6. INFORMATION ITEMS**

### **a. Annual Air Quality Report**

MATT STICHICK with the Anchorage Health Department Air Quality Program provided updated information regarding carbon monoxide pollution, ozone, airborne lead, and air toxics. One of the concerns he pointed out was that Anchorage historically has had issues with carbon monoxide pollution due to cold start emissions from motor vehicles, but the last violation was in 1996, and they don't anticipate any future violations while compliance is being enforced.

### **b. Gambell Street Redevelopment Project**

PAUL FUHS, Executive Director of the Fairview Business Association and JIM POTTS with CH2M Hill presented the project. He pointed out that the major thoroughfare involves 25,000 people travelling through it every day, and this is the same traffic level today as it was in 1993. There are snow removal issues, sidewalk issues, and traffic lane issues. They are looking into a concept that would resolve these issues and relieve some of the traffic problems with events at the Sullivan Arena, and are not sure where the funding would come from.

## **7. COMMITTEE COMMENTS**

MS. EDWARDS thanked everyone for their hard work on the criteria. It was well done.

MR. LYON informed the Committee that the next Policy Committee meeting will be on July 25, 2014. The Committee agreed to change the scheduled time of the meeting from 1:00 to begin at 1:30 and end at 3:30 p.m.

MR. LYON provided copies of the Executive Summary of the MTP for the Committee to review.

## **7. SCHEDULED AMATS MEETINGS**

Technical Advisory Committee, July 11, 2013, 2:30 – 4:30 PM

Policy Committee, July 25, 2013, 1:00 – 3:00 PM

## **8. ADJOURNMENT**

The meeting adjourned at 2:20 p.m.