

**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**

**March 27, 2014  
1:30 p.m.**

**Policy Committee Members Present:**

<b>Name</b>	<b>Representing</b>
Robert Campbell	Alaska Dept. of Transportation & Public Facilities, Regional Director (DOT&PF)
Alice Edwards	Alaska Dept. of Environmental Conservation (ADEC), Air Quality
George Vakalis	Municipal Mayor
Patrick Flynn	MOA/Municipal Assembly
Chris Birch	MOA/Municipal Assembly

**Also in attendance:**

<b>Name</b>	<b>Representing</b>
Tim Steele	MOA/Municipal Assembly
Craig Lyon	MOA/Community Development/Transportation Planning (CDD)
Cindy Heil*	ADEC
Steve Shrader	MOA/Project Management & Engineering (PM&E)
Gary Katsion	Kittelson & Associates
Christine Sondej	MOA/Public Transportation Department (PTD)
James Boyle	DOT&PF
Todd Logan	
Sara Mason	DOWL HKM
Tim Sullivan	Alaska Railroad Corporation
Lance Wilber*	MOA/PTD
Jamie Kenworthy	
Tim Kosednar	
Steve Cleary	
Mark Butler	

*\*AMATS Technical Advisory Committee members*

**1. CALL TO ORDER**

CHAIR CAMPBELL called the meeting to order at 1:30 p.m. George Vakalis represented Mayor Sullivan. A quorum was established.

## 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

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

*Hearing no objections, the agenda was approved.*

## 4. APPROVAL OF MEETING MINUTES – February 27, 2014

MR. VAKALIS moved to approve the minutes. ASSEMBLY MEMBER FLYNN seconded.

MR. LYON noted some minor spelling corrections on page one.

*Hearing no objections, the minutes were approved as corrected.*

## 5. BUSINESS ITEMS

### a. AMATS UZA Boundary Update

#### **BACKGROUND:**

*The U.S. Census Bureau released the updated Urbanized Areas (UZA) maps after completion of the 2010 decennial Census. It is necessary to modify the boundary of the MPO based upon the newly released maps.*

MR. LYON gave a brief history on the update. He noted that the U.S. Census Bureau designates Urbanized Areas (UZA) based on population densities. This UZA boundary follows Block Group boundaries typically resulting in an irregular shape that does not necessarily meet the needs from a transportation planning, funding and reporting standpoint. Federal Transportation Law allows States and MPO's to adjust (smooth) the Census UZA to meet transportation needs. Staff presented a draft version of the "smoothed" UZA Boundary for approval at the May 9, 2013 TAC meeting. After approval by the Policy Committee on May 23, 2013, it was sent to DOT&PF and FHWA for approval. Minor modifications were suggested to incorporate areas of the Census UZA boundaries that were smoothed out and staff concurred. He pointed out that a section of the Eagle River Park and some sections of the Anchorage Coastal Wildlife Refuge had previously been smoothed out have now been added back in for this map. The TAC has recommended approval to the Policy Committee.

There were no public comments.

ASSEMBLY MEMBER BIRCH moved to approve the AMATS UZA Boundary Update.

ASSEMBLY MEMBER FLYNN seconded.

***Hearing no objections, this motion passed.***

**b. 2015-18 Draft TIP Release**

MR. LYON introduced the Draft TIP beginning with the Draft Roadway Ranking for 2015-18 as follows:

Draft Roadway ranking for 2015-18 TIP

Rank	Average Score	Project	Better suited for non AMATS funding source (state, NHPP, local, other)	Recon study necessary first	Project has significant obstacles to overcome
1	49.13	Spenard Road Rehab - Benson to Minn MTP 121			
2	49.09	Seward Hwy improvements - Midtown Congestion Relief MTP 114	X		
3	47.65	Spenard Road Rehab - Hillcrest to Benson MTP 112			
4	46.5	Lake Otis Reconstruction - Northern Lights to DeBarr MTP 118	X		
5	45.82	Minnesota Drive Study - Westchester Lagoon to Seward Hwy			
6	43.86	Spenard Road Corridor Plan - Hillcrest to Jewel Lake			
7	46.58	Seward to Glenn Enviro Doc Ph III MTP 141 - Chester Creek to Airport Hts	X		
8	43.06	Glenn Highway ICM (Integrated Corridor Management)		X	
9	42.08	Glenn Highway Frontage Road MTP 214 - Boniface to Muldoon	X		
10	39.22	Fireweed Lane Rehab MTP 115 - Spenard Rd to Seward Hwy			X
11	39.02	Ingra Gambell Couplet extension MTP 213		X	
12	38.94	Northwood Drive Extension MTP 132		X	X
13	37.01	92nd Ave / Academy Extension MTP 130		X	X
14	36.07	Eastbound Northern Lights 3rd Lane MTP 111 - Lake Otis to Bragaw			
15	35.33	Midtown Transit Facility		X	
16	35.1	C Street Ocean Dock Road Access Ramp MTP 212		X	
17	34.61	Business Blvd Extension MTP 133			
18	33.76	Arctic Blvd Rehab - 36th to Tudor MTP 110			
19	33.65	Whitney Road Realignment			
20	35.11	Rabbitt Creek Reconstruction MTP 142			
21	32.68	Birch Road Rehab			
22	32.59	Potter Drive Rehab			
23	32.37	36th Avenue Access Mgmt MTP 108			
24	32.09	Ocean Dock Road - Port Improvements			
25	29.71	ER Road Rehab MTP 129			
26	29.43	Old Glenn Reconstruction MTP 127			
27	29.11	DeArmoun Reconstruction MTP 120			
28	28.95	Mountain Air Drive Extension MTP 131			
29	28.78	Whitney Road Upgrage MTP 315			
30	28.72	C Street RR Grade Sep MTP 319			
31	28.44	N Lights Rehab - Postmark to Nathaniel MTP 119			
32	26.97	Seward Hwy Ped Overcrossings MTP 116			
33	25.93	Hiland Road Improvements MTP 140			
34	24.71	3rd/6th Couplet Recon Study MTP 136			
35	24.11	Farm Ave Realignment MTP 128			
36	22.69	Ship Creek Boat Ramp Road			
37	18.53	Homestead Road Improvements MTP 134			
38	14.33	Multi Modal counters			

Total points possible 84.65

MR. LYON noted that this chart is part of the process in creating the actual TIP tables. It shows projects that have been ranked and marked with an X as to whether they would be better suited for other funding sources or a project that might present several issues.

MR. LYON summarized that the AMATS Total Allocations 2015-2018 sheet shown below reflects the “Policy and Procedures” which talk about the different allocations. The Policy Committee adopted these several years ago, and it relates to targets put into the TIP. He explained the 72 percent in Roads includes the Pavement Replacement shown on Table 3 of the TIP.

<b>AMATS Total Allocations 2015-2018</b>			
<b>Program</b>	<b>P&amp;P Targets</b>	<b>\$ Range</b>	<b>TIP 4-year average %</b>
Roads (Table 3)	55-65%	\$13,053 - 15,427	72%
Pavement Replacement (Table 3)	15-20%	\$3.56 - 4.746	14%
Non-Motorized (Table 4)	10-15%	\$2.373 - 3.56	12%
CMAQ (Table 5)*	10%	\$2.73	16%
*does not include \$1,200,000 appropriated to AMATS Total appropriation to AMATS in FY15 - FY18 is \$23,734,901 per year			

The TAC has reviewed the TIP and has recommended it to the Policy Committee to release it for the 30-day public review.

There were no public comments on the proposed draft release.

ASSEMBLY MEMBER FLYNN noticed the use of AC money, but would like to have an approximate idea of how much AMATS is planning to use for advanced construction in the various years. It would be helpful to see how much is being put on credit that would obviously have downstream effects. He pointed out on Table 3, Project 2, Hillcrest to Benson for the Spenard Road Rehabilitation that some money was deferred from the road bonds on the ballot with the intent of replacing it with AMATS dollars, and he’s not sure they fully compensated for that reduction in the bond in the TIP, and asked if PM&E had been consulted to make sure there is sufficient dollars for them to advance the project as scheduled. MR. LYON stated they will come up with an approximate dollar amount for the use of the AC money as Assembly Member Flynn had requested, and he also stated that the dollar figures shown are from PM&E. The \$1.5 million for 2015 is what PM&E claimed they would need for the preliminary engineering and the same for the design number in 2017. ASSEMBLY MEMBER FLYNN believed they had a more aggressive schedule than what has been presented, and didn’t think they anticipated the 2019 project. MR. VAKALIS indicated there was some right-of-way money available right now that they were planning on using, without using the federal funds. He concurred that this does need to be correct. ASSEMBLY MEMBER FLYNN suggested that this specific line item be revisited. MR. LYON commented that when a process is federalized, meaning if you were to put one penny of federal dollars into the whole entire project, it becomes federalized. It doesn’t matter that 95% will be state funded, but the way the program works is that all of the preliminary engineering has to be completed before you can start thinking of a design. The design then has to

be completed before doing the right-of-way, and this is the typical time frame of how long it takes to do each phase in its entirety. You cannot use right-of-way funds to buy something now that you are planning on doing later until the phase is finished. MR. VAKALIS understands that what is shown on this table is the federal fund portion, however there is money available in the plan right now that PM&E was planning on spending in advance to complete some things in advance, and this is money they already have for this project. DOT is aware and they are agreeing with the process that is being followed, while still following the schedule.

ASSEMBLY MEMBER FLYNN asked Mr. Lyon to coordinate with PM&E, along with someone from Chair Campbell's group, to attend the meeting next month to provide a briefing on how they foresee this proceeding, and to provide some clarity prior to the TIP being submitted to the state.

CHAIR CAMPBELL noted that he had discussed this project individually with several of the Committee members, and he has concerns regarding its applicable delivery under the federal system. He thinks this will be a very challenging project to do in the federal system for many reasons, and does not think this schedule is out-of-bounds as far as being reasonable. A year or two for the design, it is optimistic for the environmental since this could be a three, four, or five year environmental effort, and another two years for the right-of-way acquisition is not unrealistic. These types of projects, such as Fireweed, Arctic Boulevard and Spenard Road have all been very challenging projects in the public eye. He stated that projects under the federal process move very slow. He thinks if this project intends to move forward fast, it needs to move forward in a non-federal way. He certainly believes the Committee can move forward with this, if they think it is the right thing to do, but he doesn't believe it will move forward expeditiously.

ASSEMBLY MEMBER BIRCH moved to release the 2015-2018 Draft TIP for public review.  
ASSEMBLY MEMBER FLYNN seconded.

*Hearing no objections, this motion passed.*

### **c. AMATS Freight Advisory Committee Appointment**

#### **BACKGROUND:**

*AMATS is requesting that the Technical and Policy Committees appoint Dr. Philip Price to the AMATS Freight Advisory Committee (FAC). Dr. Price will replace Dr. Jeff Miller from the University of Alaska Anchorage (UAA). As the Chair and Professor for the Department of Logistics at UAA, Dr. Price's transportation and logistical experience will prove a valuable asset to the FAC. The 2008-2009 UPWP recommended the formation of a freight forum as a standing subcommittee to advise the AMATS TAC on freight matters. The Anchorage Bowl 2025 Long-range Transportation Plan (LRTP), as adopted December 2005 [LRTP, AO2005-115], also recommends establishing a forum to enable freight industry interactions and collaboration (page 97).*

MR. LYON informed the Committee that staff has contacted Dr. Price and he is willing to serve on the Freight Advisory Committee. Dr. Price's time, dedication, and work on freight issues is

appreciated. He pointed out that each membership term is for a period of three (3) years, or for the unexpired portion of the predecessor's term. The terms of initial appointments to the Committee shall be staggered, and the regular term of a member of the Committee shall, unless otherwise specified, commence on February 15<sup>th</sup> of the year of the appointment and shall expire on February 14<sup>th</sup> of the year his/her term expires. No member may serve more than two (2) consecutive terms. AMATS is requesting the approval of Dr. Price to the AMATS Freight Advisory Committee.

There were no comments.

ASSEMBLY MEMBER FLYNN moved for the approval of Dr. Price to the AMATS Freight Advisory Committee. MS. EDWARDS seconded.

*Hearing no objections, this motion passed.*

#### **d. AMATS Bicycle & Pedestrian Advisory Committee Appointment**

##### **BACKGROUND:**

*The AMATS Bicycle and Pedestrian Advisory Committee provides AMATS with advisory recommendations on bicycle and pedestrian issues affecting the AMATS area. Members of this ten member committee serve rotating three-year terms. Committee bylaws limit members to two consecutive terms.*

MR. LYON explained there are two reappointments and one new appointment. He announced AMATS would like to express their gratitude to Julia Petersen for her service as Chair on the AMATS BPAC for the last two years.

The appointments are as follows:

##### New Appointment:

**Matt Johnson**, is a Senior Designer/Project Manager for Resource Data, Inc (RDI) managing all phases of visual communication strategies for online and print media. Matt is recommended to serve on the Committee as a public member and to provide first hand expertise on bicycle and pedestrian issues in Anchorage.

##### Reappointments:

Staff recommends the Technical Advisory Committee recommend that the Policy Committee reappoint **Karol Fink** and **Tim Kosednar** to second terms on the committee. Both have been active and dedicated participants during their first terms and have graciously agreed to serve for another three years.

MR. LYON noted it was recommended at the Technical Advisory Committee meeting to appoint Matt Johnson and reappoint Karol Fink and Tim Kosednar to the AMATS Bicycle and Pedestrian Advisory Committee.

CHAIR CAMPBELL opened the discussion to public comments.

TODD LOGAN stated that he does not personally know the nominee, but has heard many good things and feels Mr. Johnson would be a great asset to the Committee.

There were no further comments.

ASSEMBLY MEMBER FLYNN moved to approve the appointments to the Bicycle & Pedestrian Advisory Committee. MR. VAKALIS seconded.

*Hearing no objections, this motion passed.*

**e. Other Business Items**

**6. INFORMATION ITEMS**

**a. Other Informational Items**

MR. LYON informed the Committee that Mr. Kenworthy is present to discuss KABATA related issues.

JAMIE KENWORTHY provided the Committee with the same maps that he had presented to the Legislature that document the latest AMATS TAZ data, KABATA's last total revenue forecast data from 2011, and HDR's recent numbers from the Wasilla Bypass information. He stated that he had included in the maps that were given to the Legislature, the fact that DOT finds the HDR numbers to be significantly lower than the AMATS numbers, and considerably lower than the KABATA numbers. He indicated that Jennifer Witt found them misleading because HDR was not going to do a regional forecast, but just determine how the traffic flows through there. He thinks they are good numbers because HDR took the 2010 Census data, which had not been modeled before, looked at the population job locations, used DOL data and used existing traffic counts followed by a projection.

ASSEMBLY MEMBER FLYNN thinks that Mr. Kenworthy made some very good points, he only wishes that his colleague on the Policy Committee took him more seriously.

CHAIR CAMPBELL thanked Mr. Kenworthy for his information.

**7. COMMITTEE COMMENTS**

ASSEMBLY MEMBER BIRCH informed the Committee that his service had started on this type of body in Fairbanks. He commented that the caliber of the work being done here is great, with great support from the organizations. Elections are next Tuesday and he has very much enjoyed being on the Committee, and will be looking for some of the projects to manifest themselves into his South Anchorage neighborhood.

ASSEMBLY FLYNN confirmed that elections are next week and this may or may not be his last Policy Committee meeting.

CHAIR CAMPBELL thanked Assembly Member Birch for his time and efforts on the Policy Committee. He pointed out that being a member consumes more time than people can understand the value of, but he does appreciate his and all of the other Committee members participation. The underlying mission is good and the Policy Committee has a lot to show for the work they have done.

**8. SCHEDULED AMATS MEETINGS**

Technical Advisory Committee, April 10, 2014, 2:30 – 4:30 PM

Policy Committee, April 24, 2014, 1:30 – 3:30 PM

**9. ADJOURNMENT**

The meeting adjourned at 1:58 p.m.