

MUNICIPALITY OF ANCHORAGE
ANCHORAGE ASSEMBLY

Minutes for Special Meeting of May 26, 2000

1. CALL TO ORDER:

The meeting was convened at 5:00 p.m. by Assembly Chair Fay Von Gemmingen in the Mayor's Conference Room, 632 West 6th Avenue, Anchorage, Alaska.

2. ROLL CALL:

Present: Dan Sullivan, Dick Tremaine, Allan Tesche, Melinda Taylor (5:05 p.m.), Kevin Meyer (5:05 p.m.), George Wuerch, Anna Fairclough, Fay Von Gemmingen.
Absent: Dan Kendall (excused), Pat Abney (excused), Cheryl Clementson (excused).

3. PLEDGE OF ALLEGIANCE:

The pledge was led by Chair Von Gemmingen.

4. RESOLUTION FOR ACTION:

- A. Resolution No. AR 2000-153, a resolution of the Anchorage Municipal Assembly **establishing a process for the Assembly's appointment of a new member to temporarily fill Assembly Seat 4F** upon the resignation of Assembly Member and Mayor-Elect George Wuerch until said Assembly Seat may be filled by the voters at a special election within sixty days after said resignation becomes effective, Assembly Vice-Chair Meyer.
(CARRIED OVER FROM 5-23-00)

This item was considered later in the meeting. See after action on item 5.A.

4. NEW BUSINESS:

- A. Assembly Memorandum No. AM 554-2000, **School Budget Advisory Commission appointment** (Kevin Waring), Mayor's Office.
(CARRIED OVER FROM 5-23-00)

Mr. Tesche moved, to approve AM 554-2000.
seconded by Ms. Taylor,

Mr. Tesche commended the Administration for Mr. Waring's nomination to this Commission. He noted Mr. Waring served on the Commission before. He served with Mr. Waring on the State Local Boundaries Commission, and had opportunity to observe Mr. Waring handling public business. Mr. Tesche felt Mr. Waring would do an excellent job on the Commission.

Question was called on the motion to approve AM 554-2000 and it passed without objection.

- B. Assembly Memorandum No. AM 546-2000, recommendation of award to Mobex Managed Services Company for providing a **turn-key Mobile Data Communications System** to the Municipality of Anchorage, Anchorage Police Department (RFP 99-P023), Purchasing.
(CARRIED OVER FROM 5-23-00)

Mr. Tesche moved, to approve AM 546-2000.
seconded by Ms. Taylor,

Mr. Tesche wondered if his colleagues were comfortable with this acquisition, especially Mr. Wuerch, who would lead the new administration.

Mr. Wuerch requested Joe Murdy address the Assembly and speak about the Communications System.

Mr. Murdy recalled the history of the implementation for this technology. He noted 11 parties responded to the Request for Proposal, and a committee was formed to evaluate the proposals. He felt comfortable with the process and with the proposed contractor. Mr. Murdy said he spoke with the CEO of Mobex and some of their staff; there were minor glitches in the system but he felt the staff would be willing to work to resolve any problems.

In response to Mr. Meyer, Mr. Murdy said neither Mobex nor any of the respondents have local offices.

In response to Mr. Meyer, Acting Purchasing Office Bart Mauldin said a local company responded to the RFP, but their response was not complete. Another vendor, with a local branch office, also bid was not the chosen firm. He explained Mobex was the integrator/project manager and they have a series of sub-contractors. A local company, Revel Communications will perform on-going maintenance on the radio infrastructure.

In response to Mr. Wuerch, Doug Robinson of the Municipal Manager's Office explained bond funds approved in April were appropriated by the State Legislature, but were subject to the July 1 budget deadline. The Governor could veto a line item prior to July 1, but he did not anticipate such an action. He said if the contractor did not deliver according to the project schedule, there were damages in the contract. Ten percent of equipment costs would be withheld, and ten percent of services costs until acceptance of the system. The project is also fully bonded, with performance payment bonding. He said if for some reason the new system does not get implemented as planned, there is no restriction against the Police Department continuing to operate the old system. Mr. Robinson confirmed GPS locator capability is within the cost of the contract and will be integrated.

In response to Ms. Fairclough, Mr. Robinson said leasing terms and costs were not included in the RFP, so to include leasing provisions would require a change to the RFP and a new RFP process.

In response to Ms. Fairclough, Greg Moyer of the Assembly Office indicated he contacted some communities listed as references for Mobex. He said the Warsaw, Indiana police department were very pleased with the product after using it for two years. They have experienced a few glitches, which were resolved. He added there were also a few problems with Packet Rider, which is included in the system. Mr. Moyer continued, noting the Indiana department experienced "dead" spots which occurs with any system. They also reported the training period could have been longer. Cold weather seemed to adversely affect the computers in take-home vehicles that were not stored in a garage; however, the Indiana department elected to purchase the inexpensive version of the system, and paid less than \$1,000 for their computers. Overall, the department felt the system was a major enhancement to their operations.

In response to Mr. Sullivan, Mr. Robinson said there were separate warranty agreements for various pieces of equipment; they purchased extended three-year warranties on the radios, computers and portions of the software. Some of the items have two-year warranties, and a very few items have a one-year warranties.

In response to Mr. Meyer, Mr. Robinson said the company had been in business for about 12 to 15 years. Their revenues are about \$90 million, and there are over 500 employees.

In response to Mr. Meyer, Mr. Mauldin noted the local preference policy was enacted three or four years ago, but it applies to bids with fixed amounts. He explained the proposal process is based on the published criteria, and the criteria is what drives the ranking of the proposers. If local support is part of the RFP criteria, that will be evaluated, but combined with all the other criteria and ranked accordingly.

Question was called on the motion to approve AM 546-2000 and it passed:

AYES: Sullivan, Tesche, Von Gemmingen, Wuerch, Fairclough, Meyer.

NAYS: Tremaine, Taylor.

- C. Assembly Memorandum No. AM 568-2000, change order No. 7 to **Anchorage Loop Water Transmission Main – Phase V** contract with Construction Unlimited, Inc., Water and Wastewater Utility.
(CARRIED OVER FROM 5-23-00)

Mr. Meyer moved, to approve AM 568-2000.
seconded by Ms. Fairclough,

In response to Mr. Meyer, Kurt Vause of Water and Wastewater Utility confirmed a trail would be constructed along Abbott Loop Road during installation of the water line. The trail would extend from about the intersection of Abbott and Abbott Loop north to 84th Avenue. He said the trail would be consistent with designs in the Trails Plan. It would be designed specifically for equestrian use, and have a gravel surface. Approval from the State Department of Transportation would be necessary for that kind of trail. Maintenance will be performed by the Municipality.

In response to Mr. Tremaine, Mr. Vause explained the increased amount was related to the fact they needed to upgrade pipe that will connect to the pipe in the new development nearby. The developer will be responsible for the pipe that serves the development; AWWU had planned for an 8-inch pipe in the area to serve those residents, but it was later determined a larger pipe was necessary. The developer is paying his share of the cost. The additional cost is spread into the total cost of the project.

Question was called on the motion to approve AM 568-2000 and it passed:

AYES: Sullivan, Tremaine, Tesche, Taylor, Von Gemmingen, Wuerch, Fairclough, Meyer.

NAYS: None.

- D. Assembly Memorandum No. AM 569-2000, Municipality of Anchorage **matching grant for UAA Logistics Management Program**, Mayor's Office.
(CARRIED OVER FROM 5-23-00)

Mr. Tremaine moved, to approve AM 569-2000.
seconded by Ms. Fairclough,

Mr. Tremaine said his questions on this item had been answered.

In response to Mr. Sullivan, Larry Anderson of the Mayor's Office explained the private sector matching grant funds have been contributed by Lynden, \$50,000; Alaska Airlines, \$150,000; UPS, \$150,000; Federal Express, \$100,000, TOTE, \$45,000; and SeaLand/CSX, \$30,000. Mr. Anderson said they had commitments far in excess of the entire amount, through the year 2001. He said although matching grants have exceeded the anticipated amount, the Municipality may not reduce its contribution.

In response to Chair Von Gemmingen, Mr. Anderson said the cost of the program was anticipated to be \$250,000 per year for the first three years. After three years, the University would absorb the cost into their system.

Mr. Sullivan spoke in support of the program.

Mr. Anderson added because of this program initiated by the Mayor, the University president Mark Hamilton has made logistics his top priority statewide. He felt participation by the Municipality has been a key factor in the success of the program.

In response to Mr. Wuerch, Mr. Anderson said the U.S. Department of Defense is considering using Anchorage as a logistics hub for military use. Anchorage's geographical location is considered most advantageous for transferring personnel, supplies and materials to various world battlefields. The State Legislature has appropriated \$150,000 to fund a study coordinated by the Anchorage Economic Development Corporation. Those funds will be raised to about \$200,000 by private contributions, and the study will be incorporated into the military's quadrennial report. The missile defense system being considered for Alaska will also be a factor.

Mr. Wuerch spoke in support of this program, which has already begun to have associated benefits not previously anticipated.

Question was called on the motion to approve AM 569-2000 and it passed:

AYES: Sullivan, Tremaine, Tesche, Taylor, Von Gemmingen, Wuerch, Fairclough, Meyer.

NAYS: None.

- E. Assembly Memorandum No. AM 579-2000, sole source contract with e Terra, LLC for providing **satellite imagery of the Anchorage Area** for the Municipality of Anchorage, Management Information Systems Department (MISD), Purchasing.
(CARRIED OVER FROM 5-23-00)

Mr. Tremaine moved, to approve AM 579-2000.
seconded by Mr. Tesche,

Mr. Tremaine said his questions on this item had been answered. He added the technology was impressive; although he does not like sole source purchases, he supported approval of the contract.

Ms. Fairclough explained the reason for the sole source was this company is the only one that can produce the high-quality imagery necessary for this project. She heard from a representative of the military, who said this company is used nationally, and encouraged the Assembly to support the contract.

Mr. Tesche spoke in support, and requested the new technology be used to provide the Assembly and other regulatory boards improved photographs of real property that they must consider with land use issues.

In response to Chair Von Gemmingen, Charles Barnwell of Management Information Systems spoke to the issue of the sole source. He explained the goal was to use new technology to acquire similar imagery as can be provided by Aeromap, a local company, in a more cost-effective way. Mr. Barnwell pointed out the proposed company can provide more than black and white photography; they will also provide "fused" color and multi-spectral images at a resolution of four meters. The multi-spectral images are what he is hoping to use to develop vegetation cover maps, for use in wildfire forecasts for the hillside area. He said technical details can be debated, but Ikonos space imaging is currently the only source for the quality of imagery they desire to achieve objectives for multiple departments. He added this is the only satellite of its kind right now, although more will be available in the coming years. Also, this contract would not eliminate the usage of Aeromap's ortho photography, as there will continue to be a need for survey-controlled engineering work. Mr. Barnwell said street maintenance was not one of the primary goals for this service; fire and watershed management are more important. Public Works watershed management wants to map impervious surfaces such as pavement. He acknowledged the proposed technology would not be able to identify potholes of a size less than a meter. However, existing ortho photography is not being used for pothole identification very much either. He confirmed e Terra, LLC was a local vendor.

In response to Mr. Wuerch, Mr. Barnwell explained the difference between this provider and existing satellite providers is they are the first to offer, in a public commercial sector, one-meter imagery. The other difference is this satellite is in orbit near the north pole, so it orbits near Anchorage more frequently and captures data more vertically. Currently, Ikonos controls exclusive access to the satellite. This is a product-based contract, and the Municipality would not be obligated to using this company in the future.

In response to Mr. Tesche, Mr. Barnwell acknowledged the proposed product would provide slightly less good resolution, but on balance the needs of many departments would be met. He said when dealing with zoning enforcement actions, to capture junk items in an individual yard, the existing photography would be best to use. He said the satellite passes over Anchorage roughly once every sixteen hours. The vendor will deliver one product, to be delivered in July. The images will be archived, so images from the past may be accessed.

Question was called on the motion to approve AM 579-2000 and it passed without objection.

5. CONTINUED PUBLIC HEARING:

- A. Resolution No. AR 2000-113, a resolution of the Anchorage Assembly adopting recommendations on the Anchorage Metropolitan Area Transportation Study (AMATS) **FFY 2001-2003 Transportation Improvement Program (TIP)**, Community Planning and Development.

1. Assembly Memorandum No. AM 462-2000.
(CARRIED OVER FROM 5-16-00 AND 5-23-00)

Chair Von Gemmingen opened the public hearing and asked if anyone wished to speak.

DEANNA ESSERT thanked the Assembly for helping to procure the trail for Sand Lake Road and Dimond Boulevard. She requested help for establishing a trail on Raspberry, including a link. She felt the trail should have been included with the Coastal Trail route study, because it is a viable link. Ms. Essert felt the trail was placed without being researched thoroughly. There are concerns that people 4-wheeling in the gravel pits will damage the new trail, so she requested additional law enforcement of access to the pits. Ms. Essert also spoke to Victor Road, which serves as a vital link between Mears Junior High and neighborhoods to the south and north. Several years ago, a school bus fell off the side of the road, because there is no shoulder on Victor. The situation is becoming more dangerous as traffic on Victor increases. She asked that Victor upgrades be moved up on the priority list if possible.

ANGELA KUENTZEL, chair of the Huffman/O'Malley Community Council, referenced Table #3, item #10, the east Anchorage transportation concept report. She was concerned there was funding for implementing recommendations of a report which results are not yet available. She suggested some of those funds be transferred to implement other projects that are ready for construction.

In response to Ms. Taylor, Lance Wilber of Community Planning and Development indicated the funding for the project in question was listed as a placeholder. There is funding in the current program to complete the study. There was discussion among the members of the Anchorage Metropolitan Area Transportation Study (AMATS) Technical Advisory Committee about keeping the funding as a placeholder, and their decision was to recommend it remain as presented. The rationale is that the funds would be available to implement the recommendations of the study, when it is complete. Mr. Wilber disagreed with the idea that this funding would be used to accelerate the extension of Bragaw Street. He explained the study is estimated to be complete at least 12 months after the Comprehensive Plan is adopted, because the land use identified in the Plan will be used in the study.

BARBARA WEINIG, head of the Transportation Subcommittee of the Rabbit Creek Community Council, noted their number one capital improvement project has been extension of the Coastal Trail from Kincaid to Potter. She added in March, the Council passed a resolution requesting that AMATS reconsider item #23 on Table #3, DeArmoun Road reconstruction phase II. Ms. Weinig explained the project as listed does not address the curve in the road, because right-of-way and realignment for the curve project would cost about \$6 million. There is about \$7.75 million for the whole project. She asked the Assembly place the money toward the curve project, and reduce the work above the curve to be done to just pavement rehabilitation. She noted school buses slip off the road routinely in this area, and one side of the road has a steep drop of several hundred feet. The reason there is not a heavy accident rate reported is because police and State Troopers do not write reports most of the time. However, every winter when road conditions are even a little bad, usually 8 to 12 vehicles, including school buses, leave the road. She felt this rate would worsen when the new high school is in operation.

TOM MCGRATH expressed concern about the proposed Dowling Road Extension Reconstruction project. He noted that project is currently scheduled for after 2006. That portion of roadway is virtually impassable, and because of frost heaves is dangerous for travel over 20 miles per hour. He asked that project be moved up on the priority list.

Chair Von Gemmingen asked if anyone else wished to speak. There was no one, and she closed the public hearing.

Mr. Wuerch moved, to approve AR 2000-113.
seconded by Mr. Tremaine,

Mr. Wuerch recalled the Assembly approved a resolution declaring an interchange at New Seward Highway and International Airport Road its top priority, and Mayor supported that resolution. He questioned the status of that project.

Lance Wilber of Community Planning and Development noted the design for the project is funded in 2002 and construction is funded in 2004. He explained the priorities in Table #6 are set by the State Department of Transportation and Public Facilities (ADOT). He said the Administration did not convey any messages to the State regarding the priority of the project. Mr. Wilber said Assembly recommendations to the AMATS Policy Committee would be an appropriate place to make that priority request. He pointed out the proposed road across the old Native Hospital land, accessing the Port, was listed on Table #8 as High Priority Ship Creek Access – Construct new access route to Ship Creek area. He explained preliminary construction funds are in 2001. AMATS is performing a transportation study of the entire Ship Creek area. The recommendations of that plan include the possibility to extend Ingra/Gambell north to connect with Whitney Road.

Mr. Wuerch moved, to amend AR 2000-113 in the attached Table #6 to
seconded by Mr. Meyer, move item #4, International Airport Road at New Seward
Highway Grade Separation to item #1, and renumber the other
items accordingly.

Ms. Fairclough noted there is currently no congestion problem at New Seward and International. However, there is a serious congestion problem at Glenn Highway to McCarrey Street, which is currently the top priority in Table #6.

Mr. Wilbur confirmed the Glenn Highway project would take a long time to complete. He explained ADOT recognized congestion on the Glenn Highway is very serious, which is probably why they ranked that project at the top of the list.

Ms. Fairclough pointed out population in north Anchorage and the Matanuska-Susitna Valley is growing faster than south Anchorage.

In response, Mr. Wuerch pointed out an interchange at New Seward/International would allow travel from the Airport to a north or south access on Seward Highway. Currently, there is only access to the south-bound frontage road of New Seward

Highway. He reiterated that some years ago, the Assembly unanimously voted to establish the interchange as its top priority. Mr. Wuerch acknowledged the State is concerned about broader traffic issues, and the Glenn project is huge and would cost about \$50 million. The Seward/International interchange could be done for a third of that cost.

Chair Von Gemmingen pointed out the Seward/International project is slated for completion two years ahead of the Glenn project, even though it is lower on the priority list.

In response to Mr. Tesche, Mr. Wilber said moving the Seward/International project above the Glenn would not affect funding for the projects, but it would be a statement by the Assembly. He did not feel changing the order of the two projects would have any practical effect or disadvantage to either project. He explained any funding changes within the program would result in changes to projects at the bottom of the list first.

Mr. Meyer pointed out the reasoning of the Assembly when it made its priority statement about Seward/International was to recognize the Airport's continuing growth as an economic engine. They envisioned trucks could travel International to the Seward Highway and progress to Ship Creek, Eagle River or whatever destination was necessary.

Mr. Sullivan said he would not support a change in the order of the two projects, especially since both would likely receive funding.

Mr. Wuerch added there is a danger that projects #2 and #3 on the list, currently placeholders without funds attached, could preempt the Seward/International project if it is not moved up in priority. He added without the interchange, heavy equipment vehicles would continue to impact Anchorage neighborhoods by traveling through them on their way to the Port or other areas.

Question was called on Mr. Wuerch's motion to amend and it failed:

AYES: Sullivan, Tremaine, Tesche, Wuerch, Meyer.

NAYS: Taylor, Fairclough, Von Gemmingen.

Mr. Wuerch was excused and left the meeting at 6:30 p.m.

Mr. Tremaine spoke to project #23 on Table #3, DeArmoun Road Reconstruction Phase II. He pointed out the road was very dangerous in the winter, as it has no shoulders, is very steep and has a hairpin turn. The road will be the access route to the new south Anchorage high school from the upper Hillside area. He felt danger of serious accidents on the road will increase with the addition of school-aged drivers and school buses.

Mr. Tremaine moved,
seconded by Mr. Sullivan,

to amend AR 2000-113 in the attached Table #3 to move project #23, DeArmoun Road Reconstruction, to item #8 and renumber the other items accordingly, and to increase the 2002 design funds by \$250,000, decreasing item #10, East Anchorage Transportation Facilities Concept Report correspondingly.

In response to Mr. Tremaine, Mr. Wilber agreed right-of-way for this project is underfunded for the curve project. He said normally with reconstruction projects that involve right-of-way issues, the design takes from one year to eighteen months. The design must be completed and approved by the Federal Highway Administration before right-of-way funding can be requested. Therefore, the typical time between design and right-of-way is two years. With a rehabilitation project, the right-of-way issues are much less complex and can sometimes be scheduled closer to the design phase. He guessed approximately \$500,000 would be necessary to include the curve issue in the design phase.

Question was called on Mr. Tremaine's motion to amend and it passed without objection.

In response to Ms. Taylor, Mr. Wilber explained why landscaping in items #11 and #12 in Table #3 were listed at 5 percent instead of 10 percent. The goal is to include landscaping in all reconstruction projects. During discussions with the Urban Design Commission, 5 percent was determined to be a reasonable amount. As a project moves forward and design is completed, that percentage may increase or decrease depending on individual circumstances.

In response to Mr. Meyer, Mr. Wilber said if the Assembly wished to include landscaping funds in the Abbott Road and O'Malley Road Reconstruction projects, it would be best to do that at this point.

Mr. Meyer moved,
seconded by Mr. Sullivan,
and it passed without
objection,

to amend AR 2000-113 in the attached Table #3 to change the language in items #5, O'Malley Road and #24, Abbott Road, to include "Landscaping at 5 percent of construction dollars."

Question was called on the motion to approve AR 2000-113 as amended and it passed:

AYES: Sullivan, Tremaine, Tesche, Taylor, Von Gemmingen, Fairclough, Meyer.

NAYS: None.

(Clerk's Note: Mr. Wuerch had left the meeting at the time of the vote.)

The Assembly then returned to item 4.A, AR 2000-153.

Resolution No. AR 2000-153, a resolution of the Anchorage Municipal Assembly **establishing a process for the Assembly's appointment of a new member to temporarily fill Assembly Seat 4F** upon the

resignation of Assembly Member and Mayor-Elect George Wuerch until said Assembly Seat may be filled by the voters at a special election within sixty days after said resignation becomes effective, Assembly Vice-Chair Meyer.
(CARRIED OVER FROM 5-23-00)

Mr. Meyer moved, to approve AR 2000-153.
seconded by Mr. Sullivan,

Mr. Sullivan suggested amending the resolution to make it effective upon resignation by Mr. Wuerch.

Ms. Fairclough spoke against the resolution. She pointed out the appointment process might create an unacceptable burden on the remaining 10 Assembly members. There would only be a few meetings between Mr. Wuerch’s resignation and a special election to fill the vacancy. Ms. Fairclough questioned how the Assembly could appoint someone contingent on them not running for the seat at the special election.

In response to Ms. Taylor, Mr. Meyer noted depending on the date of the special election and possible runoff, the seat could be vacant for up to six Assembly meetings.

Mr. Meyer moved, to postpone action on AR 2000-153 until June 13, 2000.
seconded by Mr. Sullivan,

Mr. Meyer felt it was important to have a full body, especially during the summer when some members may be absent for vacations. He noted the vacancy procedures were established to ensure a full body at all times. He felt the residents of the midtown Assembly section deserved full representation. Mr. Meyer suggested that the appointment process could proceed without interviews; the Assembly could make its decision based on applications.

Mr. Tremaine expressed concern about the proposed time line. He felt if filling the vacancy was the choice, it should be done prior to July.

In response to Mr. Tesche, Assistant Municipal Attorney Bill Greene said he felt the Assembly could not limit applications to those from candidates who promise they will not run for the seat in a special election. However, the Assembly could consider that issue during deliberations about the applicants.

There was discussion with Mr. Greene about the proposed timetable for the appointment process and the special election.

Mr. Sullivan spoke in support of the motion to postpone. He felt more time was needed to resolve these questions.

Ms. Fairclough noted State officials have indicated they would prefer the Municipal special election not be held the same day as the State Primary Election.

Mr. Meyer felt it would be best to keep the special election on the same day as the State Primary Election. If the election was separate, voter turnout could suffer. He supported the motion to postpone.

Question was called on Mr. Meyer’s motion to postpone action until June 13,200 and it passed without objection.

6. ADJOURNMENT:

The meeting adjourned at 7:10 p.m.

Chair

ATTEST:

Municipal Clerk

Date Minutes Approved: August 15, 2000

VC/db

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