

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

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

**September 15, 2011
2:30 p.m.**

Technical Advisory Committee members Present:

Name	Representing
Jennifer Witt	Alaska Dept. of Transportation & Public Facilities (DOT&PF), Central Region, Planning
Kim Rice	DOT&PF, Central Region
Cindy Heil	Alaska Dept. of Environmental Conservation
Steve Morris	MOA/Dept. of Health & Human Services
Emily Cotter	MOA/Port of Anchorage
Stephanie Mormilo	MOA/Traffic Division
Jody Karcz	MOA/Public Transportation Department
Jerry Hansen	MOA/Project Management and Engineering Division
Jerry Weaver	MOA/Community Development Department (CDD)
Bruce Carr	Alaska Railroad Corporation
Lois Epstein	AMATS Air Quality Advisory Committee

Also in attendance

Name	Representing
Craig Lyon	MOA/CDD
Erika McConnell	MOA/CDD
Lori Schanche	MOA/PM&E
Bart Rudolph	DOT&PF
Jon Spring	
Gary Katsion	Kittleson and Associates
Lora Reinbold	
Kevin Micheler	R&S Consultants
Anne Brooks	Brooks and Associates

1. CALL TO ORDER

CHAIR MORMILLO called the TAC meeting to order at 2:32 p.m. All Technical Advisory Committee members were present with Cindy Heil arriving at 2:48 p.m. A quorum was established.

2. PUBLIC INVOLVEMENT ANNOUNCEMENT

MR. LYON 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

MR. LYON stated that both items listed as business items did not arrive a week before the meeting and thus both of those items would be informational items today.

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

4. APPROVAL OF MEETING MINUTES

MS. WITT moved to approve the minutes of June 10, 2010. MR. HANSEN seconded.

MS. WITT asked on pg 4 of 7, next to last paragraph to delete second sentence re SAFETEA-LU ... remove that sentence.

Hearing no objections, the minutes were approved as revised.

MR. HANSEN moved to approve the minutes of August 12, 2010. MS. KARCZ seconded.

MR. MORRIS had some minor editorial changes to page 11 to paragraph 1 and 2 *Hearing no objections, the minutes were approved as revised.*

MR. MORRIS moved to approve the minutes of November 4, 2010. MS. RICE seconded. *Hearing no objections, the minutes were approved as written.*

MR. WEAVER moved to approve the minutes of November 4, 2010. MR. MORRIS seconded.

MS. WITT asked to change pg 3, delete the word "adopt" Approved as revised *Hearing no objections, the minutes were approved as revised.*

6. INFORMATIONAL ITEM

Regional Transit Authority (RTA)

KEVIN MICHELER introduced himself and Anne Brooks who are the consulting firms hired to do the RTA study. MR. MICHELER stated the purpose of the study was to determine the feasibility of creating a Regional Transit Authority to encompass the MOA and Mat-Su Borough and serve commuters in these areas. The study looked at 4 alternatives for Anchorage-Mat-Su

area and recommended an RTA that would contract with existing operators public or private to provide transportation services. The next step would be to look at what new service would best serve regional commuters.

MR. MICHELER stated the next step was to look at what would be necessary to implement an RTA and they found that legislation had been introduced in the past. They then compared that to state enabling statutes in other states and came up with recommendations to modify the enabling legislation. First step would be to pass legislation that would enable cities to create an RTA.

MR. MORRIS asked what distinguishes BRT from express bus service. MR. MICHELER replied it mostly related to level of service. BRT has a frequency of 10 min in peak, 15 in the rest of day, whereas commuter express would typically just run in peak hours and is more focused on peak hours.

MS. WITT asked what the level of capital and operating funding would be needed to get this jump started for an RTA? MR. MICHELER responded that an RTA that would include commuter express would be about \$1.9 mil in operating costs to include van pool program, south Anchorage express, and also Palmer-Wasilla to Anchorage express. He felt it was not just RTA management function, but would include those services as well. MR. MICHELER continued that there would need to be capital costs as well which would be in the vicinity of \$3 or \$4 million which is all vehicles to operate those express routes.

JON SPRING asked what the origin and destinations for South Anchorage would be. MR. MICHELER responded that it would function more like limited stop express as opposed to getting on highway or long arterials, utilizing A/C street, Dimond & Old Seward with stops at Huffman and the Dimond center and C & 36, basically the same as recommended in the BRT study.

MS. WITT asked what the next steps were. MR. MICHELER replied that they were wrapping up task 3 and then working on task 4 which is the draft report of the RTA plan itself. They plan to have a draft out soon (within days for internal review) to take couple weeks and then a public review draft out sometime in October.

MR. WEAVER asked who initiated the house bill and what the substance of it was. ANNE BROOKS responded that it was introduced by Senator Huggins from the Valley with some help from the municipal attorney. MR. MICHELER continued that it contained an enabling statute that enables the local governments to join together or by themselves create regional transit authorities and finance one. MS. BROOKS stated that RTA's generally have power like cities to levy taxes and that's why it takes state enabling legislation to create them.

MR. MICHELER stated the ability to create a dedicated funding source is one of the big advantages for RTA enabling legislation in many locations around the country. Other reasons include the ability to administer new federal programs as well as to consolidate small operators.

CHAIR MORMILO noted that Cindy Heil arrived at 2:48 p.m.

5. BUSINESS ITEMS

a. 2035 MTP Update – Release of public review draft

GARY KATSION provided presentation on MTP. He stated the Project Oversight Committee (POC) needed approval from the TAC to pass this on to PC and get the public draft out to the public. MR. KATSION stated the TAC had the committee review draft before them today.

MS. WITT pointed out for clarification that the previous plan was fiscally constrained but what has changed is the new requirement to show everything in year of expenditure, and the reduction in forecast of further federal dollars.

MS. HEIL stated that AMATS was required to combine the Chugiak/Eagle River Long Range Transportation Plan and the Anchorage Bowl Long Range Transportation Plan, but the draft cover said Anchorage only on the cover and not Chugiak-E.R. on front. MR. KATSION responded that the POC had looked at other AMATS plans and they all say Anchorage and the consultants were being consistent with past practice. MS. HEIL suggested because AMATS had heard a lot about in beginning of the process, maybe on cover say MTP and in smaller letters say “Anchorage, Chugiak, Eagle River, etc.”

MR. KATSION went through a brief description of the various chapters (1-5) that had already been posted on the AMATS website.

MR. MORRIS asked about Chapter 5, and what the 2035 base plus scenario reflects in the plan? MR. KATSION replied that these were the wish list of all projects before looking at financial constraints.

MR. KATSION continued with an overview of chapters 6-8.

MR. MORRIS asked if there was an analysis of the result of the plan itself as well as the base plus scenario. MR. KATSION responded that they were getting final metrics on that now, and they should have it in the next two days. MR. MORRIS asked where in the plan that analysis would be placed. MR. KATSION stated there was a table already in the plan, but it wasn't filled out yet. There are metrics in chapter 5 for the other 2 plans and there would be a similar table in chapter 7 so you could see a comparison of the no build, base, base plus and the plan itself.

MR. MORRIS asked if there would be a discussion of what, if any, major deficiencies are in the plan and where AMATS needed to place more effort. MR. KATSION replied in the affirmative.

MS. WITT asked if the TAC needed to have a work session, to go through our comments before taking action before recommending to the PC prior to release.

MS. HEIL asked how hard it will be to update this in 4 years. She continued by saying AMATS now has set a framework and lot more detail. MR. KATSION responded that a lot of it is going to depend on funding, and funding is so uncertain, both from federal and state levels.

MS. HEIL asked when the executive summary would be drafted. MR. KATSION responded that it would be put out with public hearing draft. MS. HEIL felt that the MTP had a lot of information in it and we want to have really good focus on and the executive summary was going to be critical for providing some guidance.

MS. WITT stated that having the framework setup now will really help ease it along. MS. HEIL felt it would be nice to see schedule for next update soon. MR. MORRIS asked if the TAC was going to review executive summary before release the MTP. MR. KATSION responded by saying the plan was to have the executive summary available as part of the public hearing draft, which would be after 30 day public comment period.

MS. COTTER stated the Port of Anchorage liked the way the Port Expansion Project was mentioned in the draft, but she would like to take more time and look through it and make sure it is giving its appropriate weight and would provide comments/recommendations at next meeting.

CHAIR MORMILO felt the TAC needed to take time to review the draft, and suggested the TAC continue this meeting; decide whether or not to have a work session so we can make a recommendation to move it on to Policy Committee.

MS. HEIL stated ideally we would have a work session and a meeting before we send it to the PC.

MS. WITT asked staff if the intent was still to continue this meeting for week which would bump the PC out to the 29th which had some repercussions and impacts on the rest of the schedule.

MS. BROOKS passed out a proposed schedule and discussion followed of possible dates and times for upcoming meetings.

MS. HEIL moved to continue this meeting to the morning of 22nd. MS. KARCOZ seconded.
Hearing no objections, the motion was approved.

b. 2012-2013 Unified Planning Work Program (UPWP)

CHAIR MORMILO stated that this item would be held over until the continuation meeting due to the document not being available for a one week notice. MR. LYON suggested that public comment could be taken at this time in case members of the public who came to the meeting for that item were unable to attend the continuation meeting.

LAURA REINBOLD spoke on the Eagle River Greenbelt Trail and stated she was hoping it made a list that is going to be funded and would like to have opportunity to speak to that as early as possible.

MS. WITT stated she was confused what Ms. Reinbold was asking for because the trail was in the illustrative draft but the funding exceeded what AMATS could reasonably expect for in the next 25 years. If during public review process more information comes to bear it can be reevaluated but until funding becomes available it is beyond fiscal constraints of the draft plan.

MS. REINBOLD asked if there was someone I could talk to about where the project estimates came from and how to move it up the list. MR. SPRING replied the cost estimate was provided by Chugach State Park and he would be happy to hear about opportunities to parcel out and show different phases.

MS. WITT suggested the project had already gone through process in AMATS at this point and it made sense to keep it illustrative.

CHAIR MORMILO suggested there would be an opportunity during public review period (30 days) to look at this project and for the public to offer comments.

MS. HEIL left at 3:53 p.m.

UPWP will be continued on next week.

d. Other Business Items - None

6. INFORMATION ITEMS

a. Regional Transit Authority

b. Other Informational Items

MR. LYON informed the members that the TIP amendment went to the Planning and Zoning Commission on Monday and to the Anchorage Assembly on Tuesday. The Amendment passed both bodies and now goes to the PC for final approval.

7. SCHEDULED AMATS MEETINGS

Policy Committee, September 22, 2011

Technical Advisory Committee, October 13, 2011

Policy Committee, October 27, 2011

8. ADJOURNMENT

The meeting recessed at 4:02 p.m. to be continued until 9/22/11