

**ANCHORAGE METROPOLITAN AREA TRANSPORTATION SOLUTIONS
TECHNICAL ADVISORY COMMITTEE MEETING
Planning & Development Center
Main Conference Room, 1st Floor
4700 Elmore Road
Anchorage, Alaska**

**April 12, 2012
2:30 p.m.**

Technical Advisory Committee members Present:

Name	Representing
Jennifer Witt	Alaska Dept. of Transportation & Public Facilities (DOT&PF), Central Region, Planning
Ken Morton	DOT&PF, Central Region
Cindy Heil	Alaska Dept. of Environmental Conservation (ADEC)
Steve Morris	MOA/Dept. of Health & Human Services
Stephen Ribuffo	MOA/Port of Anchorage
Stephanie Mormilo	MOA/Traffic Department
Jerry Weaver	MOA/Planning Department
Lance Wilber	MOA/Public Transportation Department
Lois Epstein	AMATS Air Quality Advisory Committee

Also in attendance

Name	Representing
Craig Lyon	MOA/Community Development/Transportation Planning (MOA/CDD)
Vivian Underwood	MOA/CDD
Bart Rudolph	ADOT&PF
Walt Parker	
Genevieve Holubik	
Anne Brooks	Brooks and Associates
Judy Dougherty	KABATA

1. CALL TO ORDER

CHAIR MORMILO called the meeting to order at 2:32 p.m. A quorum was established. Jennifer Witt arrived at 2:34 p.m., and Lois Epstein arrived at 2:37 p.m. Bruce Carr and Jerry Hansen were absent.

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

CHAIR MORMILO noted that no action items on the 2035 MTP (5a) so that would move down to an informational item. MR. LYON noted 5b is not an action item either and should be moved down as well.

Jennifer Witt arrived at 2:34 p.m.

MR. WILBER moved to approve the agenda as amended. MS. HEIL seconded. *Hearing no objections, the agenda was approved as amended.*

4. APPROVAL OF MEETING MINUTES - None

5. BUSINESS ITEMS

a. AMATS Operating Agreement (proposed amendment)

MR. LYON described the changes to the proposed amendment to the AMATS Operating Agreement. Many of the changes are relatively minor. He described the nature of the housekeeping amendments (3 year update cycles changed to 4 year, minor amendments changed to administrative modifications). In addition we added the Freight and Bicycle and Pedestrian Advisory Committees and changed the Air Quality Group to Air Quality Committee.

Lois Epstein arrived at 2:37 p.m.

MR. LYON noted that Mr. Rudolph had gone through the document to make sure all of the rules and regulations were updated to the most current citations. MR. WILBER asked if the agreement should reference director of traffic, just not traffic department. CHAIR MORMILO said she is considered the director of traffic even though there isn't a Traffic Department anymore, so there is no change leave as is.

On Page 15 we added language to say that FHWA doesn't have to approve the scope of work in any RFP's let by AMATS. FHWA was consulted on this change and they are okay with it. MR. LYON continued on page 16 with a discussion about quarterly reports. He stated we've extended the times where these reports are due. The quarterly reports have all sorts of narrative as well as financial stuff that comes from the accounting group downtown. The last time DOT

did an audit, an internal review, there was extra information given about how much staff time, how much of our staff time, is spent on which tasks. DOT looked at that and said it was helpful and asked us to add that to our quarterly reports. It's extra work for our admin staff and takes much more time to add that in, and we weren't getting it done in the turnaround time for the 23 days. That's why we added about two work weeks in there for our staff to get it done. They are the same reports, but it gives our staff more time to get the information in there.

MR. LYON finished by saying we were cleaning up language to make consistent with current regulations, committees and organization in the Municipality.

MR. MORRIS pointed out a reference on Page 7, "Air Quality Advisory Group" should say "Air Quality Advisory Committee."

MS. EPSTEIN – in terms of amendment it talks about major amendment as a major change in project costs or design concept, and I was looking to see if you had defined them. I know we sort of have a rule of thumb with percentage of costs, and I was wondering if that should be better defined. That determines whether we get public involvement or not. MR. LYON responded that we have defined in our Policies and Procedures (P&P) and groups something called trigger events, where it talks about different levels we can do. What you are talking about is specifically federal language that says, this is what we consider a major amendment. I don't know if the Feds care who makes the decision, whether it's the TAC or the Policy Committee, but AMATS has a policy from many years ago that states there are certain percentages and dollar figures where they are comfortable with and who gets to make the decision. In here, this is just the federal language that talks about the difference between an amendment and an administrative modification. That's why we included it that way. We figured we still have our P&P'S which dictate who AMATS thinks should make that decision.

MS. EPSTEIN stated you took out major amendment definition on four, which has a little more detail, was it meant to be replaced by amendment? MR. LYON replied now we just have amendments, which require a public process, and administrative modifications can just be approved by TAC depending on level. MS. EPSTEIN expressed some concern that some sort of change may fall into grey area ... at least major amendments give some criteria. MR. LYON responded that this language is old federal language. MR. RUDOLPH confirmed that this is FHWA language. MS. EPSTEIN expressed concern that AMATS was still losing something with that language. MR. LYON suggested that AMATS is still governed by P&P'S of when you can do what and dollar figures and that sort of stuff, and that this is just a staff suggestion.

MR. WEAVER asked where the AMATS P&P'S are. MR. LYON stated they were on the AMATS website.

MS. WITT appreciated that staff had these changes identified as an errata sheet because it is not the intent to get anything resigned without constituting a new agreement and signatures. MR. LYON confirmed these changes are relatively minor.

CHAIR MORMILO asked for public comments.

ANNE BROOKS stated she worked on the AMATS Public Involvement Plan update and found this exercise interesting going through the AMATS Operating Agreement. MS. BROOKS suggested if you are amending this to at least reference the P&P'S so the public can know. Ms. BROOKS also suggested if we are making this change then why don't we add a freight rep and bike/ped rep to this body (the TAC) and would still give you an uneven number. MS. HEIL suggested that would be a major change. MR. LYON agreed with Ms. Heil's assessment. MR. WEAVER suggested Mr. Hansen should be able to speak to a great part of the ped issues as the public works representative. MS. EPSTEIN stated all of us can speak to a lot of issue but suggested we do have these committees and they are supposed to be advisory and potentially the TAC could benefit from someone who has more intimate knowledge of the issues. MR. WEAVER didn't think we need additional members on the TAC.

MR. LYON stated he could look into it and see if adding members constitutes if it is a major amendment. He stated it was up to the TAC and PC to adopt; we could adopt these changes now and add members later if we want to.

MS. EPSTEIN suggested we take up Ms. Brooks' first suggestion for possible incorporation. MR. LYON responded if the TAC wanted to add language regarding the P&P'S, we would need to figure where to insert it. This is the over-arching agreement about how this MPO runs, and the P&P'S are more of a day to day framework. MR. WEAVER asked how the P&P'S were previously adopted. MR. LYON responded the AMATS PC adopted them. MS. HEIL remarked that some of them were set up at the direction of the TAC. MR. WEAVER suggested the P&P should be referenced in this document; they should be an integral part of it.

CHAIR MORMILO asked if we wait to approve this until we add the additional references to the P&P'S, is that going to hold us up? MR. LYON suggested it can wait until next month.

MS. WITT moved to table this item until next month. MS. HEIL seconded.

MS. WITT asked Staff to look at an appropriate location for making a reference to AMATS P&P'S and to identify as such at the next TAC meeting.

Hearing no objections, the motion to table was approved.

b. Obligation Report – 2nd Quarter

MR. RUDOLPH recapped the intent of the Obligation Report. The first column is the draft TIP Amendment #3, which is going to the Assembly soon. For purposes of obligation anticipate this is amount targeting and used for this report. Nothing new to report that is outside the TIP amendment.

MR. RUDOLPH pointed out Dowling Road TIP project #2 deobligated \$3.8 million due to low bids and we can use those funds for other projects. Page 2 indicates more deobligations from closed out projects that already went through.

MR. RUDOLPH next discussed the Muldoon Road Landscaping and Pedestrian Improvements, AMATS originally thought \$850,000 would need to be added, but we ended up deobligating \$275,000 due to another low bid. It just so happens that the next project down needs a million dollars. In the current TIP, we have \$4.5 million programmed for the Glenn Highway Trail Rehab Project. In TIP amendment 3 we thought we needed more so we raised it to \$5.1 million. The current bid came back at \$6 million so we'd like to ask the Committee to approve that amount today so we can get going with this. That will be the one item from this Obligation Report that we will need to take action on today. This is due to an increased engineer's bid estimate as we move through the process to obtain final certification.

MR. RUDOLPH asked the committee to go to the fourth page and look at that red box in the middle, where we're about 7.44% off from being balanced with all of the de-obs and anticipated obligations. We're within the 10% window for the quarter. There is nothing to report on the NHS system. The general funded projects that we had to obligate this year have already been obligated. That's an additional \$19.5 million to the AMATS program that comes from outside the AMATS allocation. They're already obligated and moving forward.

MR. RUDOLPH described the final request in this Obligation Report. He stated with this report, we're just asking for approval to increase the Glen Highway Trail Rehab project from the current amount (\$5.1 million) to \$6,006,203. MR. MORTON asked what generated the additional costs on the project. MS. WITT asked if the increase was based on the engineer's estimate. MR. RUDOLPH replied in the affirmative. It could still come back lower replied MR. MORTON, and it probably will.

MS. HEIL moved to approve the increase in obligation for the Glenn Highway Rehab. MR. WILBER seconded. *Hearing no objection, the motion was approved.*

c. **Other Business Items - None**

6. **INFORMATION ITEMS**

a. **2035 Metropolitan Transportation Plan Update**

MR. SPRING informed the TAC on the latest status of the MTP update and asked to continue this meeting to review the amendments. Last Tuesday the Assembly approved the 2035 MTP with 16 amendments and the Project Oversight Committee recommended approval of all the amendments. Some of major amendments involve project amendments. One is to divide the

Hiland Road project into two phases, the first phase would be in short term from mile post 2.2 to 3.4 costing about \$6.9 million, and the rest that goes out to mile post 8.3 would be in long term, Both phases total about \$30 million. In order to balance the financial plan Assembly Chair Ossiander recommended that we take out the south Birchwood Loop Road project. She felt there was a lot of opposition to that project and since both are reconstruction projects there would be no real change in air quality that's required. One transit change re additional bus service to Chugiak-E.R. The People Mover blueprint calls for restoring some of the old routes, Route 77, 78, which were eliminated due to budget cuts and we need to restore that. MR. SPRING noted that the capital cost is zero, as the existing bus fleet can theoretically handle the change. The other changes were mostly editing and clarifications and he'll provide matrix. MR. SPRING mentioned the substitute ordinance that was introduced by Mr. Flynn which would reinstate old firewall regarding expenditure of money for KAC over and above allocated or already committed. That was supported by a majority of the Assembly. MR. SPRING stated he has copy of ordinance if they want to look at beforehand.

MR. SPRING remarked that the Assembly had some discussion about the Spenard Road Project, both phases from Hillcrest to Minnesota, particularly the impact of turning the 36th and Spenard intersection into a couplet, which was part of the project to facilitate movement on Minnesota, and the impacts to businesses. There was an amendment to eliminate some wording that talked about converting the street from four to three lanes, and gave more flexibility to the scope of the project and eliminated wording.

MR. SPRING stated all info will be on the website under the agenda for the next meeting, and the POC is asking the TAC to make a recommendation at their next meeting so it can be forwarded on to the PC on May 3rd to meet the deadline. MS. HEIL reminded the Committee that when we get to the point for approval, we have to recommend them separately and conformity has to be approved first and then the document itself gets approved.

ANNE BROOKS informed the TAC that their intent is to post the document today or tomorrow and send an email out so the public knows when the continuation meeting is and when the PC will act.

b. AMATS Air Quality Update

MR. MORRIS provided a handout and gave a presentation on criteria pollutants and also a report on benzene.

MS. EPSTEIN asked what the date was of highest pm-10 peak reading in Anchorage. MR. MORRIS answered that it was typically April 11 about this time every year.

MR. WEAVER stated he was curious about data from the airport. He asked if we monitor south of the airport as he had heard of considerable complaints and comments. MR MORRIS responded that there was no question there were odors from the airport, and the Health

Department did a study to monitor. They deployed these canisters to measure organic compounds and what we found was the benzene levels are lower there than most parts of Anchorage. MR. MORRIS stated we may have been monitoring for the wrong thing. Other airports have done studies but he didn't think they had really pinned things down yet.

MS. UNDERWOOD asked if they had any information about benzene accumulating in garages and homes. MR. MORRIS responded that they had looked at 60 houses and concentrations in houses are sometimes 50 to 60 times higher depending on what you store in your garage. They did not find that cars were the source in most cases. Snow machines, chain saws, lawn mowers, and spilled fuel associated with those machines were the main source. MR. MORRIS suggested that one of the worst things you can do is fill your lawn mower or snow blower with gas and shut it in garage.

c. Public Transportation / People Mover Update

MR. WILBER gave a presentation and update on the Public Transportation Department. He detailed changes to routes, on time performance, ridership and changes and turnover in the Public Transportation Department. He also discussed new safety and enhancement measures the department is putting in place to ensure the safety and security of riders and staff.

GENEVIEVE HOLUBIK stated that she had heard at a meeting of the Northeast Community Council that the transit center currently at the Muldoon mall might be changed to the Tikhatnu Commons. MR. WILBER responded the department was looking at whether to move primary hub for long term out to Tikhatnu Commons. He stated that they would still use the facilities we have at Debarr and Muldoon because they're very well used. If that mall grows and traffic increases between Anchorage and Eagle River, that location could be a good hub. Also, the retail for people who are working out there and the VA is getting to be a growing client for us right now - and they only have one run. We're looking at it, but we still will have service at Debarr and Muldoon.

MS. HOLUBIK stated she thought it needs to be looked at as potentially the only access point that's convenient for JBER. It's the closest gate you have to a bus stop. There is also a lot of hospital traffic. I know the van usage has increased by about 10 vans out to JBER this past two years, and I know there's an interest in it. I think there's an interest in transit as opposed to van pooling if it were available. MR. WILBER agreed that with the base, JBER itself, it makes sense.

MR. WEAVER asked if there was enough money to support the increase in van pool ridership, and where those vans are going. MR. WILBER responded that there were at last count 66 vans, with 61 between here and valley, 2 go to Girdwood, and the balance goes to JBER for van pool. AnchorRIDES is different and that there currently was enough funding to cover the increase.

d. Other Informational Items - None

7. SCHEDULED AMATS MEETINGS

Policy Committee, May 3, 2012

Technical Advisory Committee, May 10, 2012

8. ADJOURNMENT

MR. WILBER moved to continue meeting until next Friday, April 20 at 2:00 p.m. MS. HEIL seconded.

Hearing no objection, the motion to continue was approved at 3:53 pm.