

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

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

**January 10, 2013
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
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 Division
Jerry Weaver	MOA/Community Development Department (CDD)
Jerry Hansen	MOA/Project Management & Engineering (PM&E)
Lance Wilber	MOA/Public Transportation Department

Also in attendance:

Name	Representing
Craig Lyon	MOA/CDD
Vivian Underwood	MOA/CDD
Bart Rudolph	DOT&PF
Jamie Acton	MOA/PTD
Walt Parker	
Todd Logan	

1. CALL TO ORDER

CHAIR MORMILO called the meeting to order at 2:36 p.m. Jerry Weaver was absent. Stephen Ribuffo arrived at 2:54 p.m. A quorum was established.

2. PUBLIC INVOLVEMENT ANNOUNCEMENT

CRAIG 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

MS. WITT requested to hear Item 5(c) prior to 5(a) because the changes within the operating agreement amendment could affect the bylaws for the Air Quality Advisory Committee, as presented.

MS. HEIL moved to approve the agenda as amended. MR. MORRIS seconded.

Hearing no objections, the agenda was approved as amended.

4. APPROVAL OF MEETING MINUTES – November 3, 2011; April 12, 2012; April 20, 2012; September 13, 2012; and November 1, 2012

MS. HEIL moved to approve the minutes of November 3, 2011. MS. WITT seconded.

Hearing no objections, the minutes of November 3, 2011 were approved.

MS. HEIL moved to approve the minutes of April 12, 2012 as amended and documented in the draft. MR. WILBER seconded.

Hearing no objections, the minutes of April 12, 2012 were approved as amended.

MS. HEIL moved to approve the minutes of April 20, 2012 as amended on page 29 clarifying the writing but not the intent. MS. WITT seconded.

Hearing no objections, the minutes of April 20, 2012 were approved as amended.

MS. HEIL moved to approve the minutes of September 13, 2012. MR. MORRIS seconded.

Hearing no objections, the minutes of September 13, 2012 were approved.

MS. HEIL moved to approve to table the minutes of November 1, 2012 to provide additional information regarding the TIP amendment changes. MR. WILBER seconded.

Hearing no objections, the motion to table the minutes of November 1, 2012 pending the addition of information was approved.

5. BUSINESS ITEMS**c. AMATS Operating Agreement Amendment for Advisory Committees**

Due to the motion and approval to reorder the agenda, this item was heard first.

MR. LYON reminded the TAC of the discussion that took place at the last meeting with regard to the seat held currently by the Air Quality Advisory Committee and with the advent of the CO Limited Maintenance Plan that there will be fewer requirements on what this MPO has to do for the air quality conforming analysis. In addition, the discussion that occurred when TAC had the Bike/Ped amendment was that it might be a wise move to rotate the seat currently held by Air Quality Advisory Committee, among the advisory committees. This would not only give them the opportunity to be involved, but also to help educate both the Freight Advisory Committee and the Bike Committee on what AMATS does. The language created is what came out of the Operating Agreement.

In response to Ms. Witt and Chair Mormilo, MR. LYON answered that no one has had the opportunity to view the agreement, and he will present it at the next Bike/Ped meeting. MS. HEIL suggested that it would be a good idea to let the Air Quality Advisory Committee and others view the agreement before it goes to the Policy Committee. MS. WITT asked at what point would this be implemented. MR. LYON noted the language says starting April 1st, implying that this would coincide with the three committee membership terms that end in February. MR. WILBER stated that it might be a courtesy to let them know all of the committees that TAC is considering having a membership, but the TAC doesn't need their approval. TAC will be asking for their participation, but this belongs to the Policy Committee with TAC's list of recommendations. MR. WILBER thinks it might be a benefit to give them advance notice, but he would recommend that Ms. Epstein remain a member for the first year, and then let the Freight Advisory Committee be the first member, since they have been the longest standing, and then bring in the Bike Committee and rotate back to the Air Quality Advisory Committee. He commented that action could be delayed if there is no urgency, but informing the committees that the TAC is making this change would be a good idea.

MS. HEIL stated that this memo should be edited to include the implementation that Air Quality would finish out on April 1st with a particular year for freight, so it would be very clear that staff recommendation of implementation, would be laid out. MR. MORRIS pointed out that the Air Quality Committee has two 3-year terms. MS. HEIL commented that April 1st would be new for everyone; and would the TAC keep an Air Quality member on or start rotating this year, or wait another whole year because Air Quality has been on the Committee for a long time.

MS. WITT noted that the time is fortuitous in that TAC could actually have that membership rotate through, and have all three committees included in the development of the new MTP.

MS. HEIL moved to table for one month and have an action item on the next meeting, in the meantime the three committees are given notice that this will be on TAC's next agenda, and to edit the document with the implementation recommendation from the TAC. MS. WITT seconded.

MR. MORRIS thinks that if this is tabled, it might make it difficult for the Freight Committee to actually seat someone by February 1st. However, the Freight Committee has a meeting scheduled in March and they should still be able to seat someone.

MS. WITT doesn't have a strong feeling either way. MR. LYON pointed out that the language in the Air Quality Committee bylaws speaks about their representatives on the TAC, but there is nothing in either the Freight or the Bike/Ped; and unless they add this to their bylaws as to how they would appoint a member, it would be up to the Committee to decide. MS. HEIL stated they can make a recommendation of bylaws that the Policy Committee ultimately approves, and the TAC could include that information as part of the package to be recommended to the Policy Committee next month. MR. LYON noted there is no formal way for the Air Quality Committee to appoint. MR. WILBER commented if there are benefits to letting people know, as a courtesy, then he would not object to delaying this for a month.

MS. HEIL suggested that the TAC should probably figure out the implementation language, and whether it would start now or continue for another year. MR. LYON would rather start it now, partly because TAC is about to go through the new TIP process, and that involves new criteria, ranking and scoring, and because of the decreased emphasis that needs to be done with air quality. This would allow people to become involved that may not have been involved before. MR. WILBER commented that should be written in the recommendation when it is brought back to the TAC next month.

There were no public comments.

Hearing no objections, this motion passed unanimously.

a. AMATS Air Quality Advisory Committee Proposed Amended Bylaws

MR. LYON described some changes that the Air Quality Committee discussed at their last meeting and had approved to reflect changes in the membership. Not having an IM anymore, that language was removed and added a public member to make a total of two. There is language under 2.6 regarding the public involvement announcement that is given prior to each meeting, how to post materials, and how the Vice Chair and the TAC representative are elected. He added that under Item 4, amendments to bylaws are given to reinforce the idea that the Policy Committee is the one who ratifies the bylaws.

MS. WITT requested that in the 3.2, something should be added that points out there will be a position assigned every three years. MS. HEIL asked for clarification that this would be “as scheduled by the TAC”. MR. MORRIS stated for a point of order process, what is supposed to work is that the Committee adopts their bylaws, and then they are ratified by the Policy Committee.

There were no public comments.

MS. WITT moved to recommend forwarding to the Policy Committee for further action. MS. HEIL seconded.

Hearing no objections, this motion passed unanimously.

b. Transportation Improvement Program (TIP) Administrative Modification No. 5

MR. RUDOLPH noted this Administrative Modification has been presented for primarily two reasons. When the last major amendment was started it was based off of estimates out of MAP-21, and now we know what those funding amounts are because the Draft STIP is out. The AMATS allocation has increased \$3.8 million in 2013 and \$3.5 million in 2014, so it is necessary to find a place for those additional funds. He also noted that funding had been anticipated for Dimond Road out of the Pavement Replacement Program in the TIP, but under MAP-21 principle arterials are now eligible for an NHS funding. As a result, that has been shifted to the NHS table, essentially freeing up \$9.2 million to be moved to another project in the TIP. Staff recommends two major changes:

- 1) To clean-up the Pavement Replacement Program that will take out \$9.2 million and move it to NHS. That will drop the percentage of the Pavement Replacement Program significantly low of the AMATS target of 15%, and will need to find some additional projects for funding. Staff proposed adding a design phase in 2013 of \$500,000 and a \$6 million construction phase in 2014 for Eagle River Road resurfacing at Mile 0 to 5.3, which is also identified in Table 10 of the TIP. It is one of the few projects left to fund in Table 10 that is not already complete.
- 2) Add the remaining funds to Dowling Road. With those additional funds, AMATS would have approximately \$34.4 million in for Dowling. This leaves about \$1.5 million short, showing that there is still a funding gap, even with those additional funds. The deobligation report will show how the deobligations will cover that funding. He noted that Dowling will be okay on this proposal, and any additional funds will be directed towards Dowling.

MR. RUDOLPH clarified that \$4.7 million is included in the construction phase of the A Street Resurfacing Project. He noted that it is confusing because they are wrapped into one line item. He followed by saying that all of the changes had been identified in red in the TIP tables, and it would be a good exercise to clean-up Table 10 of the TIP, since most of those projects have been completed.

MR. WILBER noticed that the CMAQ numbers go up a little bit in 2013, and down a little bit in 2014. He also inquired regarding the pavement replacement program, if it was \$5.2 million or \$500,000 in 2013. MR. RUDOLPH replied that it is \$5.2 million because it includes \$4.7 million for A Street Resurfacing Construction Phase, and \$500,000 for design on Eagle River Road. MR. WILBER pointed out that the two projects listed in the pavement rehabilitation for Dimond Road are Jewel Lake to Arctic, and then Arctic to the New Seward Highway; he asked if the Dimond project in the NHS table was considered to be the same as the two listed in Table 10. MR. RUDOLPH confirmed they are exactly the same.

There were no public comments.

MS. HEIL moved to recommend approval of the TIP Administrative Modification No. 5 to the Policy Committee. MS. WITT seconded.

MR. WILBER commented that with the new additional money the percentage on enhancements will change somewhat, AMATS will need to be sure they obligate what they have so that they meet the target. MR. RUDOLPH stated that AMATS has \$1 million for the bike plan this year, and there has been communication between the City and the State on how to move forward with that. MR. WILBER added that when the additional funds come in that AMATS will need to think about the proportional split of the additional money and make sure it remains the same.

Hearing no objections, this motion passed unanimously.

MS. WITT asked staff to add a sentence on the memo regarding the \$5.2 million in 2013.

MR. WILBER commented that at the Policy Committee meeting regarding this last amendment, the Mayor had some interest in putting money into port road improvements. He indicated that when the Mayor sees that there are additional funds being put into projects that this may also raise his interest as to why AMATS is not using the additional funds for the port. MR. WILBER suggested that Mr. Lyon find out what the Mayor's intentions are because this would give AMATS the opportunity to program accordingly. MR. LYON stated that the Mayor had already directed him to prepare a major amendment to the TIP and add the port project in Table 3, and the TAC will see this at the next meeting.

c. **AMATS Operating Agreement Amendment for Advisory Committees**

This item was heard prior to Item 5(a) at the beginning of the Business Items.

d. **Other Business Items - None**

6. **INFORMATION ITEMS**

a. **Obligation Report**

MR. RUDOLPH explained the status of the projects in the report. He noted that there was a large deobligation of \$3.6 million for Eagle River Road, due to a low construction bid. There are plans to add \$1 million into O'Malley Road for right-of way, and it looks like it will be added into the TIP, rather than the A/C, which will free up money in 2014. He reported on the following projects:

- Pavement replacement program shows \$4.7 million that was anticipated to obligate for A Street, and then the design funding will be added at a later date for Eagle River Road.
- Dowling Road had \$18.3 million in the TIP Administrative Modification, but the total anticipated cost is \$42 million, so working backwards there is \$14.6 million in 2014 that will be put into the A/C, in addition to the \$6.8 million earmarked. That means at least \$20.7 million will need to be obligated this year, and that will fully fund Dowling Road.
- The Safety Improvement Program is on track to obligate all of that money.
- The Muni is currently trying to find a match to obligate the funds for the Freight Mobility Study.
- Had to add \$100,000 for construction overruns for the Muldoon Road project, and there are a couple of deobligations listed in that category.
- The TIP shows the AMATS allocation of \$28.8 million and AMATS is currently anticipating obligating \$27.9 million at this point in time.

In response to Mr. Wilber, MR. RUDOLPH confirmed that they will be adding Dimond to Table 6 of the Obligation Report.

MS. WITT commented regarding an interest in keeping a schedule update for the new TIP development and asked if staff could put together a small working committee to evaluate the criteria, rather than asking the TAC to appoint a technical working group. MR. LYON informed the Committee that at the Freight Committee meeting there was a discussion on the roadway criteria, and a new criteria was presented on freight for them to look at and discuss. The topic on

the Bike/Ped Committee for discussion will be transportation enhancements. He indicated that AMATS is doing this at the advisory level, but a working group would be a great idea. MR. RIBUFFO stated that the port would like to put a representative on the working group.

There were no public comments.

7. COMMITTEE COMMENTS

MR. WILBER inquired as to the STIP approval, noting that the money is needed for the state of good repair grant for the buses, and they have been waiting for the STIP process to be done so they can appropriate the money and buy the buses. MS. WITT stated it was an odd process to get the currently adopted Major TIP Amendment incorporated into the STIP. MR. RUDOLPH commented that he had submitted it for approval, and it should be a separate process. MR. WILBER noted he has been holding off under the assumption that when the Policy Committee approved the TIP in December, they had to wait for the STIP to get approved in January. MR. RUDOLPH responded that they have to wait for the STIP to be approved, but also need to wait for the TIP to be incorporated into the STIP. He will do some research and give the TAC an update.

MS. HEIL stated that hopefully the Commission will sign the release for public notice, within the next day or so, the state public comment that will enable the process to start in getting the Anchorage Limited Maintenance Plan adopted. She noted that it was packaged with Fairbanks, and Fairbanks is being fast tracked for approval. The Assembly action will be incorporated as part of the comment period.

8. SCHEDULED AMATS MEETINGS

Policy Committee, January 24, 2013

Technical Advisory Committee, February 14, 2013

9. ADJOURNMENT

The meeting adjourned at 3:28 p.m.