

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

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

**February 14, 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, Central Region
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 Division
Lois Epstein	AMATS Air Quality Advisory Committee

Also in attendance:

Name	Representing
Craig Lyon	MOA/CDD
Vivian Underwood	MOA/CDD
Bart Rudolph	DOT&PF
Jamie Acton	MOA/PTD
Matt Stichick	DHHS
Rachel Steer	DOWL HKM
Todd Logan	
Robert Shipley	

**1. CALL TO ORDER**

CHAIR MORMILO called the meeting to order at 2:35 p.m. Cindy Heil and Bruce Carr were absent. Mr. Morris arrived at 2:36 p.m., Ms. Epstein arrived at 2:38 p.m., and Mr. Wilber arrived at 2:42 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 suggested postponing Business Item 5(c) AMATS Operating Agreement Amendment for Advisory Committees, until the March agenda. He noted that Ms. Heil is out of town and she had an interest in this item. CHAIR MORMILO recommended moving it to Information Item 6(c) should anyone have attended this meeting to specifically hear information on the Operating Agreement.

MS. WITT moved to approve the agenda with the change of order of Business Item 5(c) AMATS Operating Agreement Amendment for Advisory Committees to now be heard as Information Item 6(c). MR. RIBUFFO seconded.

*Hearing no objections, the agenda was approved with a change of order.*

*Mr. Morris arrived at 2:36 p.m.*

*Ms. Epstein arrived at 2:38 p.m.*

## **4. APPROVAL OF MEETING MINUTES – Nov. 1, 2012, Dec. 6, 2012**

MS. WITT moved to approve the minutes of November 1, 2012. MR. HANSEN seconded.

*Hearing no objections, the minutes of November 1, 2012 were approved.*

MS. WITT moved to approve the minutes of December 6, 2012. MR. HANSEN seconded.

MR. MORRIS pointed out a minor correction to be made at the top of page 16. The sentence should read, “He noted DHHS thinks this particular site is representative of many neighborhoods around town that may be very similar ~~with the exception of~~ **to** Spenard.” The words to be omitted have been stricken through and the correction has been noted in bold.

*Hearing no objections, the minutes of December 6, 2012 were approved with a minor correction.*

## 5. BUSINESS ITEMS

### a. AMATS Air Quality Advisory Committee Appointments

#### **BACKGROUND:**

*The AMATS Air Quality Advisory Committee provides AMATS with advisory recommendations on air quality planning and facilitates public involvement in the air quality planning process. Members of this nine-member committee serve rotating three-year terms. Committee bylaws limit members to two terms.*

MR. LYON stated that AMATS is recommending two re-appointments and one new appointment to serve on the Air Quality Advisory Committee. The request is for the Policy Committee to appoint **Neil Thalaker**, whose term would expire on February 14, 2015, and to re-appoint **Tom Grman** and **Bruce Lee** to a second term on the Committee.

*Mr. Wilber arrived at 2:42 p.m.*

There were no public comments.

MS. WITT moved to recommend to the Policy Committee approval of the new appointment and re-appointments to serve on the AMATS Air Quality Advisory Committee. MR HANSEN seconded.

*Hearing no objections, this motion passed.*

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

#### **BACKGROUND:**

*An administrative modification to the AMATS 2011-2014 Transportation Improvement Program (TIP) is needed to reflect updated funding levels allocated to AMATS through the draft Statewide Transportation Improvement Program (STIP) Amendment 4. This modification will ensure projects are appropriately funded while maintaining the allocation percentages identified in the AMATS policies and procedures.*

MR. RUDOLPH informed the Committee that the numbers in the draft STIP approved by the TAC usually do not change, but this time they did. The Policy Committee meeting was cancelled and this is being presented to the TAC with the final numbers that are required in the STIP. There is still an increase in the AMATS allocation funding, but not as much as they had originally proposed showing the \$1.6 million in 2013 and \$1.3 million in 2014. All of the other changes still remain in effect and we are still trying to put the extra funds towards Dowling however, the funding gap in Dowling is now greater than before when it was \$3 million off. AMATS thought the deobligations would cover that, but now there is a funding gap of

approximately \$6.9 million for Dowling Road. AMATS anticipates \$5.5 million to \$6.5 million in deobligations, possibly more, and he believes that Dowling Road can be done this year.

In response to Mr. Weaver, MR. RUDOLPH explained that through deobligations, this would get reallocated through the obligation report. First it would automatically go to any construction overruns, if there are no construction overruns it comes back to the TAC through the deobligation report to approve where those funds will go.

MR. WILBER identified an additional proposed change in the Administrative Modification. He directed the Committee to look at Table 8 Project 15 noting the Dimond Center's earmark carryover currently reads \$1,442, but should read \$3,292. It doesn't change anything other than to reflect the remaining earmark funding.

There were no public comments.

MS. WITT moved to rescind the recommendation made in January, 2013. MR. WEAVER seconded.

*Hearing no objections, this motion passed.*

MR. WILBER moved to recommend approval to the Policy Committee of the Administrative Modification No. 5 as presented on February 14, 2013 including the change in Project 15. MR. RIBUFFO seconded.

*Hearing no objections, this motion passed.*

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

*At the request of the Committee, this item was heard as Information Item 6(c).*

**d. AMATS Boundary Update**

**BACKGROUND:**

*The State of Alaska has been updating its functional classification with relatively new 2010 decennial census data. AMATS needs to review the Urban Area Boundaries (there are two separate ones for the Anchorage Bowl and Northeast Anchorage, aka Eagle River to Eklutna) that will need to be expanded to incorporate those areas that the 2010 census now considers urban. The MPO and State have the opportunity to adjust and "smooth" the census boundaries to include areas soon to reach urban densities and to avoid a gerrymandered pattern where a given road might have an inconsistent classification since it would otherwise travel in and out of the Urban Area Boundary (UAB) and therefore be classified as rural then as urban for a stretch, rural for a short stretch.*

MR. LYON provided an overview of the urban area boundaries. He noted that AMATS staff used several sources of information to create a prospective UAB, including census tracts from the 2010 Census, and also created a proposed map after meeting with DOT&PF staff to discuss it. He explained the real impact of the changes to the urban area boundary is that AMATS will receive additional PL (planning) funds utilized for staff time and consultant services, and not for capital projects. AMATS staff recommends the TAC review the proposed UAB and recommend approval to the Policy Committee.

MS. WITT noted that she had been questioned by the Regional Director as to whether the newly designated census urban area, especially in Eagle River and Chugiak, might have other implications such as MS4, but she understood that MS4 actually encompasses the entire Municipality's boundary so that wouldn't be it. The question remains is there any implication of these boundaries to the Municipality that they should be aware of. MR. LYON thinks what Rob Campbell, Regional Director of DOT&PF, was getting at is if this is now an urbanized area boundary, does that mean if AMATS funds are used to construct something out there will it be required to build to a different urbanized standard, as opposed to a rural standard because that is all new out there for urbanized area boundary. It used to just be part of the AMATS boundary, but it is not in the urbanized area. MS. WITT commented that this was really vetted when the state started doing its update to road classification. This does not require a direct link to design standards, and she believes this would be especially important for those on the Hillside, and for both the Municipality and the state.

MS. EPSTEIN stated that Elmendorf was not included when the air quality inventory was done, and now it seems to be a part of it. MR. MORRIS replied it is not required. He explained that in the non-attainment boundaries, it was described on a basis of air quality information collected in 1978, and has remained the same since. There is no obligation that the attainment area be near the urban boundary.

MR. WEAVER suggested going back to the origin of these urbanized boundaries since this is an AMATS function, and it is the AMATS definition urbanized boundary correlated to the Federal Census information. Obviously, there are a lot of rural areas here that have now been classified in the urban boundary. The question would be is if they are truly urban because some of the areas are rural. MS. WITT asked if this could be contested. MR. WEAVER assumed that this correlates to the census information, but questioned what precipitated the change to the boundary and did the boundary have to be changed.

MR. LYON stated that he doesn't have any problem with what is shown in the cross-hatch in South Anchorage or what is shown in the hatching in Chugiak/Eagle River, but around the flight line and Elmendorf it does seem a little odd the way the census track shows. The hatching on the map is all of the suggestions based on the 2010 census and those census tracks. He indicated the only modification he wanted was around Elmendorf Base. MR. RIBUFFO confirmed that the Eagle River area will be part of the new urbanized area boundary.

MR. HANSEN would like to know what does this do as far as the urbanized boundary because the word “urban” is used to define a lot of different things such as in Title 21, the words urban and rural are based on zoning and such. MR. LYON explained that AMATS allocation is decided upon what the urbanized area is. The funds for the PL allocation is based on urbanized area boundary, if the size is increased based on what the urban area actually is which is based on the census data, then the funds will increase.

CHAIR MORMILO commented that the question is whether or not calling it an urbanized area has any design implications. MS. WITT is comfortable that it does not. She pointed out that everyone up north is sensitive about being classified as urban, and even if something is designated urban arterial doesn't mean they cannot, if appropriate, use rural standards.

MR. MORRIS asked if the PL funding formula was correct based on urbanized area boundary, and is it based on the population that is described within that urbanized area boundary. MR. LYON replied that is correct. DOT Headquarters has a formula and this is just one of the factors.

MR. WEAVER felt that Girdwood would have been included as well. MR. LYON stated that Girdwood is outside the AMATS boundary, and the density just wasn't enough. This is based on the results of the census. MR. WEAVER wanted to know what was the criteria, the formula, the correlation, and the basis for making the decision in these additional areas for urbanized boundary changes, and does this mean Girdwood fell below whatever threshold was required. He was just curious, population wise, since he felt that Girdwood was just as urban as the North Birchwood/Chugiak areas that were now identified as urban.

There were no public comments.

MS. WITT moved to postpone to the next meeting to allow an opportunity to look at the other questions and discuss why some of the suggestions were made, and to be very clear on what the designation of urbanized boundary means to AMATS, or if there are any other implications. MR. WILBER seconded.

CHAIR MORMILO restated that this is a motion to postpone until next month.

MR. WILBER informed the Committee that he saw an email that said in March the Eagle River PM-10 area will no longer be. MR. MORRIS stated that this actually reflects the anticipated maintenance area.

MR. WILBER suggested to Mr. Lyon to just put “The large urbanized area affects potential increases in PL funds, does not have an affect on design standards, and does not have an affect on a direct allocation of funds on the TIP.” This just gives what it does or doesn't do, and reflects current U.S. Census information boundaries for purpose of the consistency.

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

**e. AMATS Bicycle and Pedestrian Committee Appointments**

**BACKGROUND:**

*The AMATS Policy Committee appointed a full slate of individuals to the AMATS Bicycle and Pedestrian Advisory Committee at their June 28<sup>th</sup>, 2012 meeting. Since that time the BPAC has had several regular meetings. We have one public member that is now unable to serve due to work requirements, and the representative from the Anchorage School District was also unable to serve. As such we have two new appointments to the committee for your consideration and recommendation.*

MR. LYON noted the new appointment is for Marty Elkins who is the Director of School District Transportation. The second appointment is for Todd Logan to serve as Public Seat C. Mr. Logan has been very active at the AMATS meetings and has commented on numerous issues.

CHAIR MORMILO asked for public comments.

TODD LOGAN introduced himself as one of the appointments. He commented that he will continue to attend the meetings as a member of the committee or a non-member. He disclosed that he is now routinely working as a volunteer for Bicycle Commuters of Anchorage, and last April he was elected to the Huffman/O'Malley Community Council.

MR. MORRIS moved to recommend approval of Marty Elkins and Todd Logan to the Bicycle and Pedestrian Committee. MS. EPSTEIN seconded.

*Hearing no objections, this motion passed.*

**f. Other Business Items - None**

**6. INFORMATION ITEMS**

**a. Freight Mobility Update**

**BACKGROUND:**

*The Freight Advisory Committee (FAC) was re-established in January 2009. The FAC meets on a quarterly basis.*

TERESA BREWER informed the Committee that currently the Freight Advisory Committee is working on draft TIP criteria. Federal mandates from MAP-21 is bringing freight to the forefront. The primary areas are safety and accessibility and making intermodal connections. These are strongly supported by the FHWA of Alaska division. She gave a brief update on the following:

Freight Criteria - In order to prepare for the requirements of MAP-21 and include freight/intermodal access and safety as part of the TIP project evaluation and scoring, a draft freight criteria section is being developed for review by both the TAC and the FAC. FHWA Alaska highly recommended that this work be undertaken and integrated into the existing TIP criteria.

732nd Air Mobility Squadron Aeroport Tour - The Freight Advisory Committee will tour the 732nd Air Mobility Squadron (AMS) Aeroport Facilities at Joint-Base Elmendorf on 20 February 2013. The 732nd Air Mobility Squadron's mission is to forward-deploy command and control, to provide aerial port and aircraft maintenance support to Department of Defense, to contract aircraft, and to execute airlift and air refueling missions throughout the Pacific theater. In 2011 the squadron transported 7,845 tons of cargo and 42,849 passengers on 6,677 missions with a 98 percent departure reliability rate. The squadron also supported the Hurricane Irene relief effort, the Japan earthquake assistance effort and the 4th Brigade Combat Team (Airborne), 25th Infantry Division deployment to Afghanistan. The 732nd AMS is comprised of 255 military and civilians members. MSgt. Ryan Holmes serves with the 732nd AMS and is a member of the AMATS Freight Advisory Committee.

Freight Mobility Study - The freight community and the Freight Advisory Committee strongly support a freight mobility study. The last major freight study for the Anchorage area was conducted in June, 2001. As a result, staff prepared a Freight Mobility Study RFP and AMATS planning dollars are dedicated to this effort; however local matching funds are still needed.

Ship Creek/Kings Landing Pedestrian Improvements - Recently, Isobel Roy, Project Administrator, MOA Public Works presented the pedestrian improvements planned for the Ship Creek/Kings Landing area to the Freight Advisory Committee. Since this corridor is heavily used by freight, the Freight Advisory Committee provided insights and design recommendations to Ms. Roy. In addition, the Ship Creek Waterfront Master Planning effort is underway; this study will examine current land uses and offer recommendations for future development. AEDC is the lead agency for the Ship Creek Waterfront Master Plan. Staff and the Freight Advisory Committee are working with AEDC and will provide comment and input.

Events - Transportation planning staff in partnership with the ADOT&PF Commercial Vehicle Enforcement Division scheduled an onsite road side inspection and tour of the outbound weigh station near Hiland exit. Staff and Freight Advisory Committee members observed a live commercial vehicle roadside inspection conducted by enforcement officers and learned about the weigh in motion devices used by Commercial Vehicle Enforcement.

There were no comments.

**b. Innovative Outreach Using Video**

VIVIAN UNDERWOOD explained that federal planning regulations require MPOs such as AMATS to employ visualization techniques to describe their metropolitan transportation plans and transportation improvement programs. MS. UNDERWOOD provided a presentation on a new, innovative direction taken by AMATS that began in 2012 to communicate with the public using video. The Committee was shown three different videos. The first was a cutting-edge, interactive and educational video titled “How to Ride the Bus,” that was developed by the MOA Public Transportation Department. This award-winning video is an important education tool for current and potential bus riders, and covers routes, schedules, boarding and exiting, rules for riding, accessible services, bike and pedestrian safety, and travel options. The Committee was also shown two music video PSA’s that were developed by Transportation Planning staff – “Highway Blues (Plan B)”, to promote a positive image of transit among dedicated drivers of personal vehicles, and “Gettin’ Around (Alternative Transportation)”, to promote human-powered alternative transportation and walking. MS. UNDERWOOD noted that a new AMATS You Tube channel is being created that will post these and other videos for public viewing.

MR. LYON explained that the definition behind visualization, for example would be to use a 3D model to try and capture what the road is going to look like before and after, and how is AMATS reaching out to the public to grasp their interest. This is what the federal government is trying to achieve by using whatever visualization techniques are possible to get more public involvement. He has envisioned an idea of a 30-second PSA that addresses how to ride your bike, where bikes are allowed, and the rules of the road, and the large conflicts between bicycles and cars. This video would clarify what the Municipal Ordinance Title 9 rules are, and could be broadcast on local television as opposed to just Channel 10.

In response to Mr. Morris, MS. UNDERWOOD clarified that AMATS is considering recreating and updating the AMATS 101 in video form. MR. MORRIS noted this would be helpful for new people, new committees, and committee members.

**c. AMATS Operating Agreement Modification**

*This item was moved from Item 5(c).*

**BACKGROUND:**

*The AMATS Policy Committee amended the Intergovernmental Operating Agreement on June 28, 2012. The Municipality of Anchorage has proposed an amendment to the Anchorage CO Maintenance Plan. This would result in Anchorage having a CO Limited Maintenance Plan (LMP) which would streamline the air quality conformity process, eliminating the need to repeat emissions modeling with each update of the Anchorage MTP. Because of this change in the CO Maintenance Plan, the AMATS TAC informally discussed a change which would rotate the TAC seat currently filled by a member of the AMATS Air Quality Advisory Committee among the other two AMATS advisory committees (FAC and BPAC).*

CHAIR MORMILO informed the public that the majority of this discussion will be postponed to the next meeting.

There were no public comments.

MR. LYON commented that staff is recommending the AMATS Committees revisit the AMATS Intergovernmental Operating Agreement to allow for a rotating seat on the TAC to be filled by a member of one of the three advisory committees. It would be to add two additional seats along with the air quality seat that is already there. This adds a bicycle/pedestrian seat and freight seat so that each advisory committee would have a seat making a total of thirteen members on the TAC.

**d. Other Informational Items**

MR. LYON updated the Committee on the TIP criteria. Staff has had two meetings and approximately four to five hours worth of discussion on the criteria. He sent out a poll earlier today in order to schedule a work session for March 11<sup>th</sup>. This will still give AMATS the ability to get the material out in time for a public review period.

**7. COMMITTEE COMMENTS - None**

**8. SCHEDULED AMATS MEETINGS**

Policy Committee, February 28, 2013

Technical Advisory Committee, March 14, 2013

**9. ADJOURNMENT**

The meeting adjourned at 3:50 p.m.