

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

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

**April 11, 2013
2:30 p.m.**

Technical Advisory Committee Members Present:

Name	Representing
Dave Post	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)
Stephen Ribuffo	MOA/Port of Anchorage
Stephanie Mormilo	MOA/Traffic Department
Jerry Weaver	MOA/Community Development
Jerry Hansen	MOA/Project Management & Engineering (PM&E)
Lance Wilber	MOA/Public Transportation Department
Bruce Carr	Alaska Railroad Corporation
Lois Epstein	AMATS Air Quality Advisory Committee

Also in attendance:

Name	Representing
Craig Lyon	MOA/CDD
Teresa Brewer	MOA/CDD
Bart Rudolph	DOT&PF
Jon Spring	
Kris Riesenber	FHWA, Juneau (via phone)

1. CALL TO ORDER

CHAIR MORMILO called the meeting to order at 2:31 p.m. Steve Morris was absent. Lois Epstein arrived at 2:35 p.m. A quorum was established.

Dave Post represented the Alaska DOT&PF in Jennifer Witt's absence.

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. HEIL moved to approve the agenda. MR. CARR seconded.

Hearing no objections, the agenda was approved.

4. APPROVAL OF MEETING MINUTES - None

5. BUSINESS ITEMS

a. AMATS Policies and Procedures Amendment

BACKGROUND:

The AMATS Policy Committee adopted their Policies and Procedures on 2-10-05. The AMATS Policy Committee directed staff to delineate the use of Standardized Socioeconomic Data for Transportation Modeling. The AMATS Technical Advisory Committee held a work session on October 15, 2012 to discuss revisions to the AMATS P&P. Listed below are the recommendations that came out of the work session.

The P&P related to the use of standardized socioeconomic data would be a new AMATS P&P No. 6.

AMATS P&P No. 6

**Use of Standardized Socioeconomic Data for
Transportation Modeling**

- A. The AMATS TAC shall adopt standardized household/employment forecasts and sub-area allocations for use in modeling all transportation plans, programs and regionally significant projects that require approval by AMATS.
 - a. Every four years, and at least two years prior to the required submission date of an MTP, AMATS shall prepare and adopt a report outlining household/employment the forecasts and sub-area (TAZ) allocations to be used for transportation modeling of the MTP, subsequent TIPs and regionally significant projects included therein. The first report shall be prepared no later than June 1, 2014.

1. The report shall document and discuss the sources of data used to prepare regional household and employment forecasts for areas within the geographic areas included in the AMATS transportation model. The report shall also explain the methods and assumptions used to generate the sub-area allocations from the aggregate regional data.
 2. The report shall provide household and employment projections and sub-area allocations at intervals not exceeding 10 years from the base year (the year that the transportation model was last validated) through the horizon year of the MTP. The report should include the methodology to be used for interpolating household and employment forecasts for intervening years.
 - b. The AMATS TAC shall coordinate with the Mat Su Borough, AK DOT&PF, KABATA and other entities with an expressed interest in regional transportation modeling when it develops standardized household/employment forecasts and sub-area allocations. AMATS' goal is to develop a single socioeconomic forecast that serves regional transportation modeling needs in the Anchorage/Mat Su region.
- B. The AMATS TAC may amend the standardized forecast and allocations upon the receipt of new or improved data, assumptions and/or forecasting methodology.
- a. Any entity seeking to deviate from the standardized forecast or sub-area allocation shall propose an amendment to the TAC for approval. The proposal shall document the change proposed and the rationale for the change.
 - b. The AMATS TAC shall notify the Mat Su Borough, AK DOT&PF, KABATA and other entities with an expressed interest in regional transportation modeling of the proposed change and seek and consider their comments.
 - c. Once adopted by the AMATS TAC, the amended forecast and allocations shall serve as the standard for future transportation modeling.

MR. LYON briefed the Committee on the Policies and Procedures Amendment #6. MS. BREWER noted the changes made were to basically add information on the website and primarily, the purpose of this policy is to standardize and make modeling information consistent to AMATS partners, to KABATA, and to anyone else that may be interested. If any of them should have more updated information they could submit it to AMATS, and AMATS would either accept or not accept it, and have the validity behind it. Staff recommends that the Technical Advisory Committee review and recommend approval of the AMATS Policies and Procedures No. 6 to the Policy Committee.

Ms. Epstein arrived at 2:35 p.m.

In response to Ms. Heil and Chair Mormilo, MR. LYON stated that this is a document that is not required to be released for public comment, but he does agree that it would be a good idea to release it.

MR. CARR noted that notwithstanding some of the activities happening in Juneau, regarding KABATA, that the Kenai Borough is being overlooked and they may have an interest in regional transportation modeling. He suggested changing the specific references to anyone interested in regional transportation modeling, and he also agrees that this should be available for public review.

MS. EPSTEIN informed the Committee that she had presented this to a transportation consultant that she had worked with in the past, and he had some interesting thoughts and examples of how data represented by other metropolitan planning organizations around the country were introduced to the public. She stated that she would also support sending this out for public comment.

MR. WILBER commented that since this is going to be an AMATS policy and it is a policy document, he would suggest the TAC recommend to the Policy Committee for approval to release this for public comment because the TAC does not establish policy, and should not be drafting policies from a Technical Committee level.

There were no public comments.

MR. LYON introduced Jon Spring as the AMATS representative for the Planning and Zoning Commission, and asked if he had any thoughts on the regional transportation modeling.

JON SPRING remarked that this is a very good policy. The only thing he would suggest adding to the regional forecast and establish a formal policy would be for AMATS to use the ISER forecast. He didn't know if this would be something to consider incorporating into this as it would be helpful to give guidance to future staff when they update it.

MS. HEIL moved to approve that the AMATS Policy and Procedure No. 6 draft be recommended to the Policy Committee to release for 30-day public comment. MR. CARR seconded.

Hearing no objections, this motion passed.

b. AMATS Operating Agreement Amendment for Advisory Committees

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).

MR. LYON noted this is to inform the Committee that they currently have an air quality seat available on the TAC, and due to moving to a Limited Maintenance Area, the suggestion was made to rotate that seat among the other two advisory committee members. He noted that at the request of the TAC, he did send out notices to every member of the advisory committees, and if he remembers correctly, all of the responses suggested adding two additional seats to the TAC, as opposed to rotating the seats. AMATS staff recommends that the AMATS Committees revisit the AMATS Intergovernmental Operating Agreement to allow for a rotating seat on the AMATS TAC to be filled by a member of one of the three advisory committees and with the following suggested change:

“and a member of ~~the AMATS Air Quality Advisory Committee~~ one of the AMATS Advisory Committees (FAC, BPAC and AAQAC), rotating on a 1 year term, designated by said Committee. One year terms shall run from April 1 through March 31.”

MS. EPSTEIN noted that she has had a number of discussions with members of the Air Quality Advisory Committee, including the Chair. The Chair of the committee supported the idea of adding the seats, and she thinks it was the whole Non-Motorized Bike/Ped Committee that supported the idea as well. She added that it takes a long time to understand the process of this committee and it takes approximately one year to become a productive committee member, and having a yearly rotating basis is not helpful. Her reason for supporting adding the seats is this would be an opportunity to get more input from different perspectives in Anchorage on these issues. She commented that someone suggested adding the Federation of Community Councils as another way to obtain additional input.

MS. HEIL is not in favor of adding more people to the committee, and there are several times a year that the TAC almost does not have a quorum, and adding these seats would make it much harder to get a quorum. Upon further reflection, she also thinks that these three committees are very focused committees, and have very specific tasks, and yes, they can look at bigger issues, but this is their expertise. She thinks if the TAC were to make a change to the operating agreement, it would be to put the formal systems Air Quality Advisory Committee member as an 11th member. She indicated that the PZC, who is currently acting in that capacity, has a much broader scope and will look at everything such as the public involvement program. They have the land use component on it, and it could also help TAC with any timing issues because they will have the knowledge coming into it, and will be able to help get items onto agendas and help get items through on the agenda, and through the PZC. She thinks the three committees that have been listed are too focused for what the TAC needs, and she does not agree that additional members are needed, and she will be entertaining a motion later to add the AMATS Citizens Advisory Committee as the eleventh member of this committee.

MR. CARR thinks he arrived at the same conclusion as Ms. Heil. Certainly the TAC created these advisory committees to give us advice, they are focused, and we have not been reluctant to ask them to come forward and give the benefit of their wisdom. He particularly liked the idea of having the PZC representative on the committee as well, and thinks that would be a wise move. Again, you can create a committee that is too big, and if there was a perception that we were not listening to these people, then they might have a stronger argument to say that they really need to be represented. All three of these committees are very active, and certainly come forward whenever the time is necessary, and they are definitely listened to.

MR WEAVER believes having the PZC representative on the committee has its pros and cons, and Jon has tremendous expertise that would certainly be helpful, but not all commissioners are created equal. This is a unique situation today, but he's just not sure it will carry forward in the future years. He stated that there are good commissioners and he thinks this is probably a good idea.

MS. EPSTEIN respectfully disagreed very strongly with this whole discussion. She believes that the public feels very non-represented on this committee, and the advisory committees don't feel very represented either. She has spent a lot of time informing people of when meetings and other items are occurring since they never hear from anyone else. Unfortunately, when they show up it is largely on the Bike/Ped Committee because she has informed them of any activities that are happening. She feels that if this seat is eliminated then there's going to be a feeling by the public that it's a very officially run body, and the advisory committees are still able to attend the meetings and make motions, but it's much easier to be overruled, and not be taken seriously. She believes it would be a mistake to ignore the advisory committee comments, and expanding this committee by two additional people would be a huge benefit.

MR. WILBER pointed out that all of the planning documents go before the Planning and Zoning Commission for review and recommendations to AMATS and the Assembly. He asked if a PZC representative on the TAC would be able to participate or have to be recused on something that required a vote. MR. WEAVER stated that it would be the same protocol for this appointment to participate as part of this committee and they can also officially participate as a Planning and Zoning Commissioner, and can vote or not vote. MR. LYON pointed out that there is official language added in the charter that says, "The Assembly Members on the Policy Committee, whatever way the Assembly votes, they have to follow that."

CHAIR MORMILO asked for public comments.

JON SPRING remarked that he had not thought about the issue of whether or not the Planning and Zoning Commission should have a seat on AMATS. He is wondering what kind of support the commission will have on this type of move. If the Chair or the other Commissioners disagree then the TAC may find themselves going before the Policy Committee with Commissioners opposing this motion. He suggested it might be a good idea to discuss this at a Planning & Zoning Commission meeting. MR. WEAVER does not think they would object, but it certainly would be a good idea to present it to the Planning and Zoning Commission.

MS. HEIL moved that the strike out be replaced with “and a member of the AMATS Citizen Advisory Committee” and this would be the only change, and recommend forwarding this to the Planning and Zoning Commission. MR. WILBER seconded.

MR. WEAVER thinks the air quality committee representative is an important component to what AMATS does, and he would prefer to increase the number of members on the TAC.

MR. WILBER clarified that Ms. Heil’s motion was just to have a Citizens Advisory Committee member and recommend that to the Policy Committee as a change, but present it to the Planning and Zoning Commission prior to a Policy Committee decision. He asked Mr. Lyon if he would have his comments show that as an advisory, they would have a TAC all of the time, and these would just be advisory seats, and verify those advisories can make motions, and if they can make motions, do they actually vote. MR. LYON replied that these were suggested to be only non-voting members. He did not inquire specifically as to whether or not they would be able to make motions.

MS. EPSTEIN stated that they can make motions, but they cannot vote. MR. CARR questioned if the Committee is being premature with this, and should the Committee consider sending this back to staff for more information.

MR. WILBER stated there is a motion and a second on the floor to modify this as a proposed amendment to the operating agreement, and it is to be presented as a proposal to the Planning and Zoning Commission before sending it to the Policy Committee for action. This is just replacing the Citizens Air Quality Advisory Committee with the AMATS Citizens Advisory Committee, and if they come back saying they don’t want that, then the TAC will have a better idea as to what is needed. *He called for the question.*

CHAIR MORMILO called for a vote.

AYES

Mr. Carr
Mr. Morton
Mr. Wilber
Ms. Heil

NAYS

Mr. Ribuffo
Mr. Weaver
Ms. Epstein
Mr. Post
Ms. Mormilo

MOTION FAILED 4 to 5

c. **AMATS Urban Area 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 informed the Committee that staff used several sources of information to create a prospective UAB, including census tracts from the 2010 Census. Staff created a proposed map and met with DOT&PF staff to discuss it. The AMATS TAC had a discussion on this topic at their 2-14-13 meeting and the concern was raised about whether or not including an area inside the UAB would trigger requirements related to the design and construction of a facility. Staff researched this and found that the design standard of a rural v. an urban collector are determined by zoning districts and not by the OS&HP or the AMATS UAB. He pointed out that AMATS would not have to worry if something is designated in an urbanized area that it would have to be through an urban collector since they would have the ability to build to whatever collector is preferred because this doesn't designate whether something is urban or rural, as it pertains to design standards. He was unable to get the map corrected before presenting it to the TAC due to the timeline. There is no rush to get this done if the TAC would prefer to have the corrected map prior to reviewing the UAB and recommending approval to the Policy Committee

MR. WILBER recommended the TAC be presented a clean map before voting on it.

MR. WEAVER agreed that staff should make the changes to the map and bring it back at a future date.

There was no public comment.

d. **AMATS 2015-18 Transportation Improvement Program (TIP) Draft Ranking Criteria – Release for Public Comment**

MR. LYON directed the Committee to look at the ranking criteria charts presented to them. He noted that Mr. Rudolph and he ranked five projects individually and both of them came up with the same rank, and a considerable amount of language was added to make this more relevant to MAP-21.

MR. RUDOLPH pointed out that at the last work session the TAC requested them to apply weighting so that every category is worth ten points, and they are weighted differently. He explained the categories that were rated twenty points received a 1, categories that were rated at

fifteen received a .75, and ten points received a .5 rating. He also cleaned up the scoring on the CMAQ, and everything adds up to one hundred, and the weightings work out appropriately. He noted that nothing had been changed, just proportioned differently.

Ms. Heil left the meeting at 3:46 p.m.

In response to Mr. Wilber, MR. LYON explained that this is the 2015-2018 TIP, and they need to have it by the third quarter of 2014, which includes the process of getting it through to the Assembly. AMATS plan is to have the criteria posted on the website with the link to the agenda, but will also have it available on the home page with an email blast showing a link that will give all of the information and the status on each. He was planning on releasing it for thirty days, but can extend that if the TAC feels it is necessary, but there is a timeframe.

MR. WILBER suggested that the CMAQ criteria be put into a readable format and explain in a short memo that these criteria are used to rank and score the projects, and that this criteria will be used to evaluate roads and transportation projects. Also, to include an example score by picking a simple project that is underway to show how the process is completed. Another idea would be to include a score sheet giving them the opportunity to rank and score the project themselves, and depending on the calendar, he would extend the release date and accommodate the councils until the end of May. This is the foundation of the TIP, and he would encourage the extra effort.

MR. CARR suggested extending it to June and make it available for 45 to 50 days.

MR. WILBER recommended releasing this for public review until May 31, 2013, and post it on the web explaining in a cover memo the procedure for ranking projects that AMATS is doing. He suggested making presentations to the councils and committees, and request the public to submit any comments.

There were no public comments.

MR. WILBER moved to make a recommendation that the TAC release the draft project ranking criteria for the Road and Safety Project, the Transportation Alternative Project, and the Congestion Mitigation Air Quality Project until May 31, 2013. Direct staff to provide this information on the web giving a short example on how a completed project would have been ranked, and reach out to the Federation of Community Councils and Advisory Committees. MR. RIBUFFO seconded.

Hearing no objections, this motion passed.

e. Other Business Items - None

6. INFORMATION ITEMS

a. 2nd 1st Quarter Obligation Report

MR. RUDOLPH recapped what the columns on the Obligation Report represent. He pointed out the following changes.

Table 3. Roadway Improvements

- Old Glenn Highway Rehab will need more funds due to change orders and overruns.
- O'Malley Road Reconstruction is in the TIP for right-of-way, and obligating money is still being anticipated.
- Fireweed Project has been closed and the leftover money has been put back into AMATS, and that's a deobligation of \$1.8 million.
- Pavement Replacement Program is moving forward on A Street, and AMATS is getting ready to open a Design Phase for the Eagle River Road Resurfacing Project.
- Dowling Road will have \$12.4 million AC'd with some earmark money. What has to be obligated is the \$22.986 million, and they are anticipating the total cost of that to be obligated this year.
- Spenard Road Project has been closed and the leftover money has been deobligated back into the program.
- Safety Improvement Program money will be obligated as identified in the TIP.
- Jewel Lake Road, Old Seward Highway, and the Anchorage Areawide RR projects have been closed, and \$4.5 million has been deobligated back into the program.

Table 4. Transportation Enhancements

- Bicycle Plan Project Implementation money is being obligated with an agreement between the State and the Municipality to move those projects forward.

Table 5. Congestion Mitigation Air Quality

- All of these projects are still in process, but should line up with what is in the TIP.

He followed by stating that there is still \$30 million to obligate, and there have been \$4 million in deobligations, leaving them \$416,000 short. They have been trying to make up the gap on Dowling Road, and may still have a few more deobligations.

There were no comments.

b. Public Transportation Update

CHRISTINE SONDEJ with the Planning Division for the Public Transportation Department gave a presentation on the departmental process for public transit. The department does an annual evaluation of their service which may or may not lead to a service change that can be subject to budget limitations. She pointed out there will be a Triennial Review by the FTA sometime this fall to examine adherence to and compliance to the FTA requirements.

c. Other Informational Items

7. COMMITTEE COMMENTS

CHAIR MORMILO commented that May 4, 2013 will prove to be a very busy day downtown since the USS Anchorage will be commissioned. It arrives on May 1st and will only be in Anchorage for six days, and the public will be allowed to view it for a portion of those six days.

8. SCHEDULED AMATS MEETINGS

Policy Committee, April 25, 2013

Technical Advisory Committee, May 9, 2013

Policy Committee, May 23, 2013

Technical Advisory Committee, June 13, 2013

9. ADJOURNMENT

The meeting adjourned at 4:30 p.m.