

**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**

**August 8, 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 Department
Jerry Weaver	MOA/Community Development Department (MOA/CDD)
Jerry Hansen	MOA/Project Management & Engineering (PM&E)
Lance Wilber	MOA/Public Transportation Department
Lois Epstein	AMATS Air Quality Advisory Committee
Brian Lindamood	Alaska Railroad Corporation

Also in attendance:

Name	Representing
Craig Lyon	MOA/Community Development Department (MOA/CDD)
Teresa Brewer	MOA/CDD
Nicole Jones-Vogel	MOA/CDD
Bart Rudolph	DOT&PF
Kris Riesenber	FHWA (via conference call)

**1. CALL TO ORDER/ROLL CALL**

CHAIR MORMILO called the meeting to order at 2:33 p.m. Cindy Heil was absent. A quorum was established. Jerry Weaver arrived at 2:37 p.m.; Steve Morris at 2:38 p.m. and Stephen Ribuffo at 2:45 p.m.

**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. WILBER moved to approve the agenda. MS. WITT seconded.

MR. LYON requested to add an information item regarding the workshop on Performance Base Planning as agenda item 6(b).

*Hearing no objections, the Performance Base Planning workshop information was added as Agenda Item #6(b).*

**4. APPROVAL OF MEETING MINUTES - None**

**5. BUSINESS ITEMS**

**a. AMATS Operating Agreement Modification 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). The AMATS TAC voted down a proposal at their April 11, 2013 meeting that would have changed the seat currently held by the AMATS Air Quality Advisory Committee representative to be a seat held by the AMATS Citizens Advisory Committee. At that same meeting the TAC directed staff to research the practice of other MPO's when dealing with advisory committees in general and citizen's advisory committees specifically.*

MR. LYON stated that he had contacted a number of MPO's and most of them either said they didn't have any advisory committees seated on the TAC, or if they did, it was indeed the Citizens Advisory Committee. He further noted that most had them as a non-voting member to their Policy Committee, and didn't actually have them on their Technical Committee. The Planning & Zoning Commission did not think this was a bad idea, but expressed they might have difficulty attending meetings during the day.

MS. EPSTEIN moved to expand the Technical Advisory Committee to include one representative from the Freight Advisory Committee and a representative from the Bicycle/Pedestrian Committee. MR. WILBER seconded for the purpose of discussion.

In response to Mr. Wilber, MR. LYON indicated the motion that had been made was to replace the Air Quality seat with a Citizen's Advisory Committee seat. The original discussion was to replace the Air Quality seat with a rotating seat between the three advisory committees that we have now.

MR. MORRIS asked Mr. Lyon to remind them of the finding or note from the last certification review to reconsider the composition of the Citizen Advisory Committee, AMATS and the Planning and Zoning Commission.

MR. LYON stated it was a recommendation that suggested looking at the current composition of Planning and Zoning and deciding if it meets the needs to have a really broad based viewpoint of the citizens.

MS. WITT has a concern over increasing the number of the committee members, and still maintain a manageable size that would have good success.

CHAIR MORMILO also expressed her concern. One of the difficulties that the bike/ped and freight committees have was at a recent work session that was supposed to include both the Freight Advisory Committee and the Bike/Ped Committee, and only one or two people from bike/ped were able to attend. She remarked that technical expertise is what we look for on a committee.

MR. WILBER questioned if AMATS staff members were assigned to each committee. MR. LYON answered in the affirmative, and clarified that the Air Quality Committee is staffed by the Health Department.

MR. LINDAMOOD shared concerns about increasing the size of the committee, but at the same time recognized that AMATS had several advisory committees, and only one of them was represented. He also expressed that he did not know what the correct answer would be.

MR. LYON conveyed that the Policy Committee used to consist of three members: Air Quality, the State and the Mayor. Air Quality has always been at the table and will always be. He remarked that if an MPO's air quality goals are not met, they can lose their federal funding, and it has just been in the past few years that more advisory committees have been added.

MR. WEAVER inquired as to the total composition of the Board and what the possibility would be of adding two members. MR. LYON clarified that this is an eleven member board.

CHAIR MORMILO also responded that in order for the TAC to have a quorum now, it needed six members, adding new members would change that and then the requirement would be a minimum of seven members.

MS. EPSTEIN added that there are a lot of benefits by adding the expertise that the AMATS TAC doesn't necessarily have at this time. She noted that while trying to acquire public information, the Committee has had some bike issues, and to have a bike seat here would make it

possible, especially if it only means adding one more person to obtain a quorum. This doesn't seem out of the question.

MR. MORTON stated that he is not in favor, and felt that since the process of implementing a bike plan is in place, the bulk of the work has already occurred.

MS. EPSTEIN respectfully disagreed and noted that there are always constant revisions. It was the first time that the Committee was brought into a work session, and potentially there will be more in the future, and with more participation.

MR. LYON responded to Mr. Weaver, that notice is given to freight and bike to inform them of these meetings. MR. WEAVER expressed that anyone who has attended any of these discussions is able to speak and discuss the issues.

MS. EPSTEIN remarked that it is not always clear on the agenda as to what is going to be discussed.

In response to Chair Mormilo's request for clarification of her last statement, MS. EPSTEIN stated that the agenda just says "Obligation Report" and does not give any detail as to what the topic is going to be or if it will have issues.

There were no public comments.

CHAIR MORMILO restated that Ms. Epstein moved to expand the Technical Advisory Committee to include a member from both the Freight and the Bike/Ped Advisory Committees in order to expand the TAC from 11 to 13 members. MR. WILBER seconded for discussion.

***The motion failed 6 to 4 with Mr. Hansen, Mr. Morton, Mr. Ribuffo, Ms. Witt, Mr. Wilber and Mr. Lindamood opposed.***

**b. AMATS P&P #6 – Use of Standardized Socioeconomic Data for Transportation Modeling**

**BACKGROUND:**

*The AMATS Policy Committee adopted their Policies and Procedures on February 10, 2005. 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. The policy and procedure related to the Use of Standardized Socioeconomic data would be a new AMATS P&P No. 6. The AMATS Technical Advisory Committee recommended the AMATS PC release the proposed Policy and Procedure No. 6 for a 30 day public comment period at the TAC meeting on April 11, 2013.*

*The AMATS Policy Committee approved on April 25, 2013, the Technical Advisory Committee's recommendation to release the proposed AMATS Policy and Procedure No. 6 for a 30 day public comment period with two amendments as noted: "To include the original TAC language with the parenthetical "to be developed" so that it is available to the public," and "To remove references to KABATA and consider them to be part of the "other entities" category."*

MR. LYON reported that at the last meeting, the TAC had recommended this be released for public comment for a period of 30 days, and no comments were received.

In response to Mr. Morris, MS. BREWER answered that she felt the Borough was supportive of developing standardized assumptions.

MR. WILBER noted that this looked good in making sure how another entity might be able to, if they were using a different model, bring it forward. He expressed this is well done, especially item #3, on page 2 of the report, that acknowledges all efforts should be exercised to make data resources available on the AMATS website, with a disclosure statement.

MR. MORRIS conveyed that he was happy with the changes.

MS. EPSTEIN implied that most of the TAC members were aware that KABATA is currently undertaking a socioeconomic study, and that the TAC knew the importance of the revenue estimates, and the projections that KABATA is making and how it would affect AMATS. She suggested that it would be helpful if the TAC could change the date on this to the end of the year.

MS. BREWER informed the Committee that an RFP is out, and that will provide a lot of data. Hopefully, this January and the next 18 to 24 months will help to develop some of this report for June 2014.

MR. WILBER asked if AMATS and the Policy Committee endorses these policies and procedures. He conveyed that if KABATA comes up with new results while this is in place and respective of that date, these rules will still apply. This basically says that the AMATS model is to be revised by that date.

MS. WITT implied that what KABATA is doing will be different as they are updating it for traffic counts. She explained that KABATA is looking to receive the AMATS model data, which is old data; and this will be interesting and appropriate as it does have household/employment intended to be, and consistent with the MatSu Borough and Anchorage.

CHAIR MORMILO stated that the MTP was just finalized, and it continues to be worked on while following policy and procedure, even though AMATS hasn't received any updated data at this point. She pointed out that AMATS does have an existing model and an existing TAZ, and any group that wants to use something different would have to present it to AMATS and validate/justify any differences they may have from the data the MatSu Borough or AMATS is providing them. CHAIR MORMILO thinks this is a great step in the right direction.

MS. BREWER responded to Mr. Morris' question about the preparation of the TAZ, noting that it would be the responsibility of staff.

MS. WITT requested to strike the word "the" on the second line of Section A(a), noting that it should read:

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 TIP's and regionally significant projects included therein.

There were no public comments.

MR. WILBER moved that the Technical Advisory Committee recommend to the Policy Committee Policy and Procedure #6 Use of Standardized Socioeconomic Data for Transportation Modeling, with the removal of the word "the" from the text on the second line of Section A(a)>.  
MR. RIBUFFO seconded.

*Hearing no objections, the main motion as amended was approved.*

**c. Other Business Items - None**

**6. INFORMATION ITEMS**

**a. 3<sup>rd</sup> Qtr Obligation Report**

BART RUDOLPH gave a brief review of all the projects listed in the TIP.

MR. RUDOLPH stated AMATS is still anticipating obligating slightly more than what is in the TIP. Dowling Road is where all of the money is being spent for this year's program, and in order to fully obligate that project, AMATS will have borrowed \$12.4 million for next year's program. AMATS will also have \$6.8 million in Earmark funding, and will have to accommodate for \$1.5 million in construction overruns on Phase 1. With all that is happening this year, AMATS will have to obligate \$24.5 million from this year's program.

The Freight Mobility Study is very unlikely to be obligated this year due to no identified local match.

In the Transportation Enhancements Section, AMATS is still working to obligate the million dollars for the Bike Plan Project Implementation.

In the CMAQ Table, everything has been processed except for the Consolidated Municipality of Anchorage LRTP funding. This is funding to start a model update, separate from the Household Survey, and AMATS will be updating a whole model.

MS. BREWER stated that a draft RFP has been prepared while money is in the process of being obligated. The money for Traffic Control Signalization has now been obligated since this report was created.

MR. RUDOLPH stated AMATS is \$627,000 short of breaking even and keeping within the 2.3% of balancing the entire program. AMATS is looking good right now and that includes Dowling Road.

MR. RIBUFFO inquired as to what size local match is required for the Freight Mobility Study. MR. RUDOLPH responded it is roughly 10%, approximately \$25,000. This was a business item on the Freight Committee and Ms. Brewer brought it forward looking to see if one of them could provide the match.

MR. RUDOLPH informed the Committee that he would need to know within the next two weeks in order to obligate. There is flexibility in the program and AMATS could use the \$250,000 this year on other projects, and could easily add this to next year's program.

MR. LYON pointed out that if there is likelihood for an opportunity in the future for a match, then AMATS would put it in the next TIP, instead of deleting it entirely. If no one comes forward, AMATS will not put it in the next TIP.

CHAIR MORMILO asked as to what sort of funding can be used for the match. MR. LYON answered any sort of funding, with the exception of federal funds. AMATS cannot match federal with federal, and it also cannot be an in-kind match.

MR. LYON explained that if AMATS would have a plan for the next six months, saying the MOA is able to come up with this, then it can be added to the TIP in FFY 2014.

MR. RUDOLPH concurred that AMATS could easily plan and obligate it for next year. If it were to be obligated this year, it would be expected to be spent soon.

MS. BREWER mentioned that AMATS has a draft RFP that has been approved initially by the Freight Advisory Committee, but the important motivation is that MAP 21 is pushing freight. They are asking states to submit all freight plans, and no one is sure if Alaska is doing this yet, but this will give them the opportunity to seek 95% federal funds on freight related projects.

No further discussion.

**b. Workshop on Performance Base Planning**

MR. LYON explained that he and Mr. Rudolph attended a workshop on performance measures, performance planning and performance management that came out of MAP 21. While AMATS was working on the criteria, there was a discussion about making measurable criteria, and what AMATS did with the criteria, without knowing exactly what the requirements were going to be, but still having knowledge of the main focus. He commented that AMATS was well on its way in preparing for it. MR. LYON felt that AMATS was doing as well as or a lot better than the other MPO's attending, and it was just a regional workshop that included Washington, Nevada, Idaho, California, Oregon and Alaska. AMATS is situated fairly well in terms of not waiting until the last minute to do it. MR. LYON indicated that when targets are discussed about being set; the first main area identified was the highway safety area, and states were intending to be setting those targets sometime in this year. The idea is that the Federal Aid Highway will have 6 months to set their targets, and the MPO's will have 180 days after that to come up with targets. Public transportation agencies have the same group of targets that must have no later than 3 months, once USDOT establishes their measures.

MR. RUDOLPH added that the purpose was to get the states and MPO's together to figure out how everyone was going to communicate during this transition. The notice of proposed rule makings will be coming out in stages. The safety rules will come out in October, the infrastructure condition rules will come out in December, and then the CMAQ, performance measures and freight rules will come out sometime in the first quarter of 2014. All will have the same effective date which is in the spring of 2015. The key will be how the state and the MPO's interrelate. The real goal of this workshop is to start the conversation. The other lesson learned, was to have conversation about data needs now, rather than waiting for the rule making.

MR. LYON stated that AMATS will have a much easier time because so many of those states have 15-20 MPO's; and those MPO's do not see each other all of the time, and Alaska has only two MPO's, but they are in constant contact with each other.

No further comments.

**7. COMMITTEE COMMENTS**

CHAIR MORMILO shared that she was recently married on August 4<sup>th</sup>, and now has the honor of being an Aunt.

**8. SCHEDULED AMATS MEETINGS**

Policy Committee, August 22, 2013

Technical Advisory Committee, September 12, 2013

**9. ADJOURNMENT**

The meeting adjourned at 3:28 p.m.

DRAFT