

Public Transit Advisory Board
November 10, 2016, 5:30pm-7:00pm
ASSEMBLY CONFERENCE ROOM SUITE #155

PTAB PRESENT:

Andrew Ooms
David Levy
Jedediah Smith
Samuel Moore
Britta Hamre

Absent:

Carlette Mack
Kevin Jackson

STAFF:

Abul Hassan
Bart Rudolph
Collin Hodges
Andrew Watts

CITIZENS PRESENT:

Alice B. Hjellen
Sean Walsh
David Freedman
Elizabeth Fontenot
Alan Rice
Janet Carlisle
Jerome Saclamana
Helen Kolbeck
Russell Kolbeck
Clarence Achayok
Sara M. Shavings
Kim Wilson
Vijay Patil
Andy Malm
Nevada Selinger
Andrew LaFrance
Lawrence Crawford
Karen Barnard
Renee E. Lacy
Daniel Nicoll

I. CALL TO ORDER

The meeting was called to order at 5:27pm by Chair Jed Smith.

II. ROLL CALL, INTRODUCTION OF MEMBERS, STAFF, AND GUESTS

After roll call a quorum was present.

III. PUBLIC INVOLVEMENT ANNOUCEMENT

An announcement was made to those attending by Mr. Smith that there will be a public comment period in which those wishing to make comments will be allowed two minutes.

IV. APPROVAL OF AGENDA

Mr. Moore made a motion to approve the agenda. Mr. Levy seconded the motion. The agenda was approved unanimously.

V. REVIEW AND APPROVAL OF MINUTES

Mr. Moore moved to approve the minutes from October 13, 2016. Ms. Hamre seconded the motion. Mr. Moore noted that the previous meeting was spectacular except for Mr. Smith's absence and recommended that Mr. Smith read the minutes. Mr. Smith noted that the minutes were very thorough. The minutes were approved unanimously.

VI. PUBLIC COMMENT OPPORTUNITY

- a. Alan Rice – Mr. Rice states that he is a senior citizen living in Anchorage who has been here a few years. He thanked the Board and everybody who has anything to do with making public transit the way it has been for him in the time he has been in the city. He states that it has been an excellent experience and that our transit system seems to be excellent and maybe it could be better but he doesn't have any specific suggestions at this time. He stated that the system has served him extremely well, and it is a wonderful system. He again thanked everyone who is involved in making the system what it is, including the people who show up at the meetings to comment.
- b. Helen Kolbeck – Ms. Kolbeck stated that she is here representing her son Russell, who is also here. She stated that she understands that the more dramatic of the proposals would entirely eliminate bus service south of Tudor. She stated that she is also talking about Route 36, which her son uses. She stated that when we eliminate these routes, we are doing a discredit to the people her son supports and the businesses he goes to, because when you eliminate that service, he will have no bus to catch. She stated that it isn't accurate when we say that the stops are in walking distance because the closest stop to him will be almost a mile away. She stated that while it's pretty nice out right now, when the snow starts falling and there's snow on the sidewalks that might not get removed for weeks, her son will not walk in the road. She stated that he is uncomfortable walking in the road and doesn't walk that well anyway. She stated that she remembers when the department encouraged people to do travel training and use People Mover instead of AnchorRides, and her son went through travel training and it has worked out well for him. He rides the bus to work, to church, to Olympia Pizza (where he goes every Friday night), and now it's going to be gone again. She stated that she can see by the maps that it's not going to be there anymore.

Mr. Smith thanked Ms. Kolbeck for her comments.

- c. Sean Walsh - Mr. Walsh stated that his comment is about the 100% Ridership Proposal and how service would not go further than Abbott into South Anchorage. He stated that it would cut off a lot of neighborhoods that access those routes and that the 60 and the 2 are both routes that he has been accessing for 5 or 6 years. With the 100% Proposal, he would be forced to take 2 buses for downtown. He stated that he likes the extended service hours, but it makes things more difficult as well in terms of not having south side access and having to walk that much farther to access the bus as well as having to take 2 buses.

Mr. Smith thanked Mr. Walsh for his comments.

- d. Vijay Patil - Mr. Patil stated that he is a frequent commuter on the Route 102 and that he lives in Chugiak. He stated that he understands that this route is also on the table to be cut. He understands that we have some tough budget decisions to make, but he's interested to hear how we make those decisions because it seems like the department is evaluating that route based on ridership, which he feels is an unfair comparison to make between Route 102 (as a commuter route) and routes downtown. He stated that it seems like the department is saying that 102 has too low ridership, so we'll cut it, which he sees as a value statement that the department doesn't want to provide a commuter route on the bus for people who live in Eagle River and Chugiak. He stated that the bus he rides is typically over half-full between Eagle River and Anchorage, and that he understands that there are buses downtown that are overcrowded, but it's a long, expensive, and dangerous commute, which is one of the reasons he takes the bus. He believes that eliminating the service would put a hardship on some people who are living in that community. He also stated that if the department is going to have hearings where Route 102 is up for elimination, people on his bus have said that they would appreciate if they could be scheduled at a time when it is possible to take the bus back home. He stated that he drove in today specifically so he could come to the meeting.

Mr. Smith asked Mr. Patil if it would be helpful to have a hearing in the Eagle River/Chugiak

area and if so, when and where would be a good time.

Mr. Patil replied that he didn't know a good time but that it would be worth trying.

Mr. Hodges clarified that Planning has an Open House scheduled for November 16 at the Eagle River Library from 4:30 to 7:00 PM and that notices would be pushed to the buses soon.

Mr. Rudolph stated that Planning staff would be riding the bus out to the meeting as well, to have a chance to talk to everyone on the bus.

Mr. Hodges thanked Mr. Patil for his comments.

- e. Julie <surname inaudible> - The commenter noted that if the department is going to use AnchorRides vehicles on Lake Otis on the 100% plan, there might be a riot with people arguing over who is the 13th person to get on the bus versus having to wait another hour. She also stated that the Open House hours are terrible for workers. She stated that she can only go to Muldoon Library or Eagle River, so that needs to be addressed. She also stated that unless the department changes the fare structure to bring back the transfer system, there will be issues with having to pay twice for what they're paying once for now. As an example, she states that going down Lake Otis under the proposal, she would have to get off at Providence to transfer and pay again.

Mr. Rudolph stated that this was correct, unless you have a day pass.

The commenter also stated that not everyone has internet access. She is concerned that the first open house is next week and there is nothing on the bus yet, but her major concern is still with using AnchorRides vehicles. She stated that she has taken the bus every day for the last 10 years, and there are always more than 13 people when she comes in in the morning and leaves at night, so she thinks this is going to be a real problem.

Mr. Smith thanked the speaker for her comments.

- f. Kim Wilson - Ms. Wilson stated that she would prefer to give up convenience so that more people can access the bus, so that someone like Russell Kolbeck who needs the bus can have that service rather than more frequent buses. She stated that she has been riding the bus for 30 years and thinks that is very important. She also stated that the fareboxes need to be made more efficient. Mr. Hassan asked what issue she was experiencing. Ms. Wilson stated that dollar bills have to be inserted multiple times and that there are also "card not valid" errors. She suggested that the drivers would have good input on this. Another citizen suggested that the department use thicker cardstock. Ms. Wilson also stated that Route 102 should definitely be kept on the route because access is way more important and that the department is not going to increase ridership by eliminating options.

Mr. Moore asked Ms. Wilson why she doesn't have a smartcard. Ms. Wilson stated that she doesn't know what a smartcard is. Mr. Moore clarified that it is the contactless payment system that can be refilled at the Downtown Transit Center. She stated that she preferred not to, but sometimes she buys the monthly pass. Another citizen mentioned that some programs hand out 30-day passes that you can't get on smartcards.

- g. Vijay Patil - Mr. Patil asked if it would be possible for the department to implement a system to refill smartcards online. He stated that this would make it a lot easier to use because it is a pain to get to the ticket window at the Downtown Transit Center during business hours. He stated that he has a card that is subsidized by his work, so he can't use the ticket vending machine and has to go to the window.

Mr. Smith thanked all the citizens who commented for their input.

VII. BUSINESS / INFORMATION ITEMS

a. Item 7a – Anchorage Talks Transit Phase II - Concept Refinement

Mr. Rudolph advised that the route concept maps had been released to the public on Monday, 11/7, so Planning needs to get their feedback before we implement anything. He stated that the Board is familiar that Planning has two concepts that were developed through a workshop taking into account the public comment that was heard starting in May 2016 with a kickoff event and including an online survey, open houses, and a stakeholder workshop. Over 750 people filled out the online survey identifying their priorities. The public was asked what their priorities were, and significantly more people said that they were willing to walk more for a more frequent service instead of not walking at all for a service that comes every 60 minutes.

Both concepts are cost-neutral, so there are trade-offs. The Anchorage Talks Transit process also heard that people want the fastest travel time, which means straight lines and pulling out of the neighborhoods. The bus will get passengers to their destinations more quickly including the walk under these concepts.

Mr. Rudolph stated that during November and December, the department will be taking public comment on these maps to decide which way to move forward. He also stated that Planning is looking for ways to further engage the public and for the Board to be engaged. Open House events are scheduled the week of 11/14/16. Planning is looking for opportunities for the Board to hear public testimony in a formal process.

Mr. Hassan shared that the various public involvement formats. He briefly explained the open house concept, which is intended to educate and provide one-on-one opportunities for comment. He stated that he hopes the takeaway is that this process was not done in a vacuum and the department has been engaging the public since May, and the comments that the public has provided are being illustrated by the concept maps.

Mr. Hassan stated that from the Board standpoint, the department wants to provide opportunities for the Board to participate (with at least 3 members) at additional meetings on dates to be determined in locations citywide to allow the Board to hear public testimony. He envisions a 10-minute segment introducing and explaining the concept maps, then opportunity for public testimony. The goal is to expand opportunities for the public to give their comments on-the-record, so that the Board can ultimately pass a resolution in favor or not of the ultimate proposed changes based on public commentary. This will be a holistic process that allows the public to be heard through every step of the process.

Mr. Levy asked what kind of timeline the department would be looking at for implementation.

Mr. Rudolph stated that the department normally does a service change at the beginning of August, so this would require knowing what the final concept looks like by the end of January, because it takes 6 to 8 months to develop all the necessary materials as well as to give notice of the service change.

Mr. Hassan stated that this timeline means that the Board's opportunity for public testimony would need to happen between now and the end of December.

Mr. Levy advised that he understands the challenges but this is not the best time of year to try to get feedback, which will be its own challenge, so whoever serves on the committee may need to look at innovative ways to engage the public, because some of the traditional formats may not work.

Mr. Smith stated that he understands Mr. Levy's concerns, but he also sees an advantage of this time of year that the Board will be able to hear comments in the context of using transit at one of the most difficult times of the year. He stated that this is important because we can say it's easy to walk to a bus stop in the middle of summer, but when we're talking about doing this in the middle of winter in the dark, ice, and snow, the people coming to the hearings will be travelling in those conditions, which is an important context to have.

Mr. Smith asked if there ever is a best time of the year to have public testimony. Mr. Moore suggested in an aside that it would be in the summer, when everyone is gone fishing. Mr. Smith stated that the Board will do as best as they can to accommodate as many people as possible, but he also asks the public to try to accommodate the Board as well.

PUBLIC COMMENT: Kim Wilson - Ms. Wilson asks if we can put an actual person on buses to ask survey questions. Mr. Smith noted that People Mover staff have done extensive ridership surveys leading up to this, as well as a number of outreach events, and he does not want to dismiss Ms. Wilson's idea, but at some point it has to be said that outreach has been done and it's time to make a decision based on that information. He noted that you can do outreach forever and never reach all the people.

Mr. Rudolph and Mr. Hodges noted that they will be at the Downtown Transit Center and the Dimond Transit Center with the concept maps to hear from the public, even though they won't be on the buses per se.

A citizen asked when the last time was that the department did a ridership survey. He stated that he had seen people doing surveys but not lately. Mr. Hodges replied that the last onboard origin/destination survey was in 2014. Mr. Hassan reported that the Anchorage Talks Transit process also included surveys as part of the public comment period, which took place between May and July of 2016. Mr. Moore noted that the department also processes monthly ridership reports based on farebox data.

Mr. Hassan spoke to set some context. The attendees took the time to be here, and hopefully the reason they are here is because they have some questions. Some have been posed and some have not. Mr. Hassan stated that he wanted to bring some meaning to why they are here. He addressed the question of why the department is doing this process. He asked how you balance the needs of one individual versus another in different areas. This is a two-fold process. For the past 20 years, the department has had a coverage-based model that attempts to cater to everyone but might just be an illusion because it is not effective. He mentioned that he is an Eagle River resident and has ridden the bus when his car was in the shop. It wasn't a 60 minute connection but instead it took three hours to get from Eagle River to Arctic Boulevard one way to get the car repaired, not including the walking time. He suggested that the question is how much value people are actually getting. Mr. Hassan stated that we are here to see what the future looks like for transportation, how people foresee the use of transportation in their lives, the decisions people make in their lives, and how people see the future for their children and grandchildren. These are not changes that we make incrementally. Instead, you lay a foundation where you build a system and a society, where there are impacts on development and personal lifestyle choices for years to come. That is the challenge, and this is a tall task.

Mr. Hassan asks that the public consider all these variables when looking at the maps. There are some concerns related to the reduction of service south of Tudor. It is not entirely the case that there is no service. The question is how people value their time and whether that value judgment changes if you walk more and wait less, if you live in an area now or sometime down the road where you can go to a bus stop and be guaranteed that between 5:00am and midnight, you would get 15-minute service for the better part of the town,

between home and work. He asked how that changes your life.

Mr. Hassan also noted that the Alaska economy is based on oil revenues and if we don't diversify our economy and PFDs continue to be cut every year, people may reduce the number of cars in their household. What does it mean to you to have 15-minute service? He noted that the route map right now looks pretty, but he questioned whether it's practical. Mr. Hassan noted that the Assembly would be voting on the budget on November 15, and he encouraged the public to contact their Assembly members to discuss the proposed \$600,000 cut. The cut being proposed from transportation would mean no service on holidays as well as some other reductions, which could take the form of not filling some vacant positions or delaying capital improvements. He explained that the department leverages taxpayer money to match federal funds. He stated that this is important given the Alaskan economy and asked what kind of system the public could expect to have in five years with cuts like that. He stated that it would be a degradation of current service, so unless you come up with new resources, there will be even more difficult decisions to be made unless decisions are made to change the paradigm. He expressed his belief that ultimately the system could degrade to look like the 100% Concept map, but with much less service and therefore less value.

Mr. Hassan closed by noting that there will be additional public comment opportunities and the department is counting on the public to be as educated as possible regarding the issues at hand. He put this in context of what the department is trying to do -- not asking for more money from taxpayers, redesigning the system for the next 20 years. He asked how people see their future in the next 20 years and asked how that might affect lifestyle choices you make and whether you might decide to live somewhere with frequent bus service and not have a car.

PUBLIC COMMENT: Kim Wilson - Ms. Wilson asked if the 100% Ridership plan was intended as something that could be built on in the future to again add coverage if finances allowed.

Mr. Hassan replied that the public is at the heart of this. The question is whether any change will enable the population that is most reliant on the department's services to have a better life. He also asked how the department diversifies funding sources, because there is no rainbow with a pot of gold to tap into. He suggested that it is more convincing to businesses that the bus is expanding their employee and customer bases when service is more frequent. He stated that this is a calculated experiment with great risk but a potential for great yield.

Mr. Hassan also addressed the issue of Eagle River, which only has Connect-level service on the concept maps. He stated that this proposed change isn't due to ridership but instead due to cost. He stated that there are solutions out there and the public engagement process will open some of them up. For Eagle River, he stated that there is a pot of money that the department doesn't have access to but potentially could. This would help secure the Eagle River service. The challenge is how we take the focus, energy, and anger of the public and redirect it to enable the department to get the funding to improve the lives of those citizens. He restated that while it may not be the best use of the department's current pot of money to service Eagle River/Chugiak, there is a pot that could do that. The department needs the public to reach out to their Assembly and state representatives to make this happen.

PUBLIC COMMENT: Vijay Patil - Mr. Patil asked if the department would be talking about what that pot of money for Eagle River is and how the public can voice their desire for it. Mr. Hassan replied that it would be addressed in the public forums and open house meetings. Mr. Patil also clarified that it takes him less than an hour to get from Eagle River into town. Mr. Hassan acknowledged that this was the case if you were on the route 102 for the whole

time, but if you are making multiple connections, the travel time gets much longer. Mr. Patil asked how much the route 102 cost and what deficit it was causing. Mr. Hassan replied that he did not have that information right now, but a variety of factors go into it. He stated that this is information that the department can make available at the public comment opportunities.

PUBLIC COMMENT: Karen Barnard - Ms. Barnard noted that cultural activities on Saturday night, Sunday night, and Sunday morning are impossible to get to. She asked if there is a plan to sprinkle the Saturday/Sunday buses and have a later bus at 10:00pm on the weekends instead of maybe an afternoon run. She stated that it would be beneficial to shift service earlier and later. Ms. Barnard stated that she is a computer scientist and interested in chaotic networks. She stated that she can't even go to church on Sunday. Mr. Hassan stated that these trade-offs could be made, even in the existing model, but that someone else would comment that they are a single mother working in retail whose shift requires them to take whatever midday trip is being cut to provide those earlier and later trips.

Ms. Barnard stated that she was happy the Tikahtnu bus is running later than 6:00pm, because when that route started it did not help people who got off work at 5:00 or 6:00. Mr. Hassan pointed out that the concept maps both extend service from 8:00am to 7:00pm on both Saturday and Sunday as well as until 11:00 or midnight on weeknights. Mr. Hodges also noted the increased frequencies on the weekends in addition to the increased span, as opposed to the current 60-minute frequencies on all weekend routes. Ms. Barnard suggested that since we are not Denver, it might make more sense to put everything on 30 minute frequency instead of every 15 minutes to grow into it. She stated that she tried to get people to ride the bus and meet her downtown, but people have a hard time getting to the bus, for example on Hillside where there is not service. She noted the importance of being astute regarding shift changes.

Mr. Smith noted that the Board appreciates the comments and dialog taking place, but he doesn't know if it's necessarily the intention to engage in details at this time. He suggested that this would be better suited to the open houses and additional Board hearings. He encouraged the public to look at the maps and understand the trade-offs of the limited budget as well as the fact that hourly buses are not useful to many people, which has been a constant frustration for the Board. He noted that we have been struggling a long time to decide how to make the system better - some ground has been lost, but some has been gained (particularly on route 45, which is every 20 minutes but still full).

PUBLIC COMMENT: Elizabeth Fontenot - Ms. Fontenot expressed concern about the safety of walking in the northern part of Mountain View, which is currently being served by route 45 and is not currently included in the concept maps. She stated that as a single woman, she will not walk in that area at night, even though she has a cane and can use it as a weapon. Mr. Smith stated that he thinks the intention was to explain the context for this and give people an opportunity to process some information, talk about it with other riders, talk about it with Assembly members, and look out for open houses and other engagement opportunities, where it will be easier to have one-on-one conversations about what these changes mean for us. He stated that the Board understands that any changes made will have impacts on people one way or another. People will either get service cut or get benefits from it, and we need to figure out how to do this.

Mr. Hodges noted that members of the public are welcome to contact him directly if they aren't able to make it to any of the events.

Mr. Rudolph asked if the Board would discuss hearing dates for public testimony. Mr. Levy mentioned that with the short timeline for this, he would be happy to work with staff on developing some dates. He also asked Mr. Hassan if there was a work session scheduled

with the Assembly on this matter. Mr. Hassan replied that there was not one scheduled yet but it would likely be toward the middle or end of the comment period. Mr. Smith noted that the Assembly was aware of what was going on. Mr. Hassan noted that constituents have not been shy about reaching out to comment, according to Assembly members. Mr. Smith suggested that if four hearings were being scheduled, it would be good to have them at four different locations, specifically on transit routes, and he suggested different times of day.

Mr. Moore asked if other meetings had been scheduled besides the Eagle River one. Mr. Hodges replied with the schedule of open house and forum events already scheduled for the week of 11/14, which is available online and soon to be in print. He noted that tabling times at the Downtown Transit Center and Dimond Transit Center were also scheduled. Mr. Smith clarified that these were the open houses for citizens to engage directly with staff. He also asked about public hearing opportunities. Mr. Hassan suggested that the conversation about specific scheduling would best be taken after the meeting and staff would then push it out to the public. A commenter asked why there wasn't a presentation happening at Spenard Community Council. Mr. Hodges noted that staff will be at the Federation of Community Council meeting next week. Mr. Smith advised that as President of Spenard Community Council he would make sure it was addressed. Mr. Rudolph advised that there is a standing invitation for staff to the community councils and that staff is willing to go to any meeting that we are invited to. Mr. Moore advised that as President of the North Star Community Council he had spoken about it ad nauseum and no one from his council showed up tonight except him.

b. Downtown Transit Center Update/Director's Update

Mr. Hassan advised the Chair that he had an update on the status of the Downtown Transit Center. He stated that on November 30, the assessment center would be shut down and relocated to the Martin Luther King campus. This was a budgetary decision, and in addition to the route restructures, the department is looking for financial efficiencies to reduce costs and capital footprint to maintain a level of service. Information on the changes is being published. Continuing efforts at coordination are being made with ACDA. Maps of changes to Downtown Transit Center locations will be forthcoming. He stated that there had been an ADN article discussing the changes. Mr. Hassan also mentioned that some of the boarding zones would be relocated as part of this effort. He stated that he doesn't have a timeline on this right now but that he would keep everyone updated on when the new loading zones will take effect. He stated that this is an effort to work in concert with other needs and the Downtown Transit Center closing for most of its tenants.

Mr. Levy asked when the assessment center would reopen. Mr. Hassan replied that there was a process in place for the public to go through the eligibility criteria outlined on the website and many non-profits and other agencies have been consulted and told how to go through the process. He stated that the physical assessment center location is tentatively scheduled to reopen next spring, probably in early spring (March or April). That is the amount of time it will take to finalize the logistics.

Mr. Smith asked for clarification whether the department was looking at moving the Downtown Transit Center to another location. Mr. Hassan replied that this was still a fluid conversation but presently he foresees customer service remaining at the current location until at least August of 2017. He stated that he is not at liberty to discuss all the considerations because it is ACDA's domain and their vision for the footprint of the 91% of the Downtown Transit Center that they oversee. For the 9% that the department is federally vested with, it will remain as is at least through August 2017. If anything changes, the Board and the public will be notified.

Mr. Rudolph reported that two commercials are airing on local TV and will soon be on YouTube. Mr. Moore asked if they were as good as the Fairbanks one. Mr. Rudolph replied

that they wouldn't go as viral. He stated that one is more fun and one talks about the benefits of transit. Mr. Hassan clarified that different funds with different uses were at play. Marketing funds are dedicated to that purpose and can't be used for operations.

- c. Item 7b– October 2016 Ridership Report – Mr. Watts presented the October ridership report and noted the continuing ridership decrease year-over-year from 2015. Specifically, he noted a decrease of nearly 6% in weekday ridership from October 2015. He noted that historically, October has been one of People Mover's higher ridership months.

Mr. Levy asked about the apparent 20% reduction in ridership over the past five years. Mr. Hassan replied that there is not one single factor like price of gas, but it is a variety of different things. Mr. Hassan reminded the Board of a previous conversation about the point at which continued system degradation leads to a self-fulfilling prophecy that continues downward trends indefinitely. He stated that this is where we are now. The service possibly isn't meaningful enough to users because of continued degradation. Mr. Hassan also noted other factors, including the department's policy of not engaging aggressive individuals from a fare standpoint, low gas prices, and people's choice to drive more.

Mr. Watts also announced that members of the public attending the meeting would be given a free day pass and asked them to see him following the meeting to get their pass. Mr. Hassan noted that this program was intended to encourage the public to attend these meetings and spur the conversation. He noted that the previous meeting and this meeting were the most well-attended that he had seen in two years.

VIII. BOARD COMMENTS

Ms. Hamre asked what other languages, if any, the results of Anchorage Talks Transit and the conceptual designs are being made available in. Mr. Hodges stated that the full report has not been translated, but customers can call customer service to be patched into language line and discuss it. Mr. Rudolph also noted that language assistance is available for public meetings upon advance request. Ms. Hamre asked whether the request for advance request is being made available in languages other than English. Mr. Rudolph replied that it will be.

Mr. Levy asked if Google Translate would translate this automatically. Mr. Rudolph replied that the Anchorage Talks Transit report could not be because it was a PDF, but the language announcing the meetings and the summary can be automatically translated. Mr. Levy complimented staff for all they've done and all they have on their plate. He stated that the Board wants to get as much public comment as possible, and the impact on how information is obtained is not just from riders. There will also be impacts on surrounding businesses and other stakeholders, and these entities should be considered as part of outreach.

Mr. Ooms stated that the goal of the concepts is to entice riders who aren't currently riding as well as those currently riding, and it is hard to trade off existing riders with those who aren't riding yet. He stated that similar plans in other cities have shown that those riders are out there and going to 15-minute headways and enabling transfers can enable that ridership. Mr. Ooms also asked about the opening on the Board. Mr. Rudolph replied that the Mayor's Office has applications that will be forwarded the week of 11/13, and hopefully one of those will be selected and put forth.

Mr. Moore stated that Mr. Hassan's comment about lifestyle choices is important. He remembered four years ago when he decided to move to Anchorage and looked at the transit system to decide where he could live that would have at least 30-minute frequencies, and it was very important to him. He stated that he hopes more people will take this into

consideration moving forward. Mr. Moore also asked what People Mover's numbering system was for routes. Mr. Rudolph stated that it was a product of 40 years of a system that has grown, shrunk, and never changed the numbers. Mr. Moore noted that this would be an excellent opportunity to consider giving the numbers some meaning (e.g. North/South Odd, East/West Even) as well as doing rebranding and other fun things. Mr. Rudolph agreed.

Mr. Smith encouraged all attendees to reach out to their Assembly members and tell them that public transportation is important. He noted that he moved to Anchorage and started riding People Mover in 2009 and has been on the Board since 2011, and he has seen what budget cuts have done. It has whittled the Eagle River service down to something that is so anemic it barely serves the people who do ride it and costs a lot per passenger, more than any of the other routes. This is the product of budget cut after budget cut, and it's frustrating. He encouraged everyone to call their Assembly members or send them an email and to do it now, before the final Assembly meeting on the budget. He reminded the public that reality limits how much can be asked for but that cutting service on holidays is not acceptable.

Mr. Smith also noted that he is willing to take the time out of his schedule to hold public hearings and listen to how people feel about the concept maps. He stated that he was taken aback by some of the concept changes and isn't sure that he agrees with all of them.

IX. RESOLUTION

Mr. Levy moved that the Board adopt a resolution asking the Assembly to reconsider the \$600,000 cut to People Mover's budget. Mr. Moore asked whether they should reconsider and make it larger. Mr. Levy accepted Mr. Moore's friendly amendment that the reconsideration not result in a larger cut. Mr. Moore seconded the motion.

Mr. Levy stated that the Board recognizes the fiscal difficulties that both the Municipality and the State are having, but the Board also knows the consequences of continued "drip, drip, drip" cuts. The Board knows the value of public transportation not only in people's lives but also as an economic engine here in town. Mr. Levy asked Mr. Hassan if there was a number that should be asked for.

Mr. Hassan explained that the proposed cut included \$320,000 eliminating service on seven holidays and an additional \$260,000 subtracted from a fuel-based line item. Mr. Hassan noted that the department is never net positive. Money is always committed, either for past years or future years to leverage federal funding. The \$260,000 is not something that has been fully determined.

Mr. Levy clarified that restoring \$320,000 would restore the holidays in question.

Mr. Moore moved a friendly amendment to amend the motion asking the Assembly to restore \$320,000 to the department budget. Mr. Levy accepted the friendly amendment.

Mr. Smith stated the motion that the Board recommends that the Assembly restore \$320,000 to the department's budget with the intention to restore the seven holidays that have been proposed to be cut for 2017.

Mr. Ooms stated that he supports the amendment.

Ms. Hamre stated that she supports the amendment because people have places to be on holidays and employers need their employees to be present on holidays.

Mr. Smith asked for the record what the seven holidays were that were proposed for cuts.

Mr. Moore asked the Board how many of them had ridden transit in the last week. All had except for Ms. Hamre.

Mr. Rudolph replied to Mr. Smith's question that these were Veterans' Day, the day after Thanksgiving, Christmas Eve, New Year's Eve, Martin Luther King, Jr. Day, Presidents' Day, and Seward's Day.

Mr. Smith stated that from his perspective that there has been a lot of pushback in the past when this has come up, and he thinks that cutting service the day after Thanksgiving when people need to get to work and go shopping is unacceptable. He stated that he supports this resolution and would be happy to take it to the Assembly.

Mr. Smith called for a vote, which was approved unanimously, and the resolution was adopted.

Mr. Levy asked whether Mr. Hassan wanted a letter from the Board. Mr. Hassan replied that he could not make a recommendation one way or another but that the Board is more than welcome to contact the Assembly if that is their wish. Mr. Rudolph noted that staff could draft a resolution if the Board wanted.

X. NEXT PTAB MEETING DATE

Next Meeting Date: December 8, 2016

XI. ADJOURNMENT

Mr. Moore made a motion to adjourn. Ms. Hamre seconded the motion. The meeting adjourned at 6:49pm.