

**ANCHORAGE METROPOLITAN AREA TRANSPORTATION SOLUTIONS
POLICY COMMITTEE MEETING**

**Mayor's Conference Room, 8th Floor
632 W. 6th Avenue
Anchorage, Alaska**

**March 20, 2025
1:00 PM**

*This meeting is available for viewing at
[Transportation Planning / AMATS Meetings \(muni.org\)](http://Transportation Planning / AMATS Meetings (muni.org))*

Policy Committee Members Present:

Name	Representing
Sean Holland	Alaska Dept. of Transportation & Public Facilities (DOT&PF)
Kent Kohlhas	MOA/Public Works Department
Jason Olds	Alaska Dept. of Environmental Conservation (ADEC), Air Quality
Meg Zaletel	MOA/Municipal Assembly
Daniel Volland	MOA/Municipal Assembly

Also in attendance:

Name	Representing
Aaron Jongenelen	AMATS
Christine Schuette	AMATS
Mook Puttong	AMATS
Leifiloa Felise	AMATS
Brian Lindamood*	Alaska Railroad Corporation (ARRC)
Kate Dueber	ARRC
James Starzec	DOT&PF
Craig Lyon	DOWL
Emily Weiser	Bike Anchorage
Joselyn Biloon	DOT&PF
Mark Eisenman	DOT&PF
Christin Mounce	Federal Highway Administration (FHWA)
Sarah Davenport	
Ben White*	DOT&PF
Jim Winchester	Planning & Zoning Commission Representative
Adeyemi Alimi*	ADEC
Anna Bosin	DOT&PF
Adam Bradway	DOT&PF
Kim Carpenter	MOA/Traffic Engineering Department
Brad Coy*	MOA/Traffic Engineering Department
Sarah Davenport	
Jason Thomas	
Chelsea Ward-Waller	MOA/PM&E
Sean Baski	DOT&PF
Mélisa Babb*	MOA/Planning Department
Lindsey Hajduk	NeighborWorks Alaska

**AMATS Technical Advisory Committee Member*

***Designated Assembly Alternate*

1. CALL TO ORDER / ROLL CALL

CHAIR HOLLAND called the meeting to order at 1:01 p.m. Kent Kohlhasse represented Mayor LaFrance. A quorum was established.

2. PUBLIC INVOLVEMENT ANNOUNCEMENT

AARON JONGENELEN encouraged public involvement in this meeting of the AMATS Policy 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. KOHLHASE moved to approve the agenda. MR. OLDS seconded.

Hearing no objections, the agenda was approved.

4. APPROVAL OF MEETING MINUTES – February 20, 2025

MR. KOHLHASE moved to approve the minutes. MR. OLDS seconded.

CHAIR HOLLAND noted that he had misspoken that some of the actions taken during the MVP meeting were in violation of the Open Meetings Act. He understood that the MVP is a non-profit and has a different structure than we have and are subject to the Open Meetings Act. No corrections are to be made to the minutes.

Hearing no objections, the minutes were approved.

5. ACTION ITEMS

a. Resolution 2025-001 – Goodbye for Craig Lyon

MR. JONGENELEN presented the resolution, noting that Craig Lyon is a lifelong Alaskan and was appointed AMATS Coordinator on July 7, 2003, by then Mayor Mark Begich.

MR. KOHLHASE mentioned that while he was Director of PM&E, he sat on the Technical Advisory Committee and very much appreciated the time Mr. Lyon spent explaining the AMATS process. The citizens of Anchorage have benefitted from both his leadership, securing funding on the national level, and very specific projects, such as the Chester and Campbell Creek connectors, and the Coastal Trail to Ship Creek connection.

CHAIR HOLLAND agreed with Mr. Kohlhasse, noting that this is an impressive resolution.

CHAIR HOLLAND opened the floor to public comments.

MR. LYON commented that he enjoyed his time on AMATS. It has been amazing and fun and he worked alongside incredibly smart and capable people. He is proud of the work done to make Anchorage a really nice place to live.

MR. KOHLHASE moved to approve the resolution. MR. OLDS seconded.

Hearing no objections, the motion passed.

b. Draft Public Participation Plan (PPP) for Public Release

MS. SCHUETTE noted that Metropolitan Planning Organizations (MPOs), such as AMATS, must involve the public in transportation decision-making and update this process periodically. Notice has to be given about public participation opportunities, allowing the public to review and comment on key points during the planning process and offer different ways to participate, such as online or in person. MPOs must have a documented public participation process. This plan also summarizes all of AMATS' primary documents and procedures. The current Public Participation Plan was adopted in 2017, with the 2024 Title VI plan being approved by the Policy Committee. An overview of the changes made is as follows:

- This revision corrects outdated information
- Uses plain language
- Establishes suggested goals and targets to track outreach progress

The AMATS TAC reviewed the Public Participation Plan and recommended release for a 45-day comment period with the following edits:

1. Updating the Acknowledgement section to reflect the Traffic "Engineering" Department and the Project Management & Engineering "Department," not Division.
2. Include who is chair and vice chair, as outlined in the Operating Agreement, on the TAC and PC pages.

Question proposed by the TAC:

1. Should AMATS staff be able to release plans for public review without Policy Committee approval in order to speed up the final approval process?

ASSEMBLY MEMBER VOLLAND joined the meeting at 1:18 p.m.

There were no comments.

MR. KOHLHASE moved to release the AMATS Public Participation Plan and the red-lined Title VI Plan for a 45-day public comment period. ASSEMBLY MEMBER VOLLAND seconded.

Hearing no objections, the motion passed.

c. AMATS Safety Targets 2025

MR. JONGENELEN noted that Safety Performance Management (Safety PM) is part of the overall Transportation Performance Management (TPM) program, which FHWA defines as a strategic approach that uses system information to make investment and policy decisions to achieve national performance goals. The Safety PM Final Rule supports the Highway Safety Improvement Program (HSIP), as it establishes safety performance measure requirements for the purpose of carrying out the HSIP and to assess fatalities and serious injuries on all public roads. States are required by 23 CFR 490, Subpart B, to establish and submit to FHWA annual targets for five safety performance measures. Targets are expressed as five-year rolling averages. The targets are applicable to all public roads in Alaska. DOT&PF coordinated with AMATS on the establishment of targets, and MPOs must inform DOT&PF not later than 180 days after the HSIP (Highway Safety Improvement Program) annual report is submitted whether they will support state targets or set their own targets. MPOs have the following two options when setting their own targets for each measure:

1. Establish a numerical target for each performance measure specific to the MPO planning area.
2. Agree to support the State DOT target.

MPO staff worked with the MOA traffic section to gather the data for fatalities, serious injuries, non-motorized fatalities, and serious injuries. Using a 5-year rolling average, the projected numbers for 2025 were rounded to the nearest whole number as shown below:

Fatalities – 21

Serious Injuries – 70

Non-motorized Fatalities and Serious Injuries – 38

After discussing the data and needs within the AMATS area, staff selected a lower number than the projections by five for each target. This represents a considerable reduction, and a lot of effort will be needed to achieve these targets.

ASSEMBLY MEMBER ZALETEL appreciated the targets but commented that she would not call them aspirational but rather ambitious. She asked if these targets are similar to the types in the VisionZero Plan, particularly in relation to non-motorized. She also wanted to clarify that the fatality number shown is for passengers in cars, or are we tracking fatalities outside of being in a vehicle. This is a combined number, but she wondered if there is any reason the totals could not be broken apart and separate the goals.

MR. JONGENELEN will consult Zakary Hartman. The reason for the numbers being combined is that is how they are set federally, which we have to follow. AMATS could set their own targets, but would still have to report on or set a for the combined number as well.

ASSEMBLY MEMBER ZALETEL just wanted to ensure that AMATS is being consistent with its targets.

There were no public comments.

ASSEMBLY MEMBER VOLLAND so moved. MR. KOHLHASE seconded.

Hearing no objections, the motion passed.

**d. Alaska Railroad Corporation (ARRC) Transit Asset Management (TAM)
Target Recommendations**

MR. JONGENELEN noted that, as required by the Transit Asset Management Final Rule and Regulation in 49 CFR, Part 625, the performance management requirements outlined in 49 CFR 625 Subpart D are a minimum standard for operators that provide public transportation services and receive funds under 49 U.S.C. Chapter 53:

- a) Rolling stock: The performance measure for rolling stock is the percentage of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB).
- b) Equipment (non-revenue) service vehicles: The performance measure for non-revenue, support-service, and maintenance vehicle equipment is the percentage of those vehicles that have either met or exceeded their ULB.
- c) Facilities: The performance measure for facilities is the percentage of facilities within an asset class rated below Condition 3 on the TERM scale.
- d) Infrastructure (rail fixed-guideway, track, signals, and systems): The performance measure for rail fixed-guideway, track, signals, and systems is the percentage of track segments with performance restrictions.

As an MPO, AMATS is also required to adopt targets for the Transit Asset Management Final Rule using targets set by the Alaska Railroad within the AMATS boundary.

There were no comments.

MR. KOHLHASE so moved. ASSEMBLY MEMBER VOLLAND seconded.

Hearing on objections, the motion passed.

**e. DOT&PF Response Letter on Operating Agreement and Boundary
Update**

CHAIR HOLLAND requested for Mr. Jongenelen to just present the action requested and the Technical Advisory Committee's action taken, not the background.

MR. JONGENELEN noted that on January 22, 2025, the AMATS Policy Committee approved sending a letter to the governor and the DOT&PF Commissioner asking for more information regarding the boundary changes that AMATS had submitted in 2024 and DOT&PF's concerns raised regarding the Operating Agreement. The TAC reviewed the letter, the memorandum provided by staff, and made the following recommendations:

1. "Move to recommend to the PC to send the letter from DOT&PF out for independent legal review, table the discussion on the Operating Agreement until results are

received from the independent legal review, and add a discussion on a future agenda about revisiting the boundaries of the MPO to include the entire MOA.”

The committee discussed providing some scope of work to the legal counsel for review, selection, and funding process for an independent legal review; DOT&PF offering the assistance of their Department of Law; possibly scheduling an executive session for further discussion; and time constraints.

There were no public comments.

ASSEMBLY MEMBER ZALETEL moved to postpone until the next AMATS meeting.
ASSEMBLY MEMBER VOLLAND seconded.

ASSEMBLY MEMBER ZALETEL agreed that the committee needs to be really clear on the questions they are asking and expecting from an independent legal analysis. Taking the time to do that and figuring out if the committee can have a work session to see where those points of contention are would be time well spent so that the committee is defining the issue they are trying to answer and where they do need that additional expertise. The committee also needs to be clear when they ask for that expertise and how it is expected to come back. Will it be a legal opinion or a legal opinion with a legal briefing? How is the committee making sure to have that intersection with our own legal counsel, whether that is the MOA attorney or DOT&PF's Department of Law? With a little bit more planning, this can be pursued and will save money in the long run.

In response to Chair Holland's question regarding the timeline and if AMPO would have any resources that would help with our agreement, MR. JONGENELEN was not sure of the timeline. He was also not sure about AMPO because each agreement is specific to the MPO and is dependent upon how the committee wants to handle it. Most Operating Agreements do not include information about TIP and MTP amendments because they are handled using bylaws, but AMATS' does. He will consult with AMPO.

MR. KOHLHASE would be generally supportive of the motion but wanted to provide more specifics regarding a work session, AMATS reaching out to AMPO, and perhaps drafting a scope of work for review at the next PC meeting.

MR. JONGENELEN recommended that the committee staff work on getting a work session scheduled as soon as possible (within the time that we have) to start flushing out that scope of work because he did not know what the committee wants to look at, nor did he want to make presumptions on certain things over others. A work session does need to be posted for the public, so at least one week is needed in order to prepare it. It would be helpful if the committee brought their questions to the work session.

MR. KOHLHASE offered a friendly amendment to postpone to the April 4, 2025 meeting and direct AMATS staff to schedule a work session not later than April 4, 2025 in order to provide time for staff to do the initial research and for the committee to conduct a good work session, and to provide time for AMATS' staff to do whatever follow up work that might be needed before the next Policy Committee meeting.

ASSEMBLY MEMBER ZALETEL noted that if the committee has that kind of deadline then it is incumbent upon us to go back to our counsel and let them know that we have that deadline and need to get information from them so that we can bring all that information to the table to the extent that they have any questions or concerns about process as well. The more we can get consensus from the lawyers up front on how we are defining the issue will be important to the process made on the other side.

ASSEMBLY MEMBER ZALETEL agreed with the friendly amendment. ASSEMBLY MEMBER VOLLAND seconded.

MR. JONGENELEN asked for clarification that the postponement date would be for the next Technical Advisory Committee's meeting or the next Policy Committee meeting.

MR. KOHLHASE revised his friendly amendment to change the date from April 4 to April 11, 2025.

ASSEMBLY MEMBER ZALETEL agreed with the revised date. ASSEMBLY MEMBER VOLLAND seconded.

Hearing no objections, the motion passed.

**f. Statewide Transportation Improvement Program (STIP) Amendment #2
Comments**

MR. JONGENELEN noted that DOT&PF had released the draft STIP Amendment #2 on February 14, 2025, but AMATS staff did not receive notice of the amendment being out for public comment until February 18, 2025. The following is a brief summary of staff's recommendations:

1. STIP Amendment #2 was not coordinated with AMATS prior to being released.
2. No overall detailed summary of changes was provided as part of STIP Amendment #2.
3. The new dashboard information and comparison is a good start, and AMATS staff is looking forward to DOT&PF being able to iterate on this, making it easier to find more information.
4. The map on the dashboard page does not show any projects within the AMATS area.

The committee discussed quarterly MPO meetings, the importance of transparency, submitting comments formally, coordination between the STIP and the TIP with those across the state, and placing limits on when staff can speak on behalf of AMATS without approval from the committee.

There were no public comments.

ASSEMBLY MEMBER ZALETEL moved to approve. MR. KOHLHASE seconded.

Hearing no objections, the motion passed.

6. PROJECT AND PLAN UPDATES

a. Next Policy Committee Meeting Agenda Overview

MR. JONGENELEN noted that April's agenda will include the following:

1. Continuing the discussion on the Boundary and Operating Agreement.
2. Performance Measures Agreement update.
3. An I/L Pavement Project presentation with a potential lane drop.
4. Academy/Vanguard Drive update.
5. Fireweed Lane Rehabilitation Project.
6. MTP and TIP amendments.
7. UPWP update for 2026 and 2027.

ASSEMBLY MEMBER ZALETEL announced that April will be her last PC meeting.

There were no public comments.

7. COMMITTEE COMMENTS – None

8. PUBLIC COMMENTS - None

9. ADJOURN

ASSEMBLY MEMBER VOLLAND moved to adjourn. MR. KOHLHASE seconded.

Hearing no objections, the meeting adjourned at 2:10 p.m.