

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

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

**March 24, 2022  
1:30 PM**

Policy Committee Members Present:

| <u>Name</u>    | <u>Representing</u>  |
|----------------|--|
| Wolfgang Junge | Alaska Dept. of Transportation & Public Facilities (DOT&PF)    |
| Adam Trombley  | Director, MOA Community Development                            |
| Emma Pokon     | Alaska Dept. of Environmental Conservation (ADEC), Air Quality |
| Meg Zaletel    | MOA/Municipal Assembly   |
| John Weddleton | MOA/Municipal Assembly   |

Also in attendance:

| <u>Name</u>        | <u>Representing</u>                        |
|--------------------|--|
| Aaron Jongenelen   | MOA/Planning Department                    |
| Christine Schuette | MOA/Planning Department                    |
| Todd VanHove*      | DOT&PF                                     |
| Sean Baski         | DOT&PF                                     |
| James Starzec      | DOT&PF                                     |
| Brad Coy*          | MOA/Traffic Engineering Department         |
| Steven Rzepka      | DOT&PF                                     |
| Bart Rudolph       | MOA/Public Transportation Department (PTD) |
| Luke Bowland*      | DOT&PF                                     |
| Kathryn Wenger     | Federal Highways Administration (FHWA)     |
| John Linnell       | DOT&PF                                     |
| Adeyemi Alimi      | ADEC                                       |
| Cheryl Richardson  |  |
| Katherine Hensley  | DOT&PF                                     |
| Cindy Heil*        | ADEC                                       |

*\*AMATS Technical Advisory Committee Member*

*\*\*Designated Assembly Alternate*

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

CHAIR JUNGE called the meeting to order at 1:31 p.m. Adam Trombley, Community Development Director represented Mayor Bronson. 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. As a result of the virtual meetings, the public has been asked to submit an email request providing their name, phone number, and agenda item to AMATS by 6:30 p.m. the day prior to the meeting but can also participate via Teams and provide a three-minute testimony when the item is opened to the public for comments.

## 3. APPROVAL OF AGENDA

ASSEMBLY MEMBER WEDDLETON moved to approve the agenda. MS. POKON seconded.

*Hearing no objections, the agenda was approved.*

## 4. APPROVAL OF MEETING MINUTES – February 24, 2022

ASSEMBLY MEMBER WEDDLETON moved to approve the minutes. MS. POKON seconded.

*Hearing no objections, the minutes were approved.*

## 5. ACTION ITEMS

### a. Citizens Advisory Committee (CAC) Resolution of Support for Hiland Merge Lane Improvements

#### BACKGROUND:

*The AMATS Community Advisory Committee (CAC) is the resident's forum for transportation issues affecting the AMATS area. This group serves to review projects and plans, share information with the public and bring forth recommendations about transportation planning issues to the AMATS Policy Committee through the AMATS Technical Advisory Committee.*

*The CAC had spent several meetings discussing congestion and safety concerns at the Hiland Road & Glenn Highway Interchange. Recognizing that the Hiland Interchange Reconstruction project is listed in the Integrated Corridor Management (ICM) Study, [Phase 1 Chapter 4 Strategies](#), as a high priority, the committee is requesting the Policy Committee send a letter to the Alaska Department of Transportation & Public Facilities indicating that AMATS supports merge lane improvement southbound on Hiland Road onto the southbound Glenn Highway such that the merge lanes would not be conflicting with possible future partial clover-leaf renovations to the Hiland/Glenn Interchange.*

MR. JONGENELEN briefed the Committee on the Citizens Advisory Committee Resolution of Support.

There were no comments.

ASSEMBLY MEMBER WEDDLETON moved to send the resolution to DOT&PF. MS. POKON seconded.

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

**b. Alaska Railroad 2022 Transit Asset Management (TAM) Performance Targets**

**BACKGROUND:**

*As required by the Transit Asset Management Final Rule and Regulation at 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 nonrevenue, support-service and maintenance vehicles 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. Below are the targets set by the Alaska Railroad within the AMATS boundary:*

| <b>Alaska Railroad Corporation</b> | <b>2022</b> |
|------------------------------------|-------------|
| <b>Rolling Stock</b>               |             |
| Passenger Railcars                 | 0%          |
| Locomotives                        | 0%          |
| <b>Equipment</b>                   |             |
| Truck & Rubber Tired               | 25%         |
| Steel Wheel Vehicle                | 38%         |
| Automobile                         | 0%          |
| <b>Facilities</b>                  |             |
| Admin & Maintenance                | 9%          |

|                       |       |
|-----------------------|-------|
| Passenger & Parking   | 0%    |
| <b>Infrastructure</b> |       |
| Track                 | 1.42% |

MR. JONGENELEN explained the targets noting that the Technical Advisory Committee had reviewed this and recommended it to the Policy Committee for adoption.

ASSEMBLY MEMBER WEDDLETON was curious what was meant by performance restrictions. He will contact Brian Lindamood, Alaska Railroad and Technical Advisory Committee member for an explanation.

There were no public comments.

MS. POKON moved to adopt the targets. ASSEMBLY MEMBER WEDDLETON seconded.

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

### **c. Freight Advisory Committee (FAC) Member Appointment**

**BACKGROUND:**

*The AMATS Freight Advisory Committee (FAC) is the community forum for freight issues affecting the AMATS area. Specific functions of this group are to assist in promoting public and private participation in the freight planning process and to comment on freight planning issues. Members of this committee may serve up to three rotating three-year terms. Committee bylaws limit members to two consecutive terms. Katherine Hensley is being nominated to fill the seat for the ADOT Commercial Vehicle Enforcement representative.*

MR. JONGENELEN informed the Committee of the vacancy and staff's recommendation of Katherine Hensley to fill that seat. The Technical Advisory Committee recommended the appointment of Ms. Hensley.

CHAIR JUNGE asked for public comments.

KATHERINE HENSLEY introduced herself and thanked the Committee for the opportunity to serve on the FAC.

MS. POKON moved to appoint Ms. Hensley. ASSEMBLY MEMBER WEDDLETON seconded.

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

## **6. PROJECT AND PLAN UPDATES**

### **a. Survey Infrastructure Investment and Jobs Act for Alaska**

MR. JONGENELEN presented.

In response to Assembly Member Weddleton's question asking what the end result is, MR. VANHOVE noted that it is just information gathering and data collecting for the Long-Range Transportation Plan (LRTP).

CHAIR JUNGE added that there is a symposium being held April 11 and 12 at the Dena'ina Center and is revolving around this particular infrastructure act. It is an open invitation and Senator Murkowski will also be attending. He recommended everyone at least attend on Monday, April 11, because the Alaska Municipal League is sponsoring the breakouts for Tuesday, April 12. Although, he thinks that it is specifically for discretionary grant related actions.

MR. VANHOVE pointed out that the briefing on April 11 covers the entire symposium and the additional formula funding. The Alaska Delegation will talk about their influence on that and how they apply it to Alaska, and the discretionary funding portion will also be included that day.

There were no public comments.

## 7. GENERAL INFORMATION

### a. Bipartisan Infrastructure Law Update

MR. JONGENELEN presented the update.

The following were questions from Assembly Member Weddleton with responses noted in *Italic*.

(JW) He had heard AMATS was going to receive 40 percent more. Did that materialize?

(AJ) *In a way it did because the TAP (Transportation Alternatives Program) went from \$900,000 to \$1.9M, so that is a substantial percentage increase. The problem is that people did not look at the actual dollar value, just the percentage increase. When looking at the dollar value, it was not as significant as people thought it would be. 40 percent of \$30M, which is our normal STBG (Surface Transportation Block Grant), would be huge. It did happen with other programs that are not specifically for AMATS.*

(JW) Do you have the sources for match funds for these?

(AJ) *That all has to be sorted out when we are ready to submit the paperwork to FHWA to receive the funding. He highly recommended that people pay very close attention to these grant programs because, often, they will be a different match than what we normally get. Our STBG allocation is a 9.03 percent*

*match. A lot of these grant programs can vary being, sometimes, up to a 20 percent match (non-federal funds). Currently, any of these grants that are out there asking for funds through FHWA need to be in the AMATS MTP and TIP, if they fall within our boundaries. If someone is seeking a project that is not in our MTP or TIP, we will be required to do an amendment to add that in and it could be a lengthy process.*

- (JW) It cannot just be ARDSA (Anchorage Road and Drainage Service Area) bonds because ARDSA is smaller than the AMATS area, so where do you get the match funds?
- (AJ) *It depends on the project. If it is an area outside of ARDSA, it is limited. That is why planning projects tend to have the hardest time coming up with a match because the bond funding cannot be used, and we will have to use in-kind match, and that can only go so far.*
- (JW) Presumably the bonds we have done provide you the match for what we knew you were going to do, and now you have this extra match and will need more. Is there a fudge in those bonds or do you need the city to address that in the first quarter budget revisions or something?
- (AJ) *He did not have a solid answer because AMATS works with the Municipality's departments or DOT&PF departments showing them AMATS' funding and asking where their match is.*
- (JW) If it is this year, the municipality has first quarter budget revisions in a few weeks.
- (AJ) *Just know that his understanding with FY2022 funds is we will have a little more flexibility on when we need to get them obligated because it is recognized that we have five or six months left in the fiscal year before it is over, and that tends to be difficult to do. We may have more flexibility with FY2022 funds, but FY2023 will have to be cut and dry.*
- (JW) Does AMATS have the staff capacity to go for these grants?
- (AJ) *No. We have a lot of already underway projects that are federally required, and we are adding more. We are doing a Safety Plan, a Street Typologies Plan, a Trail Plan update, and the MTP has to be updated again in a couple of years, then we have to do a Household Travel Survey, plus other projects. AMATS staff time to help compete for these grants is very limited, but we can be a resource to help provide information or help guide people through the grant process. Additionally, AMATS itself has to go through the municipal process in order to apply for these grants, so we have to obtain approval from the Municipality's OM&B (Office of Management & Budget).*

CHAIR JUNGE asked for public comments.

MR. VANHOVE mentioned there is a new grant opportunity recently announced called the Mega Grant Program. DOT&PF will be working with the municipality and the MPO and providing additional information on this program.

**8. COMMITTEE COMMENTS**

CHAIR JUNGE advised all to notify Kirk Warren, DOT&PF Maintenance & Operations Chief, of any potholes. He is hoping to have the STIP (State Transportation Improvement Program) Amendment #4 out next month. The Mat-Su Valley MPO (Metropolitan Planning Organization) had previously intended to be validated in April 2022 with a 12-month window to finalize the Operating Agreement but has been moved to October 2022 and will potentially go live with an Operating Agreement in October 2023.

MS. ZALETEL noted that Chris Constant, AMATS' Alternate Assembly Member, asked her to request to have the Seward/Glenn PEL update on a future agenda (maybe next month) when he could attend. He specifically would like to discuss current road safety issues and how the recent road collisions and incidents are being taken into consideration moving through the PEL process.

**9. PUBLIC COMMENTS - None**

**10. ADJOURNMENT**

ASSEMBLY MEMBER WEDDLETON moved to adjourn. MS. POKON seconded.

*Hearing no objections, the meeting adjourned at 1:55 p.m.*