

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

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

**June 22, 2023
1:30 PM**

*This meeting is available for viewing at
[Transportation Planning / AMATS Meetings \(muni.org\)](https://www.muni.org/transportation-planning/amats-meetings)*

Policy Committee Members Present:

Name	Representing
Ben White	Alaska Dept. of Transportation & Public Facilities (DOT&PF)
Kent Kohlhasse	Municipal Manager, Mayor's Office
Kevin Cross**	MOA/Municipal Assembly

Also in attendance:

Name	Representing
Aaron Jongenelen	AMATS
Christine Schuette	AMATS
Jon Cecil	AMATS
Chelsea Ward-Waller	AMATS
Joni Wilm	AMATS
Sean Baski	DOT&PF
Luke Bowland*	DOT&PF
Jamie Acton*	MOA/Public Transportation Department (PTD)
Dennis Mitchell	DKS Associates
Brenda Hewitt	
Brad Coy*	MOA/Traffic Engineering Department
Zak Hartman	DOT&PF
Mark Eisenman	DOT&PF
John Linnell	DOT&PF
Lindsey Hajduk	

**AMATS Technical Advisory Committee Member*

***Designated Assembly Alternate*

1. CALL TO ORDER / ROLL CALL

ACTING CHAIR WHITE called the meeting to order at 1:31 p.m. on behalf of Deputy Commissioner John Binder. Kent Kohlhasse, Municipal Manager, represented Mayor Bronson. Assembly Member Cross acted as Designated Assembly Alternate for Assembly Members Volland and Zaletel. Emma Pokon with the Alaska Department of Environmental Conservation was absent. 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

ASSEMBLY MEMBER CROSS moved to approve the agenda. MR. KOHLHASE seconded.

Hearing no objections, the agenda was approved.

4. APPROVAL OF MEETING MINUTES – May 25, 2023

ASSEMBLY MEMBER CROSS moved to approve the minutes. MR. KOHLHASE seconded.

Hearing no objections, the minutes were approved.

5. ACTION ITEMS

a. 2024-2025 Unified Planning Work Program (UPWP) Budget, Narrative, and Comment Response Summary

MR. JONGENELEN noted that the Unified Planning Work Program (UPWP) is required by federal law under Title 23 CFR 450.308. The Draft 2024-25 UPWP defines the transportation planning activities and products to be developed by AMATS and other transportation planning agencies during federal fiscal years 2024 and 2025 (October – September).

There were no comments.

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

Hearing no objections, the motion passed.

b. Transit Safety Targets

MR. JONGENELEN explained that the Public Transportation Agency Safety Plan (PTASP) regulation, 49 CFR Part 673, requires covered public transportation providers and States to establish Safety Performance Targets (SPTs) to address the Safety Performance Measures (SPMs) identified in the National Public Transportation Safety Plan (NSP) 49 CFR § 673.11(a)(3). An SPT is a quantifiable level of performance or condition expressed as a value for the measure related to safety management activities an agency plans to achieve within a set period (§ 673.5). An SPM is a quantifiable indicator of performance or condition that is used to establish targets related to safety management activities and assess

progress toward meeting the established targets (§ 673.5). Transit providers may choose to establish additional targets for Safety Performance Monitoring and Measurement.

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 Transit provider(s) within their area with their adopted targets.

The committee discussed Motor Bus Directional Operation Fixed Routes being PeopleMover routes and these routes will be the safety target. They also discussed AMATS not setting targets above and beyond what Transit recommended.

There were no public comments

ASSEMBLY MEMBER CROSS moved to approve the Transit Safety Targets. MR. KOHLHASE seconded.

Hearing no objections, the motion passed.

c. 2024 State Safety Targets

MR. JONGENELEN noted that the 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 and are applicable to all public roads in Alaska. DOT&PF coordinated with AMATS on the establishment of targets and MPOs must inform DOT&PF no later than 180 days after the HSIP (Highway Safety Improvement Program) annual report is submitted as to whether they will support State targets or set their own.

The committee clarified that the spike in fatalities shown in 2022-2023 were projected targets and not the actual targets due to certification of the data being slow. They also discussed AMATS projecting 13-15% over the historical average.

There were no public comments.

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

Hearing no objections, the motion passed.

6. PROJECT AND PLAN UPDATES

a. Transportation Systems Management & Operations Plan (TSMO)

MS. SCHUETTE briefed the Committee on the plan.

DENNIS MITCHELL with DKS Associates provided a PowerPoint presentation.

The committee discussed the plan status, the difference between non-recurring and recurring congestion, and freight community outreach efforts and research methods,

There were no public comments.

b. CRRSAA (Coronavirus Response & Relief Supplemental Appropriation Act) Funding Update

MR. JONGENELEN reminded the committee that AMATS was made available approximately \$11M in COVID funding two years ago and were given until 2024 to utilize that funding for projects that did not require a match. Recently, Congress signed the debt ceiling bill, which involved taking back all unobligated COVID funding from everyone, which created a mad dash across the country to get those funds obligated prior to that bill being signed by the President. AMATS had approximately \$8.7M to be obligated in 2023 and 2024. DOT&PF helped AMATS obligate all of these and no funding was lost, but, as a result, the following projects in the TIP will be matchless or will require a match:

1. East 4th Avenue Signals and Lighting Project (requires roughly \$460,000 in match plus contingency to keep the project moving forward).
2. 3rd Avenue Signals and Lighting Project (was just notified today that there was no impact to this project).
3. Interim 2050 MTP Update in 2024 (is STBG and will require roughly \$36,000 in match) is a planning study and will be a challenge to find a match, but it is required and will be one of AMATS' first priorities.
4. AMATS Tudor Road Corridor Plan in 2024 (will be other sources of funding, such as STBG and will require roughly \$63,000 in match).
5. AMATS Northern Lights Boulevard and Benson Boulevard Corridor Plan in FY2024 (requires roughly \$63,000 in match).
6. AMATS Complete Streets Plan in FY2023 (requires roughly \$41,000 in match). AMATS' staff has been working with the MOA, UAA, and the State to come up with in-kind match and has been able to identify everyone and will be able to continue moving forward with the plan.
7. Non-motorized Inventory and Mapping in FY2024 (requires roughly \$27,000 in match). This project may need to be delayed due to the in-kind match being used up for the next two years.
8. AMATS Climate Action Plan in 2023 (requires roughly \$23,000).
9. Congestion Management Process Plan Update is a new project that AMATS will have to add based on the recent FHWA (Federal Highway Administration) certification review. FHWA was concerned that it is outdated (2016-17) and are requiring it to be expedited. It is high-priority and will require \$18,000 in match and will be added to the TIP as part of Amendment #2.

He added that 7 of these 9 projects are planning projects, meaning MOA bond funds cannot be used to help pay for them making it a real challenge to move these projects forward.

The committee discussed the obvious approach to the 4th Avenue Signals & Lighting project would be to bond for it, but that is a 2024 bond.

MR. JONGENELEN noted that the committee would need to look in the TIP to see which projects are CRRSAA funding and to know which were obligated. He will provide a list with rough napkin math of how much the match is. It would be rough napkin math because some projects need contingency added to them that would increase the match requirements.

There were no public comments.

ACTING CHAIR WHITE thanked everyone for their efforts with saving the COVID relief funding.

7. GENERAL INFORMATION - None

8. COMMITTEE COMMENTS

MR. KOHLHASE recognized AMATS' staff and their presenters for always doing their best and for being very well-organized.

9. PUBLIC COMMENTS - None

10. ADJOURNMENT

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

Hearing no objections, the meeting adjourned at 2:17 p.m.