

**ANCHORAGE METROPOLITAN AREA TRANSPORTATION SOLUTIONS
TECHNICAL ADVISORY COMMITTEE MEETING
Planning & Development Center
Main Conference Room, 1st Floor
4700 Elmore Road**

**April 4, 2024
1:00 PM**

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

Technical Advisory Committee Members Present:

Name	Representing
Brad Coy (Chair)	MOA/Traffic Engineering Department
Brian Lindamood	Alaska Railroad Corporation (ARRC)
Ben White	Alaska Dept. of Transportation & Public Facilities (DOT&PF), Anchorage Field Office
Galen Jones	DOT&PF
Craig Lyon	MOA/Planning Department
Steve Ribuffo	MOA/Port of Alaska
Melinda Kohlhaas	MOA/Project Management & Engineering (PM&E)
Taylor Keegan	MOA/Parks & Recreation Department
Adeyemi Alimi	Alaska Department of Environmental Conservation (ADEC)
Matt Stichick	MOA Health Department
Jamie Acton	MOA/Public Transportation Department (PTD)

Also in attendance:

Name	Representing
Aaron Jongenelen	AMATS
Jon Cecil	AMATS
Mook Puttong	AMATS
James Starzec	DOT&PF
Laurie Cummings	HDR
Mary Hoffman	DOT&PF
Amy Burnett	HDR
Steven Rzepka	DOT&PF
Will Taygan	Chugach Mountain Bike Riders
Chris Hughes	HDR
Brandon Telford	MOA/PM&E
Karen Pletnikoff	
Mark Eisenman	DOT&PF
Sean Baski	DOT&PF
Joselyn Biloon	DOT&PF
John Linnell	DOT&PF
Bart Rudolph	MOA/PTD
Alice Horazdovsky	HDR
Emily Weiser	AMATS Bicycle & Pedestrian Advisory Committee (BPAC)
Lindsey Hajduk	BPAC

Aves Thompson

Julie Jenkins Federal Highway Administration (FHWA)

Judy Chapman DOT&PF

**Policy Committee Member*

1. CALL TO ORDER/ROLL CALL

CHAIR COY called the meeting to order at 1:02 p.m. Galen Jones represented the Alaska Department of Transportation & Public Facilities on behalf of Luke Bowland. A quorum was established.

2. PUBLIC INVOLVEMENT ANNOUNCEMENT

AARON JONGENELEN 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. LYON moved to approve the agenda. MR. ALIMI seconded.

MR. JONGENELEN requested to add the AMATS TIP Amendment #2 Air Quality Conformity Demonstration as Agenda Item 5.A.

MR. LYON moved to amend to add the AMATS TIP Amendment #2 Air Quality Conformity Demonstration as Agenda Item 5.a. and renumber the agenda accordingly. MS. KEEGAN seconded.

First Amendment:

Hearing no objections, the amendment passed.

MR. WHITE moved to amend to add the AMATS Letter of Support for the DOT&PF Prioritization Process Pilot Program (PPPP) Grant Application as Agenda Item 5.f.

MS. KOHLHAAS seconded.

Second Amendment:

Hearing no objections the amendment passed.

Hearing no objections, the main motion, as amended, passed.

4. APPROVAL OF MEETING MINUTES – March 7, 2024

MR. ALIMI moved to approve the minutes. MR. WHITE seconded.

Hearing no objections, the minutes were approved.

5. BUSINESS ITEMS**a. AMATS Transportation Improvement Program (TIP) Amendment #2
Air Quality Conformity Demonstration**

MR. JONGENELEN noted that the 2023-2026 Air Quality Conformity Demonstration was developed for Amendment #2 as a federal requirement. An Interagency consultation meeting was held on October 25, 2023, and the demonstration was released for a 45-day public comment period along with the Amendment #2 TIP tables from January 29 through March 15, 2024. AMATS did not receive any comments on the demonstration. The Air Quality Conformity Demonstration approval is required prior to the final approval of TIP Amendment #2.

There were no comments.

MR. LYON moved to recommend to the Policy Committee approval of the 2023-2026 TIP Amendment #2 Air Quality Conformity Demonstration. MR. ALIMI seconded.

Hearing no objections, the motion passed.

b. 2023-2026 Transportation Improvement Program (TIP) Amendment #2

MR. JONGENELEN noted that an amendment to the AMATS 2023-2026 TIP is needed to update Table 2: Roadway, Table 3: Non-motorized, Table 4: Plans and Studies, Table 5: Congestion Mitigation Air Quality, Table 7: HSIP, Table 8: NHS, Table 9: Transit, and Table 10: Other Federal, State, and Local Funded projects within the AMATS area. These changes meet the requirements outlined in the AMATS Operating Agreement, Section 6.6.1, and Policies and Procedures #5. TIP Amendment #2 was released for a 45-day public comment period that also included an Anchorage Assembly public hearing. Fifty comments were received from the public. The attached comment response summary also includes 33 edits from staff based on the public comments and project status updates.

He referred to a correction to be made in the Comment Response Summary to Comment #82 in the CMAQ title that should read CMQ0008 Demo and Operations Expansion Project, not Bus Stop and Facility Improvements.

The following were committee comments and questions with responses noted in *Italic*.

- (MK) Instead of DOT&PF just removing the projects and having them become Illustrative, is there a way to denote it differently in the table?

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- (AJ) *Those that are Illustrative are already noted in the table and projects that are just for removal do not have the Illustrative tag.*
- (BC) *With regard to Illustrative projects, is it because the STIP does not put money towards them the reason why they are not in the STIP?*
- (AJ) *In the past, projects within the MPO area were in both the TIP and the STIP, and that was how they demonstrated fiscal constraint. With this last STIP update, FHWA adjusted how that happens and said that any project within the MPO boundary is no longer allowed to be in the STIP as its own individual project. It is only in the TIP and the TIP is incorporated by reference into the STIP. Because of that, AMATS is solely responsible for fiscal constraint demonstration, meaning we have to be more strict about what information we need from DOT&PF and other partners. Some of those partners will have to collect more information, so there will be some additional changes as time goes along, but this is the most immediate document because the STIP is currently out there. Basically, AMATS has to demonstrate there is enough revenue to afford those projects. DOT&PF advised us that this is the best thing for us to do now until they figure out what they need to do.*
- (BW) *The STIP was just approved last Wednesday, so there is a fiscal constraint table. DOT&PF shifted to a ledger type accounting system within the STIP to address fiscal constraints. We have the time to look at it to ensure there is something in it that says “x” amount of millions of dollars are programmed in our fiscal constraint calculation table for projects within the MPO boundaries. This impacts FAST, AMATS, and MBP. Historically, we would throw all of our projects in the STIP, list them out, and know that calculation, but we cannot find it right now, and we are working on identifying where that is in order to move this TIP through and then figure out the solution going forward to be able to work through the TAC and PC on our project analysis and discussion. Going forward, TIPs will be incorporated by reference, so we will not see a DOT&PF project within AMATS’ boundary single line listed in the STIP. Again, it will just be incorporated by reference. We had a deadline of March 31 to get the STIP approved, and in order to do that, there were some things we needed to reevaluate, making sure we were okay. For now, the direction has been to put it in as Illustrative, but we are going to do our homework and kind of flush that out and bring it back to the TAC as an amendment. Some of these are already programmed in because they are already underway and have been authorized to move forward. If we were already in the design phase, the funding has already been allocated. We just will not be able to move from design to construction without having an amendment.*
- (BC) *If the STIP says an “x” amount of dollars is going to MPOs, will it actually state how much is going to AMATS?*
- (BW) *There will be a line item that documents how much money is going to DOT&PF projects within the MPO boundary. He did not know if all three MPOs will be lumped into one pot and list how much is going to MPO boundary projects or be*

carved out by funding sources, but he did believe it would show how much money is being dedicated to AMATS for projects within the MPO boundary. Most of these are on the NHS.

(AJ) Staff will also need direction from the committee to score and rank projects.

(MK) The Academy Drive/Vanguard Drive project is still in place. Even though the Dimond to O'Malley project has been removed, there was some correlation between the two projects. The only reason she can understand why the Academy Drive is in is because it is funded with 2025 design money, and they may just keep going. If it is not removed due to the relationship of the other one being removed and it does remain in place, then it can have a recommendation with that individual design. They are interrelated. The other piece would have impacts on the roadway underpass at 92nd Avenue, so the Dimond to O'Malley project is now removed from the TIP, but the Academy/Vanguard project is still in place, which would rely on that other project moving forward. At this point, there is the option of removing this one too, or just having the project team coordinate and make decisions based on this new information.

(AJ) He explained that she can still move forward with that project. Just make sure the project team is aware of the other project and its needs.

(BW) The intent is to reevaluate the scope and bring back the revised scope to the committees.

(BC) Did the slippage of the Ship Creek and Coastal Connection that was mentioned rearrange funding or push it back?

(AJ) He mentioned earlier that when looking at the TIP, you have to look at each year as its own distinct funding source. If you have a project in 2024 and it slips to 2025, you now have a funding hole in 2024 that you need to fill with projects. In this case, the Downtown Trails slipped to 2025, which pushed Fish Creek to 2026, and the hole left in 2024 was absorbed by transit projects.

CHAIR COY opened the floor to public comments.

JAMES STARZEC

MR. LYON moved to recommend to the Policy Committee approval of the 2023-2026 TIP Amendment #2 with the attached comment response summary. MR. RIBUFFO seconded.

MS. KEEGAN moved to amend Table 3: NMO00012, to move the proposed multi-use pathway Tudor Road to Northern Lights Boulevard from being stricken to Illustrative. MS. KOHLHAAS seconded.

MS. KEEGAN explained that this project fell off when trying to find a match. The community is advocating for this project, and our department would like to see it happen. The Fish Creek Trail Connection that is underway would serve as the first part of connecting to Tudor Road; we just need time to find matching funds and keep it on the list.

Hearing no objections, the amendment passed.

Hearing no objections, the main motion, as amended, passed.

Mr. Jones recused himself from participating in Agenda Items 5.b. and 5.c. to avoid any potential conflict of interest given his role on the PEL team and removed himself from the dais.

c. AMATS Community Advisory Committee (CAC) Comments on Seward Highway to Glenn Highway Planning and Environmental Linkages (PEL)

MR. JONGENELEN noted that the AMATS CAC held a special meeting on March 11, 2024, to discuss comments on the Seward Highway to Glenn Highway PEL, voted, and approved to have the comments provided to the project team.

CHAIR COY opened the floor to public comments.

BOB BUTERA

MR. LYON moved to forward the comments submitted by the CAC to the Policy Committee for approval. MS. KEEGAN seconded.

PASSED

d. AMATS Bicycle and Pedestrian Advisory Committee (BPAC) Comments on the Seward Highway to Glenn Highway Connection Planning and Environmental Linkages (PEL) Study

EMILY WEISER with BPAC noted that the committee met on February 27, 2024, with the Seward Highway to Glenn Highway Connection PEL Study project team, and BPAC voted on March 11, 2024, to approve having their comments provided. Their overarching support was for the 2050 MTP Alternative as best supporting the project purpose and need, especially balancing livability, community, and connectivity with mobility needs, but they would like more information provided about mapping, scoring, and how the various projects on that list fit together. They would also encourage considering public transit as a way to get people through the area without reducing car traffic and using the railroad for free. They would also like to see more information about the bicycle and pedestrian studies incorporated into the alternatives that were developed. BPAC does support the regional trail agreement and turning Gambell Street back into more of a community-focused street with local needs.

The committee discussed Gambell Street being a one- or two-lane direction.

CHAIR COY opened the floor to public comments.

AVES THOMPSON

MS. KOHLHAAS moved to forward the comments submitted by the BPAC to the Policy Committee for approval. MR. LYON seconded.

Hearing no objections, the motion passed.

Chair Coy noted for the record that Mr. Jones rejoined the meeting.

e. Alaska Railroad 2024 Transit Asset Management (TAM) Performance Targets

MR. JONGENELEN noted that as required by the Transit Asset Management Final Rule and Regulation, 49 CFR, Part 625, the following 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 this 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 vehicle equipment is the percentage of those vehicles that have either met or exceeded their ULB.
- c) Facilities: the performance measure for this is the percentage of facilities within an asset class that are rated below Condition 3 on the TERM scale.
- d) Infrastructure: rail fixed-guideway, track, signals, and systems. The performance measure for these is the percentage of track segments with performance restrictions.

He added that as a Metropolitan Planning Organization (MPO), AMATS is also required to adopt targets for the Transit Asset Management Final Rule.

The committee discussed the Useful Life Benchmark targets.

There were no public comments.

MR. LINDAMOOD moved to recommend to the Policy Committee for approval. MS. ACTON seconded.

MS. ACTON noted that the Public Transportation Department also has a Transit Asset Management requirement, and during the briefing this week, it was recognized that it would be helpful for the committees if Transit and the Railroad were on a similar schedule.

Hearing no objections, the motion passed.

f. AMATS Letter of Support for DOT&PF Prioritization Process Pilot Program (PPPP) Grant Application

MR. JONGENELEN noted that DOT&PF staff recently made AMATS staff aware of the fact that DOT&PF is planning on putting an application in for the Prioritization Process Pilot Program (PPPP) to develop a more transparent STIP scoring and ranking process. The PPPP Notice of Funding Opportunity (NOFO) was released on February 22, 2024, with an application due date of May 1, 2024. DOT&PF Planning staff met with AMATS staff on April 2, 2024, to coordinate this letter of support, discuss what this grant will be used for, and resolve any concerns.

MR. WHITE added that this is a planning opportunity and was part of the reason why the intent was to put it out at the last minute. DOT&PF is looking at a criteria matrix that will allow them to plug and play as things change with the economy and changes in our state, and should certain things become more critical if economic vitality in the state becomes something that needs to be weighed a bit heavier in our process analysis. We all have to do a criteria project analysis before selecting projects, and there are three MPOs that we want to be able to coordinate with and help develop a criteria matrix to help prioritize projects that can be shared openly with the public and are more consistent across the state, so it would not just be up to DOT&PF. The intent is to also get a consultant here in Alaska with experience to help with the matrix.

CHAIR COY opened the floor to public comments.

EMILY WEISER

MR. WHITE moved to recommend to the Policy Committee for this letter to be provided to DOT&PF in support of the PPPP grant application. MR. ALIMI seconded.

In response to Chair Coy's request for clarification as to who is to sign the letter, MR. JONGENELEN explained that he should be the sole signature due to the conflict of having the chair of the Policy Committee, who is with DOT&PF, sign its own letter of support. If the TAC desires, he can add the TAC and PC as recipients of the letter.

Hearing no objections, the motion passed.

6. PROJECT AND PLAN UPDATES

a. Q1 Obligation Report

MR. JONGENELEN presented the obligation report.

CHAIR COY opened the floor to public comments.

JAMES STARZEC

b. Q1 Project Status Report

MR. JONGENELEN presented the status report.

MR. LYON suggested adding a footnote or an informative funding figure into the life of the TIP.

MR. STARZEC noted that he does collect and convey that information to AMATS, but should be able to add a current schedule and budget from the active TIP.

There were no public comments.

7. COMMITTEE COMMENTS

MR. JONGENELEN informed the committee that Ms. Ward-Waller has accepted a position with PM&E. As a result, AMATS now consists of just Mr. Cecil, Ms. Schuette, and himself, so staff will be focusing solely on required projects, corrective actions that need to be addressed, and the MTP. Public requests for research will not be available at this time.

MS. ACTON noted that Transit is also hiring multiple positions. We are currently in the final push for public involvement surrounding the Downtown Transit Center Site Selection study and have narrowed it down to three locations. A stakeholder engagement meeting and open house were held yesterday, and the online open house is available now until May 3, 2024.

MR. LINDAMOOD announced that the gravel trains are starting along with ARRC's annual appeal for DOT&PF to grade separate C Street.

CHAIR COY noted that weight restrictions will be in effect next week and the snow tire removal deadline will be in one month.

8. PUBLIC COMMENTS

AVES THOMPSON requested that when the TAC recommends the advisory committee comments to the Policy Committee, they include summarized comments from the public as information.

MR. JONGENELEN commented that the comments were not part of the approval request made by the TAC. The public can also appear before the Policy Committee to express their comments, or if Mr. Thompson would email the comments, he can provide them to the PC.

MR. STARZEC added that the Policy Committee can also review today's recorded session.

9. ADJOURNMENT

Hearing no objections, the meeting adjourned at 2:54 p.m.