

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

**April 14, 2022
2:30 PM**

Technical Advisory Committee Members Present:

<u>Name</u>	<u>Representing</u>
Brad Coy	MOA/Traffic Engineering Department
Brian Lindamood	Alaska Railroad Corporation (ARRC)
Todd Vanhove	Alaska Dept. of Transportation & Public Facilities (DOT&PF), Central Region Planning
Luke Bowland	DOT&PF
Cindy Heil	Alaska Dept. of Environmental Conservation (ADEC)
Craig Lyon	MOA/Planning Department
Jamie Acton	MOA/Public Transportation Department (PTD)
Steve Ribuffo	MOA/Port of Alaska
Kent Kohlhase	MOA/Project Management & Engineering (PM&E)
Shaina Kilcoyne	MOA/Energy and Sustainability
Matt Stichick	MOA/Anchorage Health Department (AHD)

Also in attendance:

<u>Name</u>	<u>Representing</u>
Aaron Jongenelen	MOA/Planning
Christine Schuette	MOA/Planning
Jon Cecil	MOA/Planning
Joni Wilm	MOA/Planning
Bart Rudolph	MOA/PTD
Tom Davis	MOA/Long-Range Planning Division
Laurie Cummings	HDR
Adeyemi Alimi	ADEC
Anita Baker	State of Alaska, Community & Economic Development (CED)
Matthew Dietrick	DOT&PF
Nancy Pease	
Douglas Kolwaite	DOT&PF
Steve Rzepka	DOT&PF
Kathryn Wenger	Federal Highways Administration (FHWA)
Wolfgang Junge*	DOT&PF
Doug Campbell	DOT&PF
Philana Miles	DOT&PF
Sean Baski	DOT&PF
Taylor Horne	HDR
Kelly Summers	DOT&PF

**Policy Committee Member*

1. CALL TO ORDER/ROLL CALL

CHAIR COY called the meeting to order at 2:30 p.m. A quorum was established prior to the arrival of Mr. Stichick at 2:33 p.m.

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. VANHOVE moved to approve the agenda. MR. LINDAMOOD seconded.

Hearing no objections, the agenda was approved.

4. APPROVAL OF MEETING MINUTES – None

5. BUSINESS ITEMS

a. 2040 Metropolitan Transportation Plan (MTP) Amendment 1

BACKGROUND:

The AMATS 2040 MTP was approved in June 2020 by the AMATS Policy Committee and received final approval by FHWA and FTA on August 26, 2020. An amendment to the 2040 MTP is needed to add a new project, the Alaska Cargo and Cold Storage warehouse facility. This project is in part funded with Better Utilizing Investments to Leverage Development (BUILD) federal grant funding from 2020. A project receiving BUILD grant funding must be consistent with State and local plans, including the Long-Range Transportation plans of Metropolitan Planning Organizations, such as AMATS. As such, this project must be added to the 2040 MTP through this amendment. AMATS staff consulted with FHWA, and it was determined that an Air Quality Conformity Analysis was not needed as this project is not a highway or transit project and does not have any highway or transit components.

The Alaska Cargo and Cold Storage project is a secure, up to 715,000 square foot, climate-controlled warehouse facility located at Ted Stevens International Airport (ANC), Anchorage, AK. Phase I, the current project, is estimated to be ~190,000 square feet of cargo warehouse, with the option to include aircraft parking.

The 2040 MTP Amendment #1 schedule is as follows:

- *May 2022 – 30-day public comment period*
- *April – May – MOA Assembly Public Hearing*

- *June – Review of Public and Assembly comments and final approval of 2040 MTP Amendment #1*
- *July – FHWA/FTA approval of MTP Amendment #1*

MR. JONGENELEN explained the process of adding the Alaska Cargo and Cold Storage warehouse facility as an amendment to the 2040 MTP.

The following questions and comments were made by the Committee with responses noted in *Italic*.

- (SR) This is just a building, so why does it have to go through this process?
- (AJ) *Because it is funded with federal grants and FHWA informed us that these are the requirements and must be followed.*
- (SR) Does FHWA have primacy over FAA, in this instance, even though this is a building on an airport?
- (AJ) *Yes because it is using FHWA funding. He would not consider it as having primacy over, but they still have to follow FHWA requirements.*
- (TV) *FAA is not participating in this at all, other than providing the lease space for it. Actually, Anchorage International acquired the lease space, but this is all private funding with the exception of this grant. There is no FAA money involved.*
- (SR) Clarified that one has to get an FHWA grant for a building and asked if that happens a lot.
- (BL) *We built a port and a dock in Seward with FHWA money back in 2000.*
- (AJ) *It is an eligible expense in the RAISE BUILD grant, but he did not know how common it was.*
- (KK) Who would own the building?
- (AJ) *Whoever ends up using their private funding for it.*
- (KK) Just to reiterate, it only comes through AMATS because it is Federal Highway funding. There is no AMATS involvement other than we need are required to vote on it because it is federal funding.
- (AJ) *FHWA funding, regardless of the source, requires it to be consistent with planning documents, including AMATS' MTP and TIP.*

There were no public comments.

MR. RIBUFFO moved to approve. MR. LYON seconded.

Hearing no objections, this motion passed.

b. Bicycle and Pedestrian Advisory Committee (BPAC) Appointment

BACKGROUND:

The AMATS Bicycle and Pedestrian Committee is the citizen's forum for bicycle and pedestrian issues affecting the AMATS area. This group serves to make recommendations about bicycle and pedestrian planning issues to the AMATS Technical Advisory Committee. Members of this committee serve rotating three-year terms. Committee bylaws limit members to two consecutive terms. Katie Severin, AARP Alaska Associate State Director of Communications, is being recommended to fill the Social Services seat vacancy. Michael Williams, National Marine Fisheries Service Alaska Region, is being recommended to fill the Community or Environmental Organization seat vacancy.

MS. WILM briefed the Committee on the recommendations of Katie Severin and Michael Williams to the Bicycle and Pedestrian Advisory Committee.

MR. JONGENELEN thanked Eric Gurley for having served on BPAC for six years and for his dedication in helping improve non-motorized transportation in the AMATS area.

MR. LYON expressed that he did not know Mr. Williams but working for NOAA proves to be a good fit for the Environmental Organization seat and we will be fortunate to have Mr. Williams on the Committee. He does know Ms. Severin adding that most BPACs around the country, when having this connected to an MPO, have an overload of bike organizations because most cities have, for example, a Bike Denver or a Bike Des Moines. They do not usually have a sizeable walking community that is organized in a group, so having someone in the committee representing AARP is a great connection for us to get into that walking side of the house. Ms. Severin worked in the Mayor's Office previously and has good experience that will be beneficial. He would be very happy to support both appointments.

In response to Chair Coy's question who Mr. Gurley was employed by. He also inquired if Mr. Gurley was not representing those agencies, but rather that he had the background and experience to fill that seat. MS. WILM noted that he was with HOPE originally and then with an ADA non-profit group in Anchorage.

MR. JONGENELEN explained that the member is helpful by representing the organization and having a wide variety of knowledge. A nomination period is opened to the public to submit applications for the vacancy. Any seat that is representative of an organization, we attempt to locate someone that would be a good fit from an organization and would be willing to serve.

MS. WILM added that Mr. Gurley had recommended Mr. Williams for the Environmental Organization seat.

There were no public comments.

MR. LYON moved to recommend to the Policy Committee approval of the two BPAC appointments. MS. KILCOYNE seconded.

Hearing no objections, this motion passed.

c. Title 21 – Parking Resolution

BACKGROUND:

The MOA Planning Department is currently working on changes to the Title 21 Parking and Site Access requirements. As noted in the project summary, “This amendment provides for area-specific lower parking requirements and streamlines approvals of reductions in parking for developments. It also reforms site access requirements for driveways and pedestrian facilities.”

The project team provided a presentation before the Technical and Policy Committees at their March and November 2021 meetings. The Title 21 amendments, outlined in the public hearing draft, are consistent with and help implement the 2040 MTP, and the recently adopted AMATS Non-Motorized Plan.

MR. JONGENELEN noted that the Municipality’s Long-Range Planning Division is asking for a resolution supporting the changes to Title 21 that they are currently working on. It is before AMATS because this change is helping implement our 2040 MTP through our Goals and Objectives. Working with the MOA Planning and Traffic Departments on parking strategies is helping shift to a more multi-modal approach. He suggested adding a “whereas” to the resolution to explain that it is helping to implement Action 3E-5 of the 2040 MTP, which was inadvertently left off of the resolution. Basically, 3E-5 is supporting the Municipal Planning and Traffic Departments and parking strategies that help shift the multi-modal options for transportation.

In response to Mr. Ribuffo’s question as to where and how he wanted this placed on the resolution, MR. JONGENELEN recommended making it separate and placing it under the “whereas” that is talking about the 2040 MTP Goals 5 and 6 because it is a little different from the Goals and Objectives and highlighting that it is an action item.

CHAIR COY asked what happens to the resolution once AMATS approves it.

MR. JONGENELEN noted that our resolution then goes to the Municipality’s Planning Department to show them we are supporting the changes, and the Planning Department can also include our resolution in the packets submitted to the Assembly. Our resolution does not need Assembly approval.

There were no public comments.

MR. RIBUFFO moved to approve Resolution 2022-01. MR. VANHOVE seconded.

MR. KOHLHASE moved to amend Resolution 2022-01 to include a “Whereas” that would read, “This is consistent with and supportive of Action Item 3.E-5 of the 2040 MTP.” MR. LYON seconded.

Hearing no objections, this motion passed, as amended.

6. PROJECT AND PLAN UPDATES

a. 2050 Metropolitan Transportation Plan (MTP)

MR. JONGENELEN presented the 2050 MTP update.

There were no comments.

b. 2023-2026 Transportation Improvement Program (TIP)

MR. JONGENELEN presented the 2023-26 TIP update.

There were no comments.

7. GENERAL INFORMATION

a. EV Spending – Shaina Kilcoyne

MS. KILCOYNE provided a PowerPoint Presentation.

MR. STICHICK asked what had become of the city’s electric transit bus, if it was still in use, and, if so, how is it being charged currently?

MS. KILCOYNE replied that it was a pilot program. In 2018, the Transit Department had an electric Proterra bus for approximately four months over the winter, which was nice to be able to test it in the hardest conditions. Her recollection is that they found the bus would not be able to run all day. The buses, now, run about 18 hours per day. In order to do that with electric buses, you would have to be able to do fast charging during operation, and that is a significant cost. With the cost and technology, she thought they were working to make that work, but Anchorage is not there yet.

MR. KOHLHASE commented that this was a very interesting presentation. He referred to the charging stations like the one at the Rustic Goat and those that are proposed to be installed under the grant, and asked if they were pay-per-use or are they publicly provided charging stations? How do they operate?

MS. KILCOYNE explained that there are some in the downtown area that are free, so they are publicly provided and, she thinks, had grant funding. While the charging station at the Rustic Goat did have grant funding, there is a pay-to-charge, so that the municipality can

cover its costs of the install and upkeep. She thought most of the charging stations you will be seeing will be pay-to-charge.

MR. STICHICK referred to the nine fast charging stations that are being installed and asked if there were any restrictions on the time of day they can be used or what policies are in effect for who is allowed to use them? Do you have to be a patron of the facilities in order to have access?

MS. KILCOYNE replied that you do not have to be a patron of those facilities and, she believed, there are no restrictions on timing. The Regulatory Commission of Alaska (RCA) just recently came out with new rates specifically for fast charging to make sure that is not a barrier. Most people charge at home, but when needing to charge while on the road, if you have a couple of people charging on a fast charger within a month, then your cost is extremely high. Until we get to a position where we have more electric vehicles charging regularly, it is a prohibitive cost to pay that demand fee. The RCA just approved a rate that will be supportive, but she is still curious to see how it will work. The nine stations to be installed this season are pay-per-charge and are not restricted access.

CHAIR COY asked for public comments.

NANCY PEASE asked what is AMATS or the MOA doing to calculate the combined rate of EV changeover and VMT reduction needed to reduce emissions 80 percent by 2050?

MS. KILCOYNE explained that we are hoping to track it through these Greenhouse Gas inventories and AMATS is working on the VMT model, which will allow us to track that more closely. We will be able to tell how that transition is going and how quickly we are getting there. She emphasized that we are still talking about emissions at the electrical system, and once the electrical system gets more efficient, we will see reductions in carbon emissions through that transition.

b. Seward to Glenn Highway PEL Update

KELLY SUMMERS with DOT&PF and LAURIE CUMMINGS with HDR provided a PowerPoint Presentation.

MR. STICHICK asked if the bike and pedestrian crash maps will be available for review. MS. CUMMINGS pointed out that these particular facts are in the 2020 Traffic Report available on the MOA Traffic Engineering Department's website. She can also make the presentation available.

In response to Mr. Stichick's additional question asking what intersection on Minnesota Drive showed quite the cluster of pedestrian crashes, CHAIR COY noted that it appeared to be Spenard Road and that he would be happy to discuss this after the meeting.

CHAIR COY commented that it is great they have done so much public outreach. The Assembly has been tracking this closely and there had been lots of interest.

8. COMMITTEE COMMENTS

MR. LYON informed the Committee that the AMATS Coordinator position was available, and Mr. Jongenelen had been acting in that position since December. Two very strong candidates applied, and Mr. Jongenelen was selected to fill that position, which will result in his Senior Planner's position becoming available, and that should post today for one week nationwide.

MR. LINDAMOOD mentioned that over the last year, or so, there had been a fair amount of traffic through town during the winter season, but passenger and gravel season is now upon us.

MR. RIBUFFO pointed out that most of the ice is gone and only took a few weeks. The Port is getting ready to see Pacific Power Marine come back this summer to do the last of the cleanup work on the new petroleum cement terminal. We are far enough along that we are in the process of reviewing the changeover checklists from the construction company and the program management consultant for the Port. We will have a facility that will at least be able to service petroleum barges until Pacific Power Marine comes back since they have a little bit of cleanup dredging to do before it will be deep enough for tankers, which we hope will happen sometime in late May or early June. This will be the first brand new fully functional terminal in over 20 years.

CHAIR COY spoke on behalf of the Traffic Engineering Department noting that with breakup upon us, we have weight restrictions in place until the end of May. The commercial shippers and others have been made aware. The intent of the restrictions is to limit heavy loads and reduce the wear and tear and damage to our roads.

9. PUBLIC COMMENTS

MR. CECIL reminded everyone that it is time to remove studded tires.

10. ADJOURNMENT

Hearing no objections, the meeting adjourned at 3:42 p.m.