

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

**September 8, 2022
2:30 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
Sean Baski	DOT&PF
Adeyemi Alimi	Alaska Dept. of Environmental Conservation (ADEC)
Brian Lindamood	Alaska Railroad Corporation (ARRC)
Matt Stichick	MOA/Anchorage Health Department (AHD)
Steve Ribuffo	MOA/Port of Alaska
Kent Kohlhasse	MOA/Project Management & Engineering (PM&E)
Luke Bowland	DOT&PF
Jamie Acton	MOA/Public Transportation Department (PTD)
Craig Lyon	MOA/Planning Department

Also in attendance:

Name	Representing
Aaron Jongenelen	MOA/Planning
Christine Schuette	MOA/Planning
Jon Cecil	MOA/Planning
James Starzec	DOT&PF
Bart Rudolph	MOA/PTD
Steven Rzepka	DOT&PF
Kurt Hermes	MOA/PTD
Kathryn Wenger	Federal Highways Administration (FHWA)
Nancy Pease	
Cheryl Richardson	
Daniel Volland**	MOA/Municipal Assembly
Dianne Holmes	
Scott Lytle	DOT&PF
Laurie Cummings	HDR, Inc.
Lindsey Hajduk	
John Weddleton	
Anna Bosin	DOT&PF
Emily Weiser	Bike Anchorage
Mark Eisenman	DOT&PF
Emily Haynes	FHWA

**Policy Committee Member*

***Designated Assembly Alternate*

1. CALL TO ORDER/ROLL CALL

CHAIR COY called the meeting to order at 2:30 p.m.. Sean Baski represented the Department of Transportation & Public Facilities on behalf of Todd Vanhove. Shaina Kilcoyne was excused. A quorum was established prior to the arrival of Mr. Stichick at 2:31 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. RIBUFFO moved to approve the agenda. MR. KOHLHASE seconded.

Hearing no objections, the agenda was approved.

4. APPROVAL OF MEETING MINUTES – August 11, 2022

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

Hearing no objections, the minutes were approved.

5. BUSINESS ITEMS

a. Non-SOV (Single Occupancy Vehicle) Targets

MR. JONGENELEN presented the targets noting that Non-Single Occupancy Vehicles (SOV) are part of the Congestion Mitigation Air Quality (CMAQ) Federal Performance Measures program, which is a subpart of the Transportation Performance Management (TPM). The Federal Highway Administration (FHWA) defines TPM as a strategic approach that uses system information to make investment and policy decisions to achieve national performance goals.

The Committee discussed possible implications of not meeting these targets.

There were no public comments.

MR. LYON moved to recommend the Non-SOV Targets to the Policy Committee for approval. MS. ACTON seconded.

Hearing no objections, this motion passed.

b. PTD Memorandum - Transit Asset Management (TAM) Targets

MR. JONGENELEN noted that 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.

The Committee discussed the percentage decrease of the targets in future years; the required useful lives for each vehicle type; additional funding for pedestrian facilities; and a two-way left turn lane.

There were no public comments.

MS. ACTON moved to recommend the targets to the Policy Committee. MR. LYON seconded.

Hearing no objections, this motion passed.

c. Rabbit Creek Road – Project Update

MR. JONGENELEN presented the update noting that the Rabbit Creek Road project was nominated and included in the 2019-2022 TIP and is carried forward into the 2023-2026 TIP. During the development of the project, DOT&PF ran into some changes that are being brought forward to AMATS for review. The changes are shown below:

1. Changing the project name from Rabbit Creek Road Reconstruction to Rehabilitation.
2. Changing project scope to “Project would rehabilitate Rabbit Creek Road from the Seward Highway to Goldenvue Drive and will look at left turn accommodations, where possible. Project will include non-motorized improvements, where possible.”
3. Changing estimated total project cost to \$35,050,000.

The Committee discussed fiscal constraint and the significant increase in costs.

CHAIR COY opened the floor to the following public comments:

DIANNE HOLMES, Rabbit Creek Community Council
NANCY PEASE
BART RUDOLPH

MR. LINDAMOOD moved to make all of these adjustments and strike the words in non-motorized “where possible”. MR. LYON seconded.

MR. JONGENELEN pointed out that this change would not be made right now, but with the next TIP amendment because we are in the process of getting the TIP reviewed by the interagency consultation process and then to DOT&PF, FHWA, and FTA for approval. He recommended this be addressed with Amendment #1 that will include several other changes, and staff will be starting the amendment as soon as the TIP is approved, rather than stopping the TIP and having to redo the process.

MR. LYON expressed that he would be fine with deferring this to the next meeting and agreed with removing “where possible” from the non-motorized improvements. Since he has been with AMATS, non-motorized improvements were included when building roads, so he did not want to include “where possible” because this has to be seen as to how it was scoped, and that is how we build our roads. We leave it to the designers as to what makes the most sense, but those are included. He seconded the motion to allow for discussion, but, again, he is fine with delaying this to the next meeting and hold a work session. That is a huge dollar-figure change and one of the biggest planning level estimate changes he has seen during his time with AMATS, but he did understand that concept.

CHAIR COY asked for clarification that if the Committee were to table this, what additional information would we want to know?

MR. BASKI and MR. RZEPKA discussed community concerns regarding non-motorized facilities along the entire corridor; adjustments to non-motorized facilities to avoid large impacts even when there is a desire for a separated facility; topography; and cutting hill slopes.

CHAIR COY restated that the motion is to accept all the changes, except taking out “where possible” for non-motorized. He thought it would be the last “where possible” in Item 2.

Hearing opposition, CHAIR COY called for a roll call vote.

YAY

Mr. Baski

Mr. Lindamood

Mr. Ribuffo

Mr. Kohlhase

Mr. Bowland

Ms. Acton

Mr. Lyon

NAY

Mr. Alimi

Mr. Stichick

The motion passed 7 to 2.

CHAIR COY noted that the will of the Committee is to propose these changes to the Policy Committee with the modification.

d. Seward Highway Dimond to O’Malley/92nd Undercrossing

MR. JONGENELEN noted, at the August 25th Policy Committee (PC) meeting, that an action item was passed directing the Technical Advisory Committee (TAC) to work with the Department of Transportation & Public Facilities (DOT&PF) to evaluate the feasibility and impacts of only including a non-motorized underpass at 92nd and Scooter Avenues. and not having a vehicular underpass for the Seward Highway: Dimond Boulevard to O’Malley Road project. Additionally, the TAC is being requested to update the PC by November on the status of this effort. Staff is recommending a memorandum be sent to the DOT&PF project manager outlining the concerns heard from the Anchorage Assembly in their Resolution 2022-254(S); and the PC direction asking for DOT&PF to review these concerns and provide an in-person response and follow-up letter at the TAC meeting on November 3.

The Committee discussed that the memorandum allows DOT&PF the opportunity to show the benefits and different aspects of the project and any unintended consequences.

CHAIR COY opened the floor to the following comments:

NANCY PEASE
ASSEMBLY MEMBER VOLLAND
JOHN WEDDLETON
EMILY WEISER, Bike Anchorage
CHERYL RICHARDSON

MS. SCHUETTE read a written comment from ANNA BOSIN that states, “Giving deep design details that can enhance the comfort of non-motorized users, natural light breaks and cover, line of sight for adjacent traffic; wider separation between bikes and e-bikes versus pedestrians should be placed on the link in the chat. Then follow up to say both bridges and underpasses should be accessible to all pedestrians, including those in wheelchairs.”

MR. KOHLHASE moved to forward the memorandum to DOT&PF, as written. MR. RIBUFFO seconded.

CHAIR COY clarified that the line-item numbers will be removed.

MR. LINDAMOOD moved to amend to take out “underpass” and replace with “create separated crossings” with the expectation that we will at least get some bookends under and over. MR. ALIMI seconded.

MR. LINDAMOOD was not sure of the motion language but just wanted to see the bookends under and over.

The Committee recommended that the motion language should read “...for non-motorized grade separated concepts and to include at least one under and one over...”

MR. LINDAMOOD agreed to the friendly amendment language modification to read, “...for non-motorized grade separated concepts and to include at least one under and one over”. MR. ALIMI seconded.

MR. JONGENELEN clarified that this is adding a sentence in the last paragraph to follow the sentence, “...November 3rd, 2022, TAC meeting” that will read, “This response should include an analysis and cost estimate for non-motorized grade separated concepts to include at least one over and one under.”

MR. KOHLHASE is not convinced that the language about cost estimates is needed. Based on what Mr. Lyon had described earlier is that, if this project went away, these funds go back to DOT&PF for their use. Looking at what the Policy Committee asked the TAC to ask DOT&PF to do, which is to evaluate the feasibility and impacts of only including a non-motorized underpass, one could argue that the potential impacts are that the cost would be lower if there is not a vehicle underpass. He is not sure how that helps inform a decision that the PC would make and a recommendation that the TAC would make.

MR. LINDAMOOD pointed out that when we talk about impacts, substantial changes in what this project is, for instance, if it goes from two lanes, bike paths, roundabouts, etc., to an 8-foot concrete tube, then DOT&PF has risks on environmental and other approvals, just given where they are in the process. We are not talking just cost risk and impact risk, but are also talking process risk and delay.

CHAIR COY clarified that the TAC is asking DOT&PF to do the analysis to come up with comparative non-motorized projects, so that it is clear what it would look like and this is how it would be. It sounds like DOT&PF is already planning on coming and explain how they arrived at where they are at and provide that full understanding, given that it is a DOT&PF project. We will then talk about it in November and decide where we will go from there.

MR. LINDAMOOD added that we also need to understand the impacts of changing it because, like he stated, his sense is that they are not zero from a federal highway standpoint.

MR. BASKI noted that the question was asked by the Policy Committee as to where the project is in its development. The project is 99.9% complete to include right-of-way acquisition at 99% complete, soccer fields, all the private acquisitions, including relocating any of the affected trailer court residents, acquisitions up and down the east side of Brayton Drive. Utility relocations are all we have left.

Hearing no objections, the amendment and motion passed.

6. PROJECT AND PLAN UPDATES - None

7. GENERAL INFORMATION - None

8. COMMITTEE COMMENTS

MR. JONGENELEN introduced Chelsea Ward-Waller as the new AMATS Senior Planner. She will be the lead on all future MTP updates and responsible for ITS, TSMO, CMP, and potentially, a future Climate Action Plan by AMATS. He also informed the Committee that Shaina Kilcoyne accepted employment elsewhere and will be leaving the MOA on September 22. Additionally, staff has begun a new process related to comments received on agenda items after the items have been posted. A deadline for submitting written public comments on agenda items will now be the end of the day on the Tuesday prior to the meeting. The following Wednesday, he and Ms. Schuette will post the comments to the agenda website under its own column for comments, compile all the comments in one link, and send that link to the Committees to review prior to the meeting. These comments are not being added to the agenda for action, they are not replacing anything, but are just supplemental comments received by the public and are being captured and consolidated and put in one available location for review.

MR. LINDAMOOD noted that passenger trains have been slowing down the last two weeks and gravel trains are picking up.

CHAIR COY mentioned that the downtown streets engineering study, which is in the TIP, is top-of-mind for traffic and planning, and we are working on the scope. We are excited that it is one of the first priority items in the TIP.

9. PUBLIC COMMENTS

MS. PEASE commented on the “take it or leave it” choice that DOT&PF presented with regard to their projects.

10. ADJOURNMENT

MR. KOHLHASE moved to adjourn. MR. LINDAMOOD seconded.

Hearing no objections, the meeting adjourned at 4:30 p.m.