

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

**June 8, 2023  
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
Kate Dueber	Alaska Railroad Corporation (ARRC)
Ben White	Alaska Dept. of Transportation & Public Facilities (DOT&PF), Anchorage Field Office
Luke Bowland	DOT&PF
Adeyemi Alimi	Alaska Dept. of Environmental Conservation (ADEC)
Jamie Acton	MOA/Public Transportation Department (PTD)
Craig Lyon	MOA/Planning Department
Steve Ribuffo	MOA/Port of Alaska
Melinda Kohlhaas	MOA/Project Management & Engineering (PM&E)
Matt Stichick	MOA/Anchorage Health Department (AHD)
Steve Rafuse	MOA/Parks & Recreation Department

Also in attendance:

Name	Representing
Aaron Jongenelen	AMATS
Christine Schuette	AMATS
Rhiannon Brown	AMATS
Chelsea Ward-Waller	AMATS
Joni Wilm	AMATS
James Starzec	DOT&PF
Dennis Mitchell	DKS Associates
John Linnell	DOT&PF
Bart Rudolph	MOA/PTD
Sean Holland	DOWL
Randy Brown	MOA/PTD
Paul Goodfellow	
Mike Jones	

*\*Policy Committee Member*

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

CHAIR COY called the meeting to order at 2:32 p.m. Ms. Dueber represented the Alaska Railroad Corporation on behalf of Brian Lindamood. A quorum was established prior to the arrival of Mr. Ribuffo at 2:36 p.m.

**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**

MS. ACTON moved to approve the agenda. MR. BOWLAND seconded.

MR. JONGENELEN informed the committee that DOT&PF had notified him they were not able to attend the June TAC or PC meetings for the Carbon Reduction Strategy action item. DOT&PF stated that they had a significant scope change and asked for the item to be postponed to July. He requested to add CRRSAA funding to the agenda as Project and Plan Updates Item 6.b.

MS. ACTON moved to amend the agenda to remove Item 5.d. and to add Item 6.b.

MR. BOWLAND seconded.

*Mr. Ribuffo joined the meeting at 2:36 p.m.*

*Hearing no objections, the amendment passed.*

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

**4. APPROVAL OF MEETING MINUTES – May 18, 2023**

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

*Hearing no objections, the minutes were approved.*

**5. BUSINESS ITEMS**

**a. 2024-2025 Unified Planning Work Program (UPWP)**

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).

The committee discussed the discretionary grant and requested staff to add language that NeighborWorks is to take care of any grant accounting, not AMATS. Should there be any mistakes with the grant, the additional language would make it clear that, although the grant is occurring within the AMATS area, AMATS would not be impacted.

There were no public comments.

MR. LYON moved to recommend approval of the 2024-2025 UPWP Narrative, Budget, and Comment Response Summary to the Policy Committee, as amended. MS. KOHLHAAS 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 why the safety targets do not show less-than (<) symbols in front of the numbers, no punishment for AMATS not meeting their targets, and System Reliability (Vehicle Revenue Miles) covering breakdowns, etcetera.

There were no public comments.

MS. ACTON moved to recommend approval of the safety targets as outlined in the document to the Policy Committee. MR. LYON 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 discussed if the annual fatalities and annual serious injuries are being calculated into the rolling average. Mr. Jongenelen will reach out to DOT&PF for clarification as to how the actual and projected totals are calculated.

There were no public comments.

MR. ALIMI moved to recommend supporting the AKDOT Safety Targets for 2024 to the Policy Committee. MR. BOWLAND seconded.

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

**d. Alaska DOT&PF Carbon Reduction Strategy**

*Item 5.d. was postponed to July 2023.*

**6. PROJECT AND PLAN UPDATES****a. Transportation Systems Management & Operations Plan (TSMO)**

Dennis Mitchell with DKS Associates provided a PowerPoint presentation.

The committee discussed the review comments needing to be submitted within the next two weeks, having the mission statement include 'all season', if snow storage was a category identified in the projects, and snow plow live-tracking differentiation between pedestrian plows versus street plows. They also discussed the non-motorized public being more dependent on how recent certain pedestrian facilities had been plowed.

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**b. CRRSAA (Coronavirus Response and Relief Supplemental Appropriations Act) Funding**

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 clawing 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 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 (will now be STBG or other sources of funding and requires roughly \$73,000 in match plus contingency).
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 FFY24 (requires roughly \$63,000 in match).
6. AMATS Complete Streets Plan in FFY23 (requires roughly \$41,000 in match).
7. Non-motorized Inventory and Mapping in 2024 (requires roughly \$27,000 in match).
8. AMATS Climate Action Plan (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 so outdated with a date of 2016-17 that they are requiring it to be expedited. It is high-priority and will require \$18,000 in match.

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

The committee discussed what projects were obligated using the \$8.7M CRRSAA money and the 9% construction funding for the 3rd and 4th Avenue Signal and Lighting projects.

CHAIR COY opened the floor to public comments.

JAMES STARZEC, DOT&PF, reiterated that many of these projects that were slated for CRRSAA funding are planning projects that AMATS has been desperately in need of for many years. It does behoove the committees, the public, the MOA, and DOT&PF to come up with ways to help move these forward. The Tudor and Northern Lights Corridor plans and all the projects Mr. Jongenelen listed will have DOT&PF match sources. DOT&PF, traditionally, split the match requirements for MTP projects 50/50 with AMATS, so there is a little bit of help from the State. This points to the need for a resolution to the match issue for AMATS' planning projects. In-kind match can only go so far and is the main reason why many of these projects have not occurred yet.

## 7. GENERAL INFORMATION

MR. JONGENELEN commented that it was discouraging that not many members of the public participated in this meeting and asked for those present to spread the word that if anyone is going to be applying for a federal grant or federal funding to please contact AMATS as soon as possible giving us a heads up because 90% of these will have to be either in the TIP, the MTP, or the UPWP. The sooner AMATS is notified allows us to find out what we need to do because TIP amendments take 8 to 9 months to process. If we are notified only 3 months prior to the end of the fiscal year, it will not happen. MTP amendments take 5 to 6 months and UPWP amendments take approximately 1 to 2 months. By and large, most of them will have to be in the TIP or MTP, especially if it is construction. This is not just limited to discretionary grants; it is any federal funding.

## 8. COMMITTEE COMMENTS

MS. ACTON announced that the Transportation Department has a public meeting series kicking off tonight about their October service change. It will be a virtual meeting this evening, but in-person over the next couple of weeks.

MR. RAFUSE noted that the RFP (Request for Proposals) for the Recreational Trails Plan is out right now. Questions were due yesterday and final proposals should be due in another week.

MS. KOHLHAAS noted that PM&E is working on their Capital Improvement Program with Gary Jones, Public Works Department. Our highest priorities are anything that is a commitment to other departments or match funds.

CHAIR COY noted that the Traffic Engineering Department did participate in the BPAC (Bicycle & Pedestrian Advisory Committee) safety forum and are making progress with a number of fronts in that regard, such as the Bike Lane Pilot project and hiring for a Traffic Calming Pedestrian/Bicycle Coordinator position.

## 9. PUBLIC COMMENTS - None

## 10. ADJOURNMENT

*Hearing no objections, the meeting adjourned at 3:32 p.m.*