

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

**June 6, 2024
1:00 PM**

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

Due to the expected absence of Chair Coy, Vice Chair White acted as Chair

Technical Advisory Committee Members Present:

| Name | Representing |
|------------------|---|
| Ben White | Alaska Dept. of Transportation & Public Facilities (DOT&PF), Anchorage Field Office |
| Kim Carpenter | MOA/Traffic Engineering Department |
| Andrew Reynolds | Alaska Railroad Corporation (ARRC) |
| Luke Bowland | DOT&PF |
| Melinda Kohlhaas | MOA/Project Management & Engineering Department (PM&E) |
| Taylor Keegan | MOA/Parks & Recreation Department |
| Jamie Acton | MOA/Public Transportation Department (PTD) |
| Adeyemi Alimi | Alaska Department of Environmental Conservation (ADEC) |

Also in attendance:

| Name | Representing |
|-----------------------|---|
| Aaron Jongenelen | AMATS |
| Jon Cecil | AMATS |
| Christine Schuette | AMATS |
| Mook Puttong | AMATS |
| Daniel Mckenna-Foster | MOA Long-Range Planning Division |
| James Starzec | DOT&PF |
| Shawna Nelson | |
| Mark Eisenman | DOT&PF |
| Adam Bradway | DOT&PF |
| Joselyn Biloon | DOT&PF |
| John Linnell | DOT&PF |
| Lindsey Hajduk | AMATS Bicycle & Pedestrian Committee (BPAC) |
| Bart Rudolph | PTD |
| Katherine Keith | DOT&PF Deputy Director |
| Brandon Telford | PM&E |
| Orion LeCroy | DOT&PF |
| Chelsea Ward-Waller | PM&E |
| Kate Dueber | ARRC |
| Mark Littlefield | Anchorage Assembly Member |
| Morgan Miller | |
| Stephen Stone | |
| Sean Holland* | DOT&PF |

**Policy Committee Member*

1. CALL TO ORDER/ROLL CALL

VICE CHAIR WHITE called the meeting to order at 1:00 p.m. Craig Lyon, MOA/Planning Department was excused. Steve Ribuffo, MOA/Port of Alaska, was absent. Andrew Reynolds represented the Alaska Railroad Corporation in Brian Lindamood's absence. Kim Carpenter represented the MOA Traffic Engineering Department in Brad Coy's absence. A quorum was established.

MR. JONGENELEN informed the committee that Matt Stichick is no longer with the Anchorage Health Department resulting in a vacant seat.

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

Hearing no objections, the agenda was approved.

4. APPROVAL OF MEETING MINUTES – May 2, 2024

MR. ALIMI moved to approve the minutes. MS. KOHLHAAS seconded.

Hearing no objections, the minutes were approved.

5. BUSINESS ITEMS

a. Highway Safety Improvement Program (HSIP) Project Nominations

MR. JONGENELEN noted that on May 20, 2024, DOT&PF presented HSIP projects that are in the TIP (Transportation Improvement Program) during a joint session with the TAC and PC and discussed HSIP nominations being accepted originally for July 1, 2024, but have been extended for three months. Any nominations from AMATS will be sent to DOT&PF for consideration. The recently completed *AMATS Safety Plan* identified the following nine corridors through a priority assessment that can be considered for future funding:

- a. Bragaw Street from Northern Lights Boulevard to the Glenn Highway
- b. Debarr Road from Lake Otis Parkway to Boniface Parkway
- c. Mountain View Drive from Commercial Drive to Bragaw Street
- d. Lake Otis Parkway from Northern Lights Boulevard to 68th Avenue
- e. Muldoon Road from Duben Avenue to Northern Lights Boulevard

- f. Boniface Parkway from Tudor Road to Boundary Avenue
- g. Northern Lights Boulevard from Lake Otis Parkway to Muldoon Road
- h. Dimond Boulevard from Victor Road to Seward Highway
- i. Old Seward Highway from East 76th Avenue to Klatt Road

The Municipality of Anchorage is submitting an SS4A (Safe Streets and Roads for All) grant for the Bragaw Street Corridor.

ORION LECROY with DOT&PF further explained the nominations.

The committee discussed Bragaw Street, Mountain View Drive, and Airport Heights improvements, the SS4A grant, pedestrian activity, funding priorities, money available for HSIP, criteria scoring and ranking.

VICE CHAIR WHITE opened the floor to public comments.

JAMES STARZEC
MARK LITTLEFIELD

MR. BOWLAND moved to recommend this memorandum to the Policy Committee with the further recommendation to evaluate HSIP nomination project opportunities on DeBarr Road and Mountain View Drive within the sections outlined in the safety plan. MS. KOHLHAAS seconded.

MR. JONGENELEN clarified that this would let the Policy Committee know that this would be a further refinement by the Municipality of Anchorage, DOT&PF, and the MOA Transit Department working together to do that.

MS. CARPENTER asked for clarification that this is still considering the other recommendations including the first level.

MR. BOWLAND replied that the MOA was working on a project on Bragaw, so he was thinking that DeBarr and Mountain View (both being #2 and #3 in priorities) would be good opportunities. If there is an opportunity for Bragaw, it could be added to the motion as well.

MS. KOHLHAAS pointed out that they had just submitted the grant application and do not know when they will find out if they were successful in receiving any grant funds. Her understanding was that they could always go back next year after knowing more and nominate it further. If successful, they would have clarity and know exactly the targeted measure they were looking for to include next year.

Hearing no objections, the motion passed.

b. Continuing, Cooperative, and Comprehensive (3-C) Process Document for Review and Action

VICE CHAIR WHITE disclosed that he did participate in crafting a portion of this and was involved in the development of the document. This is a result of DOT&PF's STIP approval process and specifically addresses a finding from the Federal Highway Administration and

Federal Transit Administration. Mr. Starzec will cover the presentation, but he is seeking the committee's decision on whether he should recuse himself from participating in the discussion.

MS. KOHLHAAS felt that since this is informal, Vice Chair White could remain as Chair.

MR. JONGENELEN noted for the record that the committee all agreed to having Vice Chair White remain.

MR. JONGENELEN reiterated that this is to help with Tier 2 Corrective Action 1a., in which DOT&PF must develop and implement processes and procedures for a continuing, cooperative, and comprehensive (3-C) planning process that are requirements of the federal process for federal funding.

JAMES STARZEC assisted with the presentation.

The committee discussed the opportunity in DOT&PF's next Stewardship and Oversight agreement to allow the local government to be more empowered to build capacity and understand the NEPA process, calendar targets, public and committee comments being incorporated, STIP amendments, modifications, and development.

MR. JONGENELEN suggested the committee take the time to review this further and make recommendations.

MS. KOHLHAAS thought that having a presentation explaining the prioritization process and assurance that there is a process and communication with MPO's would give us confidence in the process that decisions are not happening behind closed doors with favoritism of certain areas getting a bigger piece of the pie versus looking at a robust prioritization process. That is her biggest recommendation for the change.

MS. ACTON agreed. It would also be helpful to have a flow chart for new committee members.

There were no public comments.

MS. KOHLHAAS moved to make some of the corrections identified today and present a different opportunity on the project prioritization and selection with a more broad communication approach, get it ready, and send it to the Policy Committee. MS. ACTON seconded.

MS. KOHLHAAS did not think there was a lot of time to have another bite of the apple and re-meet on this. Timeliness is important to keep the STIP moving.

MR. JONGENELEN clarified that if part of the motion is to collect comments from the committees after the meeting, it can be part of the record, as long as we have all acknowledged that the comments are coming. He added that everything will be needed to post for the Policy Committee on June 13, so any additional comments would have to be received by close of business day on June 12 to give staff time to compile the information.

Hearing no objections, the motion passed.

6. PROJECT AND PLAN UPDATES

a. Long-Range Transportation Strategy

DANIEL MCKENNA-FOSTER provided a PowerPoint presentation.

The committee discussed Transit on the Move, policy decisions, and project timelines.

VICE CHAIR WHITE opened the floor to public comments.

JAMES STARZEC
MARK LITTLEFIELD

7. COMMITTEE COMMENTS - None

8. PUBLIC COMMENTS

KATHERINE KEITH, ADOT&PF Deputy Commissioner, noted that the Department has been working on the upcoming STIP Amendment #1 released for public comment. She thanked everyone for the dialogue on the 3-C process, noting that DOT&PF is working on a much more comprehensive document. Being able to iteratively review these with the technical committees across all MPOs will have great value as we improve upon these 3-C processes moving forward. Amendment #1 should be out for public comment at least by June 15. We are working with the MPO's to get the AMATS TIP Amendment #2 included, the FAST MPO Administrative Modification, and the MVP program of projects, and we have updated materials from the Railroad that have been added. We are also working with staff to rebalance all of our fund sources for fiscal constraints so that we can look at what is possible to complete out of our National Highway System list of projects. Through the AMATS Policy Committee and other avenues, we will work to identify what is possible to submit for this upcoming amendment. We do acknowledge that, once again, we are trying to get out an amendment in a timely manner because of our end-of-fiscal year target, and in order to meet our August redistribution limits, we need to obligate up to \$590 million in order to be eligible for an additional potentially \$100 million in authority, which benefits transportation statewide. As we move into a cadence of these quarterly amendments and at least a new STIP every two years, we have confidence that we will be able to get into a cadence that allows for this very consistent and planned coordination back and forth. It may not be perfect right now, but we have and will continually commit to improving it.

MR. JONGENELEN announced that this is Jon Cecil's last TAC meeting, as he is retiring at the end of June. Jon has done a lot of work with the Freight Advisory Committee (FAC) in coordinating with the freight community, travel demand modeling, household travel surveys, MTP, non-motorized plans, and the Travel Demand Management (TDM) for the UMED. Jon was also part of the response team during COVID-19.

MR. LECROY appreciated the committee discussing the HSIP projects. Having time to think about the process moving forward, he requested clarification that DOT&PF intends to use the recommendation developed at this meeting to do more planning and analysis of the corridors that were included in that recommendation. Perhaps there is a way to close the

loop when looking more specifically at scopes in those areas. We have, in their section, proposed that DeBarr Road be included in a project for road safety that would begin sometime this year and expect some recommendations to come out of that process that would likely follow their HSIP nominations due this year, but could be taken up next year. Something to consider as we get to the refinement point: should it be brought back to this committee in any way about more specifics in what we are seeing in terms of crash patterns and proposed counter-measures, or taking the recommendation today and move towards nominations based on what is determined in their planning processes.

VICE CHAIR WHITE reiterated that with regard to the recommendation, he thought more time was to be spent evaluating and getting a more focused, targeted proposal on those routes.

MR. BOWLAND commented that this raises a good question. Historically, DOT&PF has not had a lot of detailed discussions on the HSIP program within AMATS, but they are changing that. The result of the action item voted on today is whether it is coming back for confirmation when we find whatever nominations we believe to be the best. If that is going to be a requirement is a question he also has. It will be listed as a project when looking at future TIP updates, but that would be after nominations and scoring, and will advance as a project if it scores high enough.

MR. JONGENELEN noted that he was under the impression that we would bring anything that was developed out of that refinement back to the committee to see if all the work that was done looks satisfactory and meets everyone's vision, or is there more that needs to be done? If it does have to come back as a project to be added to the TIP, the more information given to the committees, historically, has been very helpful. AMATS staff can work with DOT&PF once that point is reached to get it on the agendas and bring it back to the committee members as an informational or action item to show what was developed out of the nominations. Whatever the committee wants.

MR. BOWLAND added that in terms of timelines, with three months left in the nomination, he was glad they received the extension, allowing a little more time to do that. Going through the TAC and PC committees does take a lot of time. In future years, if we try to back this process up, so that we have a little more time for discussion on nominations and confirmation on nominations it would be in everyone's best interest.

9. ADJOURNMENT

MS. ACTON moved to adjourn. MR. BOWLAND seconded.

Hearing no objections, the meeting adjourned at 2:56 p.m.