

**ANCHORAGE METROPOLITAN AREA TRANSPORTATION SOLUTIONS
COMMUNITY ADVISORY COMMITTEE MEETING**

**Planning & Development Center
Training Room
4700 Elmore Road
Anchorage, Alaska**

**January 10, 2023
2:30 PM**

This meeting was conducted in-person and virtually

COMMUNITY ADVISORY COMMITTEE MEMBERS		
NAME	REPRESENTING	IN ATTENDANCE
S.J. Klein	District 1	Yes
Matt Cruickshank	District 2	No
Steve Horn	District 3	Yes
Diana Evans	District 4	Yes
Mike Rehberg	District 5	Yes
Mike Fenster	District 6	Yes
Bruce Bustamante	Anchorage Chamber of Commerce	No
Debbie Rinckey	Chugiak/Eagle River Chamber of Commerce	No
Bob French	Federation of Community Councils	Yes
Jim Winchester	Planning & Zoning Commission	Yes
Jon Scudder	Joint Base Elmendorf-Richardson	Yes

Also in attendance:

<u>Name</u>	<u>Representing</u>
Chelsea Ware Waller	AMATS Planner
Christine Schuette	AMATS Planner
Jon Cecil	AMATS Planner
Aaron Jongenele	AMATS Coordinator
Kelly Summers	DOT&PF
James Starzec	DOT&PF
Laurie Cummings	HDR
Taylor	HDR

1. CALL TO ORDER/ROLL CALL

VICE CHAIR SCUDDER called the meeting to order at 2:37 pm. A quorum was reached.

CHAIR CRUICKSHANK arrived at 4:00pm

3. APPROVAL OF AGENDA

MR. JONGENELEN stated that the agenda needed to be amended to add in the Seward to Glenn PEL presentation.

MR. KLEIN moved to approve the amended agenda. MR. FENSTER seconded.

Hearing no objections, the agenda was approved.

4. APPROVAL OF MEETING MINUTES

NOVEMBER 1ST 2022

MR. FRENCH moved to approve the minutes. MR. KLEIN seconded.

NOVEMBER 7TH 2022

MR. KLEIN moved to approve the minutes. MR. REHBERG seconded.

DECEMBER 13ST 2022

MR. FENSTER moved to approve the minutes. MR. KLEIN seconded.

Hearing no objections, the minutes were all approved.

5. BUSINESS ITEMS

a. Chair and Vice Chair Elections

MR. KLEIN moved to table this discussion until April since the current chair was not present.

MR. FENSTER seconded.

b. Advisory Committee By-laws Update

The committee discussed the changes proposed by staff to clarify the advisory committees' role in the AMATS planning process.

MS. EVANS asked if all the advisory committees would be given the same set of by-law changes.

MS. SCHUETTE explained that yes, it is the intention to streamline the by-laws for all the advisory committees; the Community Advisory Committee (CAC), Freight Advisory Committee (FAC), and Bicycle and Pedestrian Advisory Committee, (BPAC).

MR. REHBERG asked if items on the agenda today would need to go through the Policy Committee for approval given proposed changes to the by-laws.

MR. JONGENELEN stated that yes, the letter to the Legislature and the Resolution on the Seward to Glenn PEL would need to go through the Policy Committee for approval after the committee has taken action on the item.

MR. KLEIN suggested that item G in the preamble was redundant with item H and therefore should be removed.

MR. REHBERG stated that the wording of 2.5.3 was confusing.

MR. KLEIN suggested that 2.5.3 should read; Voting can not happen on an action item that was not posted with an agenda at least one week in advance of the meeting.

MS. EVANS stated regarding meeting attendance that it should be made clear in the by-laws that even providing an excuse for attending a meeting counts as failing to attend the meeting unless you appoint an alternate.

MS. EVANS suggested that items 2.5.2 and 2.5.3 switch places.

MS. EVANS suggested that on 2.4.5 the language change to say; Telephonic Meetings: All meetings of the CAC, including voting, may meet by means of telephonic conference call, or other forms of virtual communication if the public has been invited to attend the virtual meeting.

MS. EVANS suggested that special meetings be treated like regular meetings when tallying attendance of the committee members.

MR. KLEIN asked about the consecutive nature of item 2.4.3 and if missing two meetings and then attending one and then missing the next two would be acceptable.

MR. JONGENELEN stated that the committee chair can suggest termination of a committee member at any point if they feel that they are not fulfilling their role.

VICE CHAIR. SCUDDER stated that he agrees with the discussion so far.

VICE CHAIR SCUDDER opened the discussion up for public comment.

NANCY PEASE urged the committee to consider stricter rather than looser attendance requirements. Ms. Pease also suggested that the committee think closely on their role in the chain of communication. She suggested that the order should be as follows; the public, the Community Advisory Committee and then the Policy Committee.

MR. FENSTER agreed with Nancy Pease's comments on attendance and questioned whether the Community Advisory Committee (CAC) can modify the relationship between them and the Policy Committee if the Policy Committee is the body that establishes the CAC.

MR. REHBERG stated that he was not comfortable with the changes as presented and ceding the ability to add topics that may fall under the revised item H in the preamble.

MR. JONGENELEN stated that the by-law changes are trying to give the committee autonomy to do items A through F without those actions needing Policy Committee approval.

MR. FENSTER moved to table this discussion until April.

MR. HORN seconded.

c. 2023-2026 Transportation Improvement Program – Amendment 1

VICE CHAIR SCUDDER appeared to be cut off from the meeting.

MR. KLEIN made a motion to assign a new chair until Mr. Scudder was able to get back online.

MR. HORN seconded.

MR. HORN moved to appoint Mr. Klein acting chair.

Hearing no objections, the motion passes.

MR. JONGENELEN briefed the committee on the changes included in Amendment 1 of the 2023-2026 Transportation Improvement Program.

MR. KLEIN asked for an explanation of Microtransit.

MS. SCHUETTE stated that microtransit can help with 1st and last mile travel. It might pick you up at your home and take you to a location within the microtransit service area or to a bus stop.

MR. REHBERG asked about the term Channelization.

JULIA HANSON from DOT&PF stated that from a broad perspective, Channelization addresses how to guide vehicles to stay in their lanes.

MS. EVANS asked how we could use up all of our carbon reduction funding without leaving any on the table. Could AMATS use the left-over CRP funding on the Fish Creek Trail Connection and free up some STBG funding for other projects?

MR. JONGENELEN stated that at this point there would not be a place to put the freed up STBG funds and they would be lost. The current projects listed are based on schedules and capacity to implement them.

MR. KLEIN stated that some utility poles were left standing after undergrounding happening on Gambell Street and asked how we can keep that from happening in the future.

JULIA HANSON from DOT&PF confirmed that it is the intent to underground all of the utilities at the same time, but some of the utility companies are having the same staffing problems that everyone is facing and sometimes priorities do not align.

ACTING CHAIR KLEIN opened the discussion up for public comment.

NANCY PEASE stated that she is opposed to spending CRP funds to supplement STBG funds on the for the relocation of the Campbel Creek Science Center Driveway.

NANCY PEASE stated that the current format of the amended TIP is not intuitive for the public and the current and proposed budget should appear side by side.

NANCY PEASE stated that she was concerned with the amount of money being transferred from the repair program into new projects.

NANCY PEASE expressed disagreement that the non-motorized easements under PLN0019 are complete.

MS. EVANS moved to make the following comment of the proposed Amendment 1 of the 2023-2026 TIP: *AMATS should make every effort to use the entire CRP revenue within their program. Such as looking for projects that can use CRP and transfer STBG from that project such as Fish Creek Trail Rehabilitation into projects that could use only STBG monies.*

Hearing no objections, the motion passes.

d. Letter to the Legislature on Winter Maintenance

MS. EVANS spoke to her drafted letter.

MR. FENSTER moved to approve the letter with the amended addition of all the area Legislatures.

MR. REHBERG seconded.

MR. KLEIN moved to add the governor's office and the commissioner of the DOT&PF as well to the letter.

MR. FENSTER seconded.

MS. EVANS moved to add the regional director of DOT&PF as well to the letter.

MR. FENSTER seconded.

Hearing no objections, the motion passes.

e. Resolution for Seward to Glenn PEL

PROJECT BACKGROUND:

The study will identify and evaluate options to improve transportation mobility, safety, access, and connectivity between the Seward Highway, near 20th Avenue and the Glenn Highway, east of Airport Heights. Currently, the two controlled access freeways are connected through the study area by slower speed arterial roads. The project will also identify ways to improve access to and from the Port of Alaska to the highway network.

The study will identify potential improvements and evaluate the environmental impacts and engineering feasibility of those improvements using a Planning Environmental Linkages (PEL) process. PEL studies are a collaborative and integrated approach to transportation decision making that considers environmental, community, and economic goals and impacts. A PEL study allows work completed during the planning process to be carried forward into subsequent environmental review processes, speeding up project delivery.

MR. KLEIN moved to postpone this item until the committee has heard the presentation by the project team.

Mr. FENSTER seconded.

KELLY SUMMERS from DOT&PF introduced the project team and gave an update on where the Seward to Glenn PEL project.

The committee discussed the proposed resolution.

MS. EVANS moved to approve the resolution as presented.

MR. REHBERG seconded.

MR. REHBERG moved to bifurcate the resolution into two parts and talk about the Travel Demand Model at a later date.

MR. HORN seconded.

Hearing no objections, the motion passes.

MR. REHBERG moved to strike “*Be it Resolved that the CAC opposes any further steps in the PEL until public comments have been released and incorporated into the planning documents related to the PEL*” from the resolution.

MR. FENSTER seconded.

MS. EVANS moved to table the second portion of the resolution until late February in a special meeting.

MR. FENSTER seconded.

Hearing no objections, the motion passes.

MR. CRUICKSHANK moved to extend the meeting by 3 minutes.

MR. REHBERG seconded.

Hearing no objections, the meeting is extended.

6. PROJECT AND PLAN UPDATES

a. Destination UMED Study

PROJECT BACKGROUND

Destination UMED is a Transportation Demand Management (TDM) study in the University Medical District of Anchorage that will explore projects, policies, and programs to reduce traffic congestion, improve mobility choices, enhance equitable access to district destinations, and support the next decade of UMED growth and economic development.

MR. CECIL updated the committee on the project.

7. General Information - NONE

8. Committee Comments - NONE

8. Public Comments - NONE

10. ADJOURNMENT

Hearing no objections, the meeting adjourned at 4:33 p.m.