

**ANCHORAGE METROPOLITAN AREA TRANSPORTATION SOLUTIONS
COMMUNITY ADVISORY COMMITTEE MEETING
Planning & Development Center
Training Room
4700 Elmore Road
Anchorage, Alaska**

**July 26, 2022
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	Yes
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	Yes
Debbie Rinckey	Chugiak/Eagle River Chamber of Commerce	Yes
Bob French	Federation of Community Councils	No
Jim Winchester	Planning & Zoning Commission	Yes
Jon Scudder	Joint Base Elmendorf-Richardson	Yes

Also in attendance:

Name	Representing
James Starzec	DOT&PF
Christine Schuette	AMATS Planner
Aaron Jongenelen	AMATS Coordinator
Jessie Doherty	Department of Health

1. CALL TO ORDER/ROLL CALL

CHAIR CRUICKSHANK called the meeting to order at 2:33 pm. A quorum was reached.

3. APPROVAL OF AGENDA

MR. REHBERG moved to approve the agenda. MR. SCUDDER seconded.

Hearing no objections, the agenda was approved.

4. APPROVAL OF MEETING MINUTES

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

Hearing no objections, the minutes were approved.

5. BUSINESS ITEMS

a. None

6. PROJECT AND PLAN UPDATES

a. **2023-2026 Transportation Improvement Plan**

PROJECT BACKGROUND

BACKGROUND

The Transportation Improvement Program (TIP) is the AMATS area project plan for transportation improvements. It is the investment program consisting of capital improvements to the metropolitan transportation system. The TIP is the means of implementing the goals and objectives of the Metropolitan Transportation Plan. Additionally, the TIP process is used to satisfy the public participation process of the Program of Projects (POP) that is required in U.S.C. Section 5307. AMATS administers approximately \$30 million in federal transportation funding annually through the Roadway, Non-motorized, Congestion Mitigation and Air Quality (CMAQ) Program, and Transportation Alternatives Program (TAP) within the urbanized area.

MR. JONGENELEN briefed the committee on where AMATS is in the TIP approval process

The following were Committee questions with responses noted in *Italic*

(DE) What was the interagency consultation?

(AJ) We have not gotten into that level of detail yet, but that topic can be explored through this process.

(SK) How should the committee make comments?

(AJ) The comment period that is open right now is on the Air Quality Conformity Determination only. That is the determination that will answer whether these projects will impact the air quality measures that are in the Statewide Implementation Plan. This is regarding PM-10 (dust) and CO only in our area.

(MC) If the committee would like to make use of these quarterly meetings, we should get these comment periods listed as items on the agenda. Otherwise, committee members are encouraged to submit their own comments as individuals on items that they are concerned about.

(JS) Can you explain different local air quality measures?

(AJ) We are below the national average for CO (carbon monoxide) in the area, PM-2.5 (wood smoke) is currently not a problem in our area, and we are in a limited maintenance area concerning PM-10 (dust - particulate matter).

b. 2050 Metropolitan Transportation Plan

PROJECT BACKGROUND

Anchorage Metropolitan Area Transportation Solutions (AMATS), the Metropolitan Planning Organization (MPO) for the Anchorage Bowl and Chugiak-Eagle River, is updating its Metropolitan Transportation Plan (MTP). The MTP is the primary tool AMATS uses to plan for transportation needs within the AMATS area and recommend solutions based on anticipated funding availability over a minimum 20-year horizon. The MTP is federally required to be updated every four years and applies to all modes of transportation, addresses congestion management and air quality standards, and is based on current and planned land use.

MR. JONGENELEN briefed the committee on where AMATS is in the 2050 MTP and the interactive map that was used to collect project nominations.

The following were Committee questions with responses noted in *Italic*

(MC) Who will be on the project scoring team?

(AJ) Area Planners.

(MC) Do we know if the nominations received came from individuals that live in those same communities?

(AJ) We did ask for zip codes for each commenter, but we have not tried to tie that information to the location of each project nomination.

(DE) Will we see a narrative of all the project nominations?

(AJ) The next step will be to take these nominations to develop a list of proposed projects. We can ask the consultant what options we have for developing a one-page narrative as well.

(DE) The pie chart should at least include all project nominations, not just the ones submitted through the interactive map.

(MC) If someone missed the project nomination period, when will they have a chance to submit a new project to the process?

(AJ) The MTP is updated every 4 years. The next time the document goes through a full update, about 2 years into the planning process there will be another call for project nominations.

c. Transportation Systems Management & Operations (TSMO)

MR. JONGENELEN briefed the committee on the plan and showed the plan website which is currently under construction. amatstsmo.com

(MC) Is there a consultant?

(AJ) Yes, DKS Associates is the consultant.

(MC) Will this cover Eagle River?

(AJ) Yes, the plan will cover the whole AMATS area.

(MC) Where does the funding come from for this plan?

(AJ) Funding comes from the Transportation Improvement Program for the plan and funding for implementation can come from other sources.

(DE) What if TSMO comes up with a project that contradicts projects in the MTP?

(AJ) The TSMO plan will help inform future MTP's.

(DE) If something comes up in the middle of the 2050 MTP, can there be an amendment?

(AJ) Yes, but amendments to the MTP take about 8-12 months to complete with the approval process.

(DE) Can you stop a project midstream to charge it to a TSMO project?

(AJ) No, you cannot reallocate funds that that have already been obligated to a particular project.

(SK) In the Explaining TSMO section, what data are you using to implement bicycle and pedestrian detection?

(AJ) We are not to that part of the plan yet; these are examples of TSMO projects for consideration.

7. General Information - NONE

8. Committee Comments

MS. EVANS asked if there were any public comment periods coming up that would be timely for the next CAC meeting?

MR. CRUICKSHANK suggested that AMATS staff continue to keep the committee briefed on all public participation opportunities so that they can get pertinent items on their agendas.

MR. REHBERG asked if it is ultimately up to the legislature to appropriate federal funds to a project? Do they have veto powers?

MR. JONGENELEN stated that for AMATS's portion there is not really a veto option.

MR. STARZEC stated that there is a line item in the appropriations budget for the match portion of a project to be deleted at the state level.

MR. CRUICKSHANK asked for updates on the new federal funding coming through the IIIA Bill.

MR. JONGENELEN stated that AMATS is only eligible to apply for planning grants since we are fully federal funded. And even those grants that we could apply for would have to be submitted through the Municipality of Anchorage.

10. ADJOURNMENT

Hearing no objections, the meeting adjourned at 3:28 p.m.