



Planning and Environmental Linkages (PEL) AMATS Policy Committee

December 2017

MCR PEL Area and Key Issues

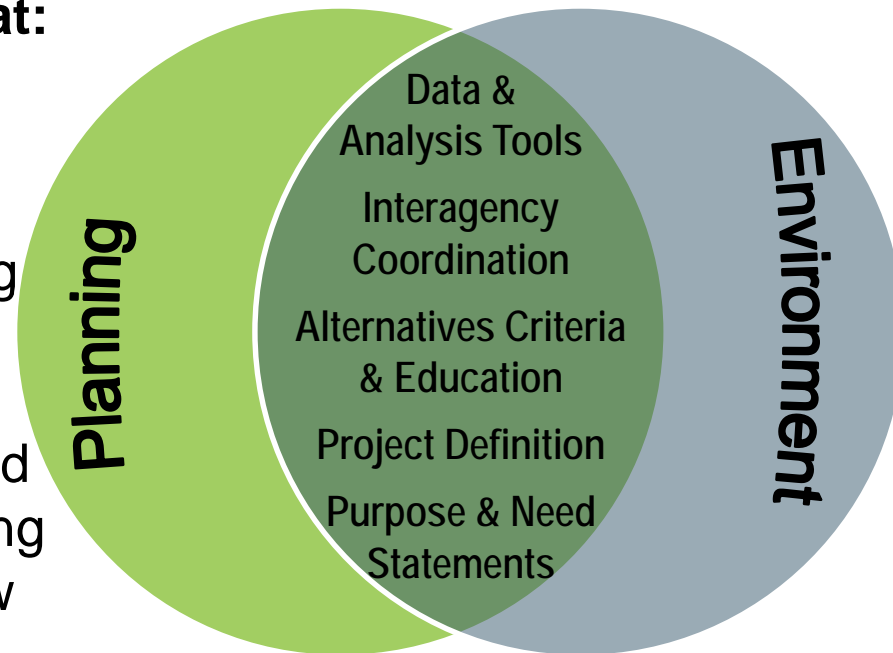


- Safety
- Seward Highway is a multi-modal barrier
- Congestion
- Transition from freeway to signals
- Midtown mobility, not just Seward Highway mobility
- Prior project starts

A New Approach

Planning and Environmental Linkages (PEL) is a collaborative and integrated approach to transportation decision making that:

1. Considers environmental, community, and economic goals early in the transportation planning process, and
2. Uses the information, analysis, and products developed during planning to inform the environmental review process.



PEL Process Outline

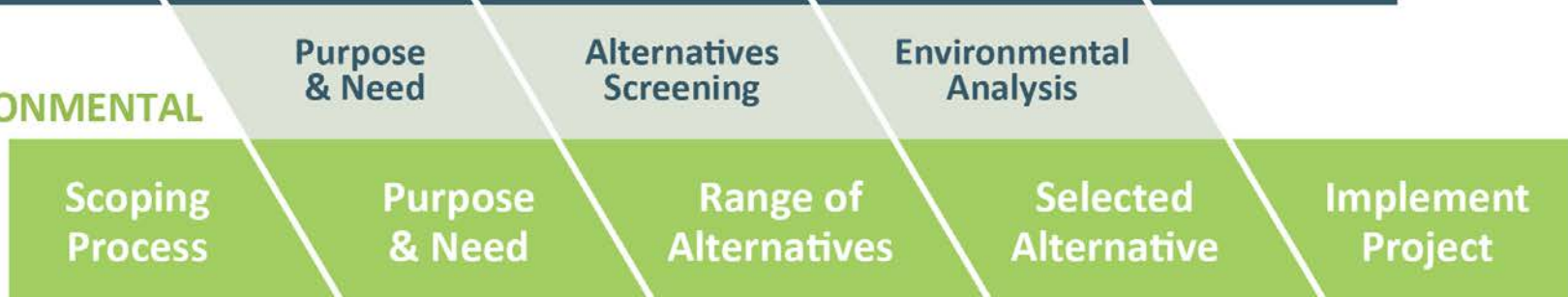
Broader vision, better coordination, better decisions

Evaluation of a corridor enables a well-planned project approach with greater agreement from public/stakeholders.

PLANNING



ENVIRONMENTAL



Draft MCR PEL Goals

- Connect commerce and community
- Improve multi-modal transportation efficiency
- Improve safety
- Align with city and state planning documents
- Avoid and minimize impacts
- Maximize funding flexibility

MCR Outcomes

- Develop shared corridor vision, goals, and objectives
- Identify and implement individual projects that have:
 - Concurrence from public and agencies
 - Independent purpose and need
 - Logical termini
 - Independent utility

PEL Outline

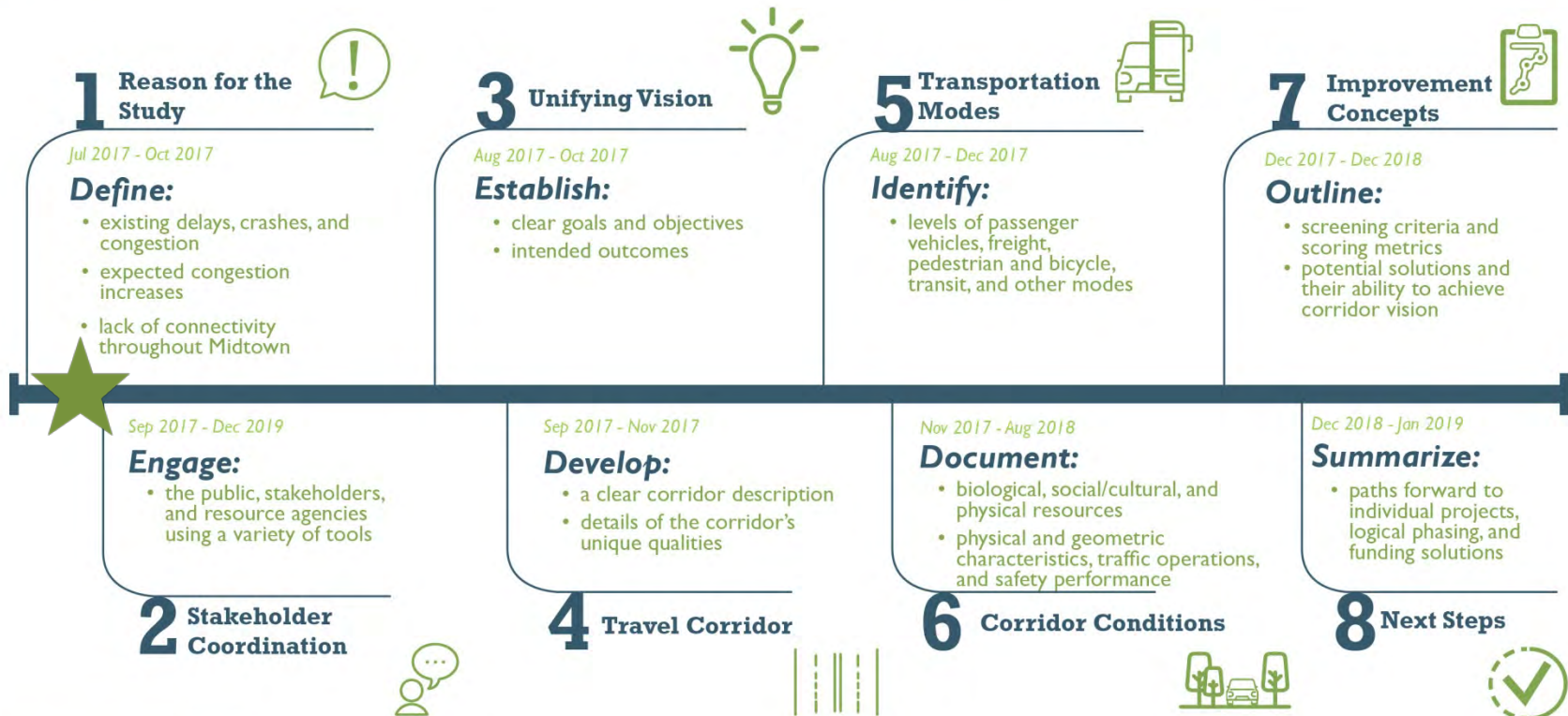
A PLANNING AND ENVIRONMENTAL LINKAGE (PEL) STUDY IS:

“a collaborative and integrated approach to transportation decision-making that consider[s] benefits and impacts of proposed transportation system improvements to the environment, community, and economy during the transportation planning process. PEL uses the information, analysis, or products developed during planning to inform the environmental review process, including the National Environmental Policy Act of 1969 (NEPA).”

- FHWA PEL Questions and Answers, November 2016. <https://www.fhwa.dot.gov/hep/guidance/pel/pelqa2016.pdf>

The PEL process:

- Facilitates seamless decision making between planning and project development
- Minimizes duplication of effort
- Promotes environmental stewardship
- Streamlines project delivery



MCR PEL Success

- Model for future planning efforts
- Success will mean:
 - 3 years (August 2020)
 - PEL study finished
 - Broadly accepted corridor plan
 - First project in design
 - 5 years (August 2022)
 - First project under construction
 - Plan still broadly accepted and additional projects in design phase
 - 10 years (August 2027)
 - Plan implementation complete

Schedule

WHEN	WHAT
2017-2019	PEL Study
2019-2020	Environmental/Design/ROW
2020/2021+	Construction of Project #1
TBD	Initiate additional projects recommended in PEL when funding becomes available

Current STIP includes:

- Anchorage Midtown Congestion Relief (need id 26793)
- Seward Highway at 36th Ave Interchange (need id 29738)
- Both are funded “after 2019”

New STIP is in progress

Next Steps

- Data collection/research
- Public/agency involvement

Nov 2017- Federation of Community Council and
Jan 2018 Community Council Outreach Meetings

Dec 2017 AMATS Technical and Policy Committees

Jan 2018 Agency/Stakeholder Meeting and
Open House #1

Feb 2018 Anchorage Transportation Fair

Mar – Oct Community Working Group Meetings, Corridor
2018 Visioning, Alternatives Development

Questions?



Keep Alaska Moving Through Services and Infrastructure

Thank you!