



Project Advisory Committee

Site Recommendation Memo

Based on discussion in PAC meeting no. 5 – May 30, 2024

PAC Members Present:

Name	Representing
Craig Lyon (For Lance Wilber)	MOA Economic & Community Development & Mayor's Office
Alisa Guzman (For Mike Robbins)	Anchorage Community Development Authority
Jenna Wright	Anchorage Economic Development Corporation
Matt Stuart	Public Transportation Dept. Capital Projects
Chris Poe (For Wes Renfrew)	Public Transportation Dept. Operations
Orion LeCroy (For Cynthia Ferguson)	AK Dept. of Transportation & Public Facilities
Ryan Yelle	MOA Long Range Planning Department
Aaron Jongenelen	AMATS
Tiffany Briggs	MOA Real Estate Department

PAC Members Not Present:

Shane Locke	MOA Traffic Department
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Based on the information presented and discussions held, **the Project Advisory Committee (PAC) recommends the Chinook Parking Lot** site, located at 225 E Street (north side of 3rd Avenue, between C and E Streets) for the long-term relocation of the Downtown Transit Center.

This recommendation follows a vote by PAC Members and their designated representatives where:

- 7 people voted in favor of the Chinook Parking Lot site.
- 2 people voted in favor of the Existing Transit Center site.
- 0 people voted in favor ConocoPhillips Parking Lot site.

Summary of Meeting Discussion

Prior to the meeting, members of the PAC received the results of the online public survey linked from the project's Online Open House. This included:

Transit Center Study



- Memo with charts providing respondents' answers to multiple-choice questions about their site preferences and priorities.
- Memo summarizing open-ended comments provided by respondents.
- Full text of individual open-ended comments received.

PAC members also received a phone call from the MOA Project Manager offering to further explain the documents and answer any questions they had prior to the meeting.

In the meeting, the project consultant team presented:

- A reminder of the basic information about the three sites under consideration, key design features, estimated costs, and general impacts to transit service.
- Summary of polling conducted at a stakeholder workshop on April 3rd, 2024.
- Review of the content of the two memos provided prior to the meeting, and discussion of average preferences and the range of opinions presented.

Following the presentation, PAC members proceeded to a vote, with the results noted on page 1. After the vote, further discussion was held, regarding the reasons people decided to vote for each site.

- Both people who voted for the Existing Transit Center site expressed that they would not oppose a recommendation for the Chinook Parking Lot site.
 - One person cited two reasons they favored the Existing Transit Center: the lower overall cost of the Existing Transit Center site, and pedestrian accessibility concerns due to slopes, sidewalk conditions and street crossings.
- Two people who voted for the Chinook Parking Lot site provided the following reasons for their vote:
 - The Chinook Parking Lot site is a 'blank slate', that can be developed in the most appropriate way with the fewest external constraints. It could potentially be developed in a way that would change and scale over time as needs change.
 - The Chinook Parking Lot site has a lower estimated overall cost than the ConocoPhillips Lot, but provides similar advantages in terms of additional bus capacity and off-street design.

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- The Chinook Parking Lot site is in a strategic location for multi-modal connections, due to proximity to the Alaska Railroad station, and could be useful for both public transit and private coach operators.