

Prepared By:

AMATS

www.muni.org/amats

Public Participation Plan

2025

Outreach Strategies

Adopted:



Notices

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Title VI Notice: AMATS fully complies with Title VI of the Civil Rights Act of 1964, and related statutes and regulations in all programs and activities.

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Any major updates will include a review by AMATS advisory committees, a 45-day public comment period with wide release and notification of the public about the proposed changes, and approval by the AMATS Policy Committee.

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This Is AMATS

Spelled out, AMATS stands for Anchorage Metropolitan Area Transportation Solutions (AMATS). Sounded out, the organization is referred to as A-MATS.

AMATS coordinates transportation improvements in Anchorage, Chugiak/Eagle River and Native Village of Eklutna areas. Areas of the country with 50,000 individuals or more, balance transportation goals between state and local entities through a Metropolitan Planning Organization (MPO). AMATS is the MPO for the region.

AMATS plans for all ways of getting around on the ground. These include motor-powered travel in a personal vehicle, the use of public transit, freight (by truck and railroad), and active transportation – which is generally on foot and by bicycle. AMATS does not plan for travel by air or water.

Research efforts often include a review of travel patterns in the area. These patterns are used to estimate needed improvements over a twenty-year period. The impacts of the area's travel habits on air quality and vehicle traffic congestion are also measured to ensure that new projects will not create harmful effects on the environment.

Once research is complete, projects are proposed that provide for a safe and efficient transportation system and meet the movement needs of the community.

Projects are balanced with the expected budget. Projects funded by federal transportation planning money must be included in the AMATS planning process. Projects funded by state or local money should also be included in the AMATS planning process. This makes sure that everyone is working towards the same vision.

HOW TO MAKE A PUBLIC COMMENT



find out more about specific projects on engagement hub at publicinput.com/amats

Figure 1: Public Comments

Figure 1 outlines common ways to make a public comment. Table 1 shows frequently used acronyms.

Table 1: Acronyms

Acronym	Type	Title
Organizations		
AMATS	Regional	Anchorage Metropolitan Area Transportation Solutions
Alaska DOT & PF	State	Alaska Department of Transportation & Public Facilities
MOA	Local	Municipality of Anchorage
FTA	Federal Transit	Federal Transit Administration
FHWA	Federal Roads	Federal Highway Administration
MPO	AMATS	Metropolitan Planning Organization
TMA	AMATS	Transportation Management Area
Committees		
PC	AMATS	Policy Committee
TAC	AMATS	Technical Advisory Committee
CAC	AMATS	Community Advisory Committee
BPAC	AMATS	Bicycle & Pedestrian Advisory Committee
FAC	AMATS	Freight Advisory Committee
Plans & Programs		
MTP	Transportation Plan	Metropolitan Transportation Plan
TIP	Funding Program	Transportation Improvement Program
UPWP	Work Plan	Unified Planning Work Program
STIP	State Funding Program	State Transportation Improvement Program
Funding Sources		
CMAQ	Air Quality Funding	Congestion Mitigation & Air Quality
CRP	Special Funding	Carbon Reduction Program
STBG	General Funding	Surface Transportation Block Grant
TAP	Special Funding	Transportation Alternatives Program



AMATS coordinates planning for all types of travel.

Introduction

The Participation Plan explains AMATS's role in transportation planning for the region, specifically the Anchorage Bowl and Chugiak-Eagle River areas. It describes how projects are planned and funded and how people can get involved. It outlines strategies to inform the public, and how to continually engage people before important decisions are made. Each planning project should actively reach out to underserved groups, such as people with limited English skills, minorities, and low-income populations. It should also involve regular feedback and clear communication to and from relevant agencies to ensure all stakeholders can participate in meaningful discussions and to encourage stewardship. This plan will evaluate how well these processes are working and be flexible enough to change over time.

AMATS works with federal, state, and local governments, transportation officials, and the public to make sure plans, projects, and programs fit together and help the region move forward.

The core functions of AMATS are as follows:

Coordinate transportation planning in the established metropolitan area.

AMATS facilitates transportation planning between federal, state, and local partners.

Develop and maintain a Transportation Plan

Known as the Metropolitan Transportation Plan (MTP) in the federal planning process, this plan is a twenty-year plan that focuses on the safe and efficient movement of people and goods. It addresses both current and anticipated needs while considering a wide range of topics and all ways of moving through the area. The plan includes projects that can be expected with anticipated resources.

Develop and maintain a Funding Program

Known as the Transportation Improvement Program (TIP) in the federal planning process, this is a four-year program outlining which projects will be completed first. Projects are pulled directly from the Transportation Plan. The program is budgeted with available resources.

Identify and evaluate improvements to advance the Transportation Plan

Studies and activities that require staff time are outlined in the Work Program, known as the Unified Planning Work Program (UPWP) in the federal planning process.

Goals of this Plan

Each planning goal is connected to specific objectives, measures, and targets. This helps AMATS track progress and make changes if needed. Goals explain what we want to achieve. Objectives describe how we will achieve them. Measures show how we will track success, and targets let us know if we are succeeding. Tables 2 through 4 establish public involvement goals to track and measure over time.

Table 2: Goal: Inform and Educate

GOAL: Inform and Educate

	Objectives	Measures	Targets
1	Share clear and timely updates about AMATS' transportation planning efforts	Notice given about participation opportunities	Notify the community about public participation opportunities at least 14 days in advance of events, 7 days in advance of committee meetings
		Time it takes to post follow-up Information	Post meeting recordings within 3 business days of each event Post public comment summaries within 30 days of close of public comment
		Information Formats	Share information through 5 different communication channels for each planning project
		Physical Distribution Points: Number of information materials available at public libraries, community centers, and other local hubs	Share and disseminate information at 5 locations each public comment period
2	Make Information Accessible	Plain Text	Use plain language for all new materials and refer to the AMATS Glossary of Terms for definitions in all plans
		Language Accessibility	Translate FAQ's for each planning project in the 5 Safe Harbor Languages
		Website Accessibility	Review and report WCAG 2.1 compliance assessment by the end of two years.

Table 3: Goal: Engage Diverse Audiences

GOAL: Engage Diverse Audiences

	Objectives	Measures	Targets
1	Work with organizations and community leaders to reach more people, build stewardship, and involve them in the planning process	Number of community groups met with	Engage with at least 3 community groups per planning project
2	Track Participation across AMATS projects	Demographic data of participants	Establish baseline data to advance from
3	Target Outreach to Underserved Areas	Number of individuals sent outreach materials	Send targeted messaging to underrepresented areas with each new project, using a grass-roots approach for engagement when possible (limited due to staffing)
4	Offer incentives or support for participation	Type of Incentive Offered (a meal, childcare, gift card, giveaway, etc)	Provide 1 incentive to participation for each planning project
		Number of Individuals that Used Incentives	Establish baseline data to advance from
		Percentage of participants who are aware of the available incentives or support services before participating	Establish baseline data to advance from

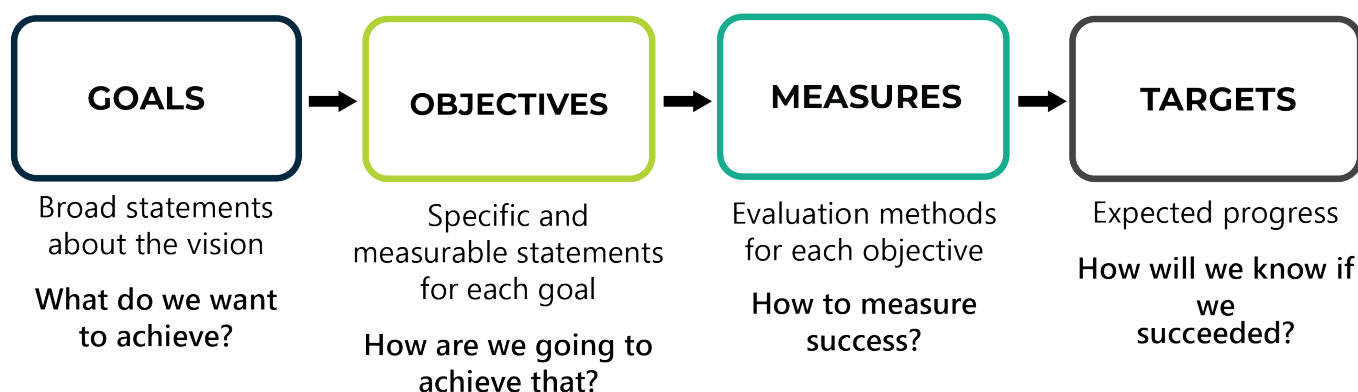


Table 4: Goal: Evaluate the Process

GOAL: Evaluate the Process

	Objectives	Measures	Targets
1	Review website analytics	Traffic Measures <ul style="list-style-type: none"> • Total Visits to Main Page • Unique Visitors • Page View 	Establish baseline data to advance from
		Accessibility Measures <ul style="list-style-type: none"> • Percentage of visitors by type: mobile, desktop, tablet 	Establish baseline data to advance from
2	Attend staff trainings	Number of trainings attended	AMATS staff to attend 5 Public Participation webinars/trainings annually and share back the information gathered
3	Conduct a post participation survey to gauge participation experience	Number of surveys collected	Establish baseline data to advance from
4	Revise this plan and refresh goals, objectives, measures and targets based on data collected	Targets set in the previous plan	Bi-Annually
5	Revise Title VI Plan	Demographic Data for Limited English Proficiency Plan <ul style="list-style-type: none"> • Population Density • Race • Means of Transportation • Vehicle Ownership • Disability Status • Gender 	Annually



The AMATS area includes all of the Municipality of Anchorage except for the smaller communities of the Turnagain Arm region, including Girdwood.

AMATS Boundary

Metropolitan Planning Area boundaries include at the very least, the entire current urban area (as defined by the Census Bureau) and any nearby areas expected to become urban within the next 20 years. The AMATS area includes most of the Municipality of Anchorage except for the smaller communities of the Turnagain Arm region, including Girdwood. The gap in population density between the northern and southern sections of the area is too wide to be included in the boundary according to how census urbanized boundaries are calculated. Figures 2 & 3 outline the [AMATS boundary](#). AMATS staff is waiting for approval of the updated boundary, which includes changes based on the 2020 census. The Anchorage CO Limited Maintenance Area was removed on July 16, 2024, and this change will be shown once the boundary update is finalized.

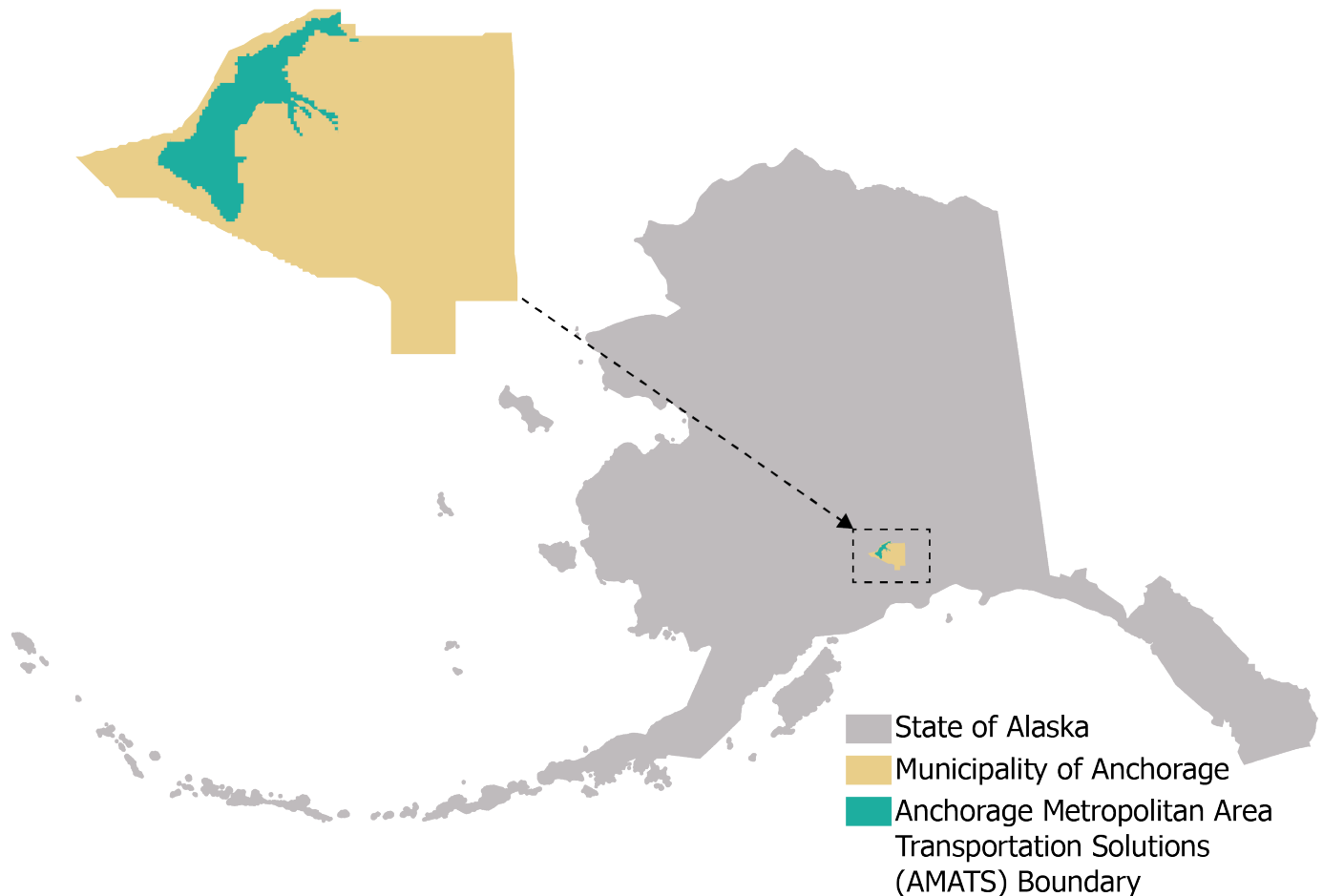


Figure 2: Landmarks



Figure 3: AMATS Boundary Map

Organizational Structure

The main groups in the AMATS planning and decision-making process are the Policy Committee and the Technical Advisory Committee. Three sub-committees provided recommendations to the Policy Committee through the Technical Advisory Committee as needed. The Policy Committee makes the final decisions, and the Technical Advisory Committee is made up of members with technical expertise. The three sub-committees share ideas and recommendations with the Policy Committee through the Technical Advisory Committee.

Figure 4 outlines AMATS’s organizational structure. The committees are organized according to the AMATS operating agreement.

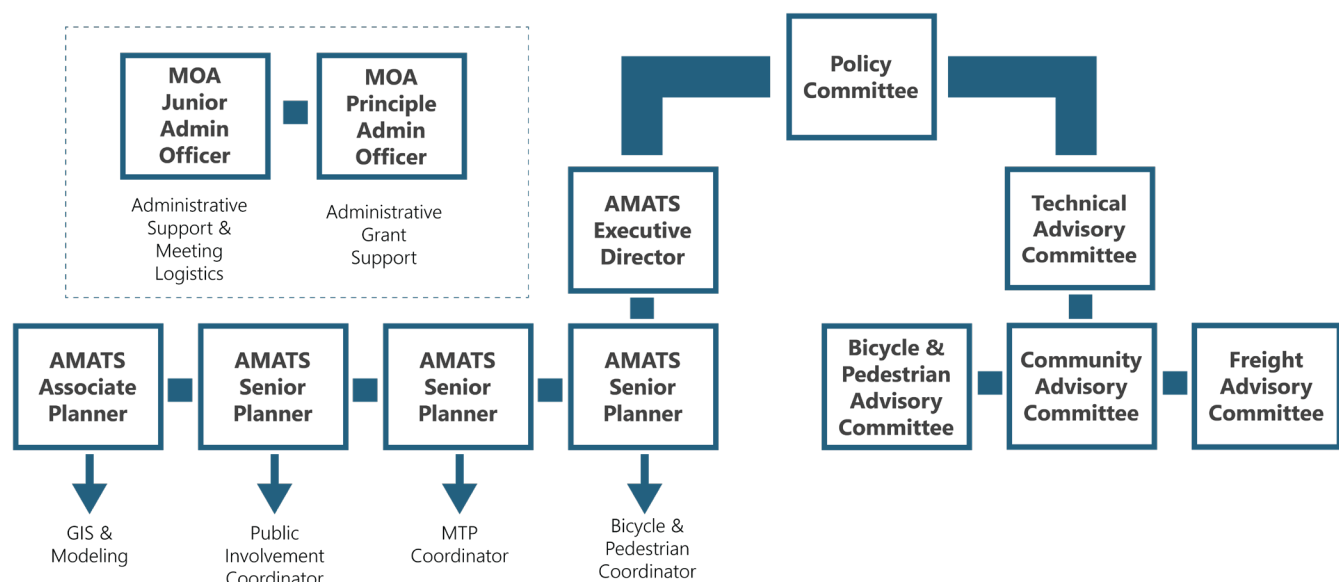


Figure 4: AMATS Organizational Structure

Policy Committee

Roles and Responsibilities

The Policy Committee is the ultimate decision-making authority over the transportation planning process.

At the time of this publication, the following details outline policies and procedures for the AMATS Policy Committee. For specific details, check out the Policy Committee webpage: publicinput.com/amats_policy.

Make-Up

The Policy Committee consists of five equal voting members, or their designated representatives. These members include:

- The Commissioner of the Alaska Department of Transportation and Public Facilities - Chair
- The Municipal Mayor - Vice Chair
- The Commissioner of the Alaska Department of Environmental Conservation
- Two Municipal Assembly Members

Schedule

- Meetings are monthly as needed, typically on the third Thursday of the month.

Location

Meetings are hybrid, meaning you can attend in person in the mayor's conference room at City Hall, 632 West Sixth Avenue, Anchorage, AK 99501, or virtually online. The meetings are recorded and posted on the AMATS YouTube page ([@ancmetroplanning](https://www.youtube.com/@ancmetroplanning)) within three business days. Timestamps are added to show when each agenda item is discussed in the video.



PC

5 Members

Alaska Department of Transportation and Public Facilities
Commissioner

Alaska Department of Environmental Conservation
Commissioner

Municipal Mayor

Two Municipal Assembly Members



Technical Advisory Committee

Roles and Responsibilities

The Technical Advisory Committee reviews all AMATS plans and programs and makes recommendations to the Policy Committee.

At the time of this publication, the following details outline policies and procedures for the Technical Advisory Committee. For specific details, check out the Technical Advisory Committee webpage: publicinput.com/amats_technical.

Members

The Technical Advisory Committee consists of 11 voting members, or their designated representatives, each with an equal vote. These members include:

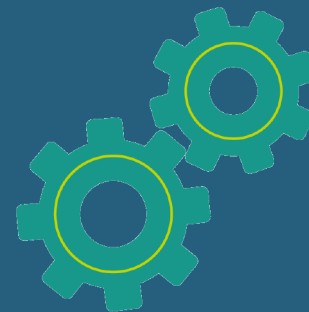
- Directors from the following municipal departments: Planning, Health, the Don Young Port of Alaska, Public Transportation, Project Management & Engineering, Parks & Recreation, and Traffic Engineering (chair).
- The Chief of Planning (vice chair) and the Regional Preconstruction Engineer from the Alaska Department of Transportation and Public Facilities, Anchorage Field Office.
- The Manager of the Southcentral Region Air Quality Program from the Alaska Department of Environmental Conservation.
- A representative from the Alaska Railroad Corporation.

Schedule

The Technical Advisory Committee meets monthly typically on the first Thursday of the month as needed.

Location

Meetings are hybrid, meaning you can attend in person at the Permit Center training room, 4700 Elmore Road, Anchorage, AK 99507, or virtually online. The meetings are recorded and posted on the AMATS YouTube page ([@ancmetroplanning](https://www.youtube.com/@ancmetroplanning)) within three business days. Timestamps are added to show when each agenda item is discussed in the video.



TAC

11 Members

Directors of the following Municipal Departments:

- Planning
- Health
- Don Young Port of Alaska
- Public Transportation
- Project Management & Engineering
- Parks & Recreation
- Traffic

Department of Transportation and Public Facilities

- Anchorage Field Office
- Chief of Planning
- Regional Preconstruction Engineer

Alaska Department of Conservation Manager of the Southcentral Region Air Quality Program

Alaska Railroad Corporation

Bicycle & Pedestrian Advisory Committee

Roles and Responsibilities

The focus of the Bicycle and Pedestrian Advisory Committee is to be a community forum for bicycle and pedestrian issues.

At the time of this publication, the following details outline policies and procedures for the committee. For specific details, check out the Bicycle and Pedestrian Advisory Committee webpage: publicinput.com/amats_active_transportation.

Members

The committee has 11 voting members, each with an equal voice. The chair and vice chair are voted on by the committee. The members represent the following groups:

- Public health
- Disability services
- Business
- Social services
- A community and environmental organization
- The Anchorage School District
- A bicycle organization
- Four members of the public
- The AMATS Policy Committee approves all members.

The AMATS Policy Committee approves all members.

Schedule

The Bicycle and Pedestrian Advisory Committee meets quarterly as needed, typically on the first Monday of the month.

Location

Meetings are typically virtual, meaning you can attend online. The meetings are recorded and posted on the AMATS YouTube page ([@ancmetroplanning](https://www.youtube.com/@ancmetroplanning)) within three business days. Timestamps are added to show when each agenda item is discussed in the video.



BPAC

11 Members

Representatives from the following:

Bicycle Organization

Public Health Organization

Disability Services Organization

Anchorage School District

Business Organization

Social Services Organization

Community or Environmental Organization

4 Public Members



Community Advisory Committee

Roles and Responsibilities

The focus of the Community Advisory Committee is to be a community forum and share information between the Policy Committee and the community.

At the time of this publication, the following details outline policies and procedures for the Community Advisory Committee. For specific details, check out the Community Advisory Committee webpage: publicinput.com/amats_community.

Members

The committee has 11 voting members, each with an equal say. The chair and vice chair are voted on by the committee.

The members include representatives from:

- Each of the six assembly districts
- Joint Base Elmendorf-Richardson
- The Federation of Community Councils
- Both Chambers of Commerce
- The Planning & Zoning Commission

The AMATS Policy Committee approves all members.

Schedule

The Community Advisory Committee meets quarterly as needed, typically on the fourth Tuesday of the month

Location

Meetings are typically virtual, meaning you can attend online. The meetings are recorded and posted on the AMATS YouTube page ([@ancmetroplanning](https://www.youtube.com/@ancmetroplanning)) within three business days. Timestamps are added to show when each agenda item is discussed in the video.



CAC

11 Members

Representatives from the following:

Each of the 6 Assembly Districts

Both Chambers of Commerce

Joint Base Elmendorf-Richardson

Federation of Community Councils

Planning & Zoning Commission

Freight Advisory Committee

Roles and Responsibilities

The focus of the Freight Advisory Committee is to be a community forum for freight issues.

At the time of this publication, the following details outline policies and procedures for the committee. For specific details, check out the Freight Advisory Committee webpage: publicinput.com/amats_freight.

Members

The committee has 11 voting members, each with an equal say. The chair and vice chair are voted on by the committee. The members include representatives from:

- The Don Young Port of Alaska
- The Alaska Railroad Corporation
- The Alaska Trucking Association
- Ted Stevens Anchorage International Airport
- A commercial vehicle enforcement officer from the Department of Transportation and Public Facilities
- Joint Base Elmendorf-Richardson
- Haulers
- Shippers
- Parcel delivery services
- An academic representative
- A general member-at-large

The AMATS Policy Committee approves all members.

Schedule

The Freight Advisory Committee meets quarterly as needed, typically on the second Wednesday of the month.

Location

Meetings are typically virtual, meaning you can attend online. The meetings are recorded and posted on the AMATS YouTube page ([@ancmetroplanning](https://www.youtube.com/@ancmetroplanning)) within three business days. Timestamps are added to show when each agenda item is discussed in the video.



FAC

11 Members

Representatives from the following:

Alaska Trucking Association

Member-at-large

Hauler

Alaska Railroad Corporation

Shippers

Academic Member

Ted Stevens Anchorage
International Airport

Department of
Transportation & Public
Facilities Commercial
Vehicle Enforcement

Parcel Delivery

Port of Alaska

Joint Base
Elmendorf-Richardson



Collaboration means inviting people involved to share their interests early on and keeping them involved throughout the process.

AMATS Staff

Roles and Responsibilities

AMATS staff manage the daily tasks for planning projects and activities listed in the Work Program. They update the AMATS website and public engagement platform regularly. In addition, they organize committee meetings and handle outreach to the community.

Positions

The AMATS team includes a Executive Director/ MPO Coordinator, three Senior Planners, and an Associate Planner. Municipal Planning Department staff also help with managing grants and committee meeting logistics. To see a list of current staff members, visit the AMATS Staff webpage: bit.ly/amats_staff.

Location

While AMATS is a federally grant-funded program, the office of AMATS is hosted within the Municipal Planning Department in the Permit Center at 4700 Elmore Road, Anchorage, AK 99507.

Staff Funding

AMATS staff are housed within the Municipality of Anchorage as municipal employees. Funding for staff comes from the federal planning funding allocated to AMATS by the state through a cooperative process with the MPOs.

Community Partners

Stakeholders are groups of people who are interested in or could be affected by transportation decisions. Collaboration means getting these groups involved early and keeping them engaged throughout the process. Working together with stakeholders is important to understand what the public needs and wants. This feedback helps make the best use of the resources available for transportation improvements.

Who We Engage

AMATS seeks input from a diverse set of participants.

General Public

All residents in the area are encouraged to participate.

Community Organizations

AMATS focuses on working with organizations that support people who have historically been excluded, special interest non-profits, and neighborhood groups.

Government Agencies

AMATS gathers input from public agencies like city departments, public health groups, the port and railroad, and state and federal agencies.

Business Community

Private businesses that are involved in transportation and land use.

Community Councils

AMATS seeks guidance from community council groups in the area.

Elected Officials

Elected representatives at the local, state, and federal levels.

Tribal Governments and Communities

Federally recognized Tribal governments in the AMATS area and Alaska Native cultural groups in the region.

Interagency Agreements

AMATS creates and keeps several agreements with local and state agencies to outline the roles and procedures between AMATS, the Alaska Department of Transportation and Public Facilities, and the Municipal Department of Public Transportation. The Municipality of Anchorage also has an agreement with the Native Village of Eklutna, a federally recognized tribe in the area.

AMATS Operating Agreement

The operating agreement is a contract between the Municipality of Anchorage and the State of Alaska. It explains the duties and responsibilities of the committees and how to plan the construction of all urban transportation facilities, as required by U.S. law (2 U.S. Code, Section 134). To see the current operating agreement, visit the AMATS Governing Documents webpage: [bit.ly/3RyddQf](https://www.amats.org/governing-documents).

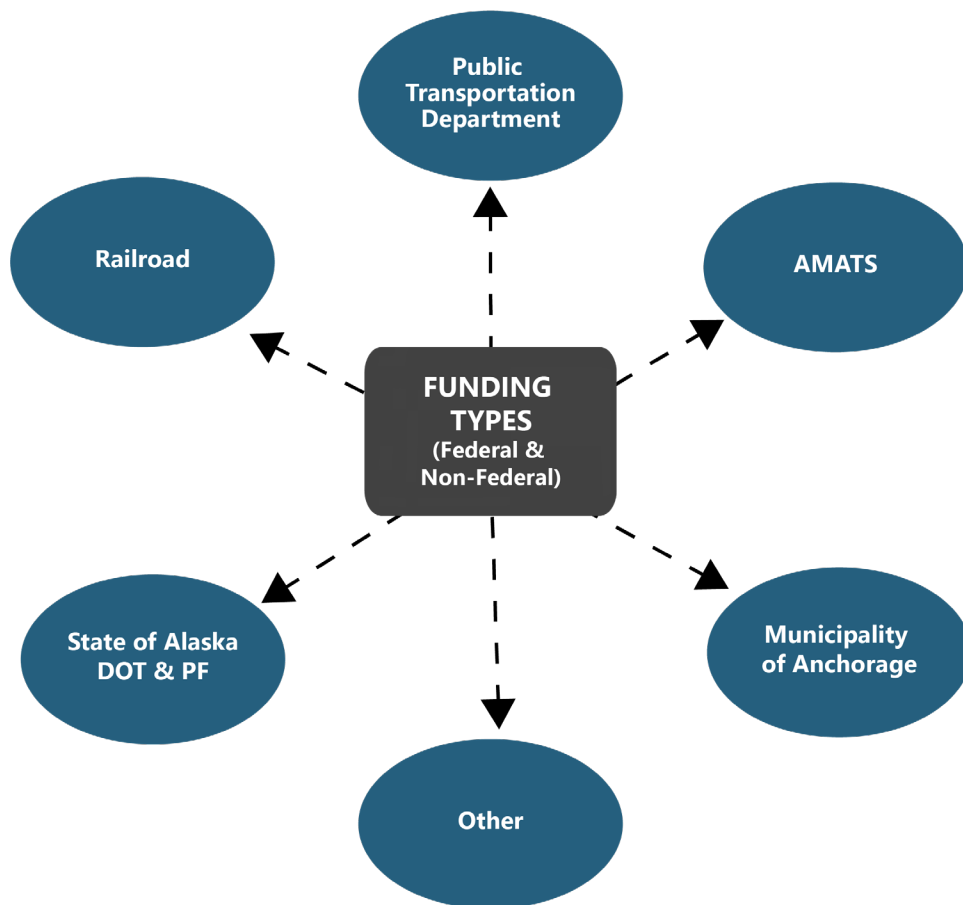


Figure 5: Funding Types



MPOs coordinate transportation decision-making between state and local agencies in the designated area using the 3-C Process, which stands for Cooperative, Continuous, and Comprehensive.

AMATS Policies and Procedures

The policies and procedures explain how the Funding Program is created and the format that is used. They include information on how funds are allocated and the general requirements of the MPO process. To see the current AMATS Policies and Procedures, visit the AMATS Governing Documents webpage: bit.ly/3RyddQf.

Native Village of Eklutna

The intergovernmental Agreement for Coordinated Transportation Planning Activities and Implementation of Transportation Improvements is an agreement between the MOA and the Native Village of Eklutna. It outlines how the MOA will coordinate with the Native Village of Eklutna on matters of mutual interest and concern for transportation planning, programming and implementation purposes. To read the full agreement, see this page: <https://bit.ly/4aNFEmy>.

How Projects Are Funded

Budget distributions are explained and updated in the narrative of the Funding Program. Figure 5 shows the different types of funding used in the AMATS process. For more information, visit the AMATS link provided: bit.ly/AMATS_TIP.

Federal Oversight

Metropolitan Planning Organization Origins

To follow the 3C process, the Federal Highway Act of 1973 created Metropolitan Planning Organizations (MPOs). MPOs like AMATS are responsible for promoting the safe and efficient management, operation, and development of the surface transportation system. Planning efforts should meet the travel needs of both people and freight while supporting economic growth in the state and developed areas. They should also connect housing to jobs and consider the area's needs for resiliency while reducing air pollution from transportation.

The twenty-year Transportation Plan and four-year Funding Program consider all types of transportation. They must be ongoing, cooperative, and comprehensive among regional partners.

What a Metropolitan Planning Organization Does

- Provide a forum for regional transportation decision-making through a policy committee
- Prepare a long-range twenty-year regional transportation plan for all ways of getting around, which is updated every 5 years
- Approve federal funding for projects in the region
- Conduct public engagement
- Work with project teams during the design phase to help coordinate

What a Metropolitan Planning Organization Does Not Do

- Design, construct or maintain roadways or multi-use paths
- Traffic control (e.g. signs and signals) and enforcement
- Operate public transit service
- Land use permitting and zoning

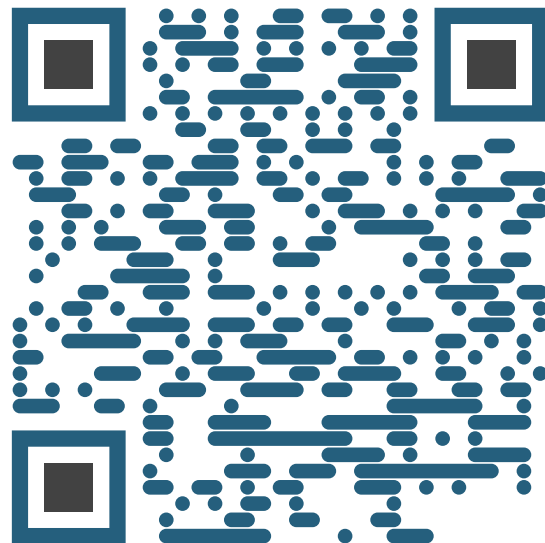
Transportation Bill

Congress usually passes transportation bills every five years. These bills update how transportation decisions are made between states and local governments. They create a framework to guide investment and growth. You can find a complete list of federal authorities in the Title VI and LEP Plan, in Appendix A of this document.

More Information

For details on the federal requirements of Metropolitan Planning Organizations, scan the QR code or visit bit.ly/4i96jxj.




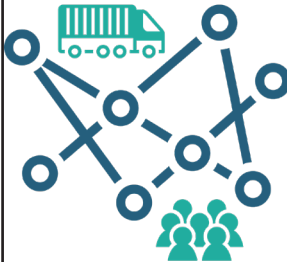




Organization



Transportation Planning Factors

As part of the federal law at the time this was published, Metropolitan Planning Organizations must include the following ten summarized planning factors in their planning process.

Table 5: Transportation Planning Factors

	1	Economy		2	Safety	Increase the safety of the transportation system for motorized and non-motorized users
	3	Security		4	Accessibility	
	5	Sustainability		6	Connectivity	Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
	7	Efficiency		8	Preservation	Emphasize the preservation of the existing transportation system
	9	Resiliency		10	Tourism	Enhance travel and tourism



July 16, 2024, was the end of the twenty-year maintenance period for carbon monoxide (CO) in the Anchorage Bowl.

Air Quality Conformity

The U.S. Environmental Protection Agency (EPA) marked part of Anchorage as a carbon monoxide (CO) maintenance area and part of Eagle River as a limited maintenance area for particulate matter (less than 10 microns wide). Carbon Monoxide is a colorless, odorless gas that's harmful when inhaled in large amounts. It can be produced when fuels like gasoline don't burn completely. Particulate Matter refers to tiny pieces of solids or liquids floating in the air. These particles can come from things like vehicle exhaust and construction or residual dust. If an area's pollution levels go above the limits set by the Clean Air Act, it is designated as a maintenance or limited maintenance area. The Clean Air Act Amendments require federally funded transportation plans to align with the State Implementation Plan to maintain federal air quality standards. A conformity demonstration is developed to prove that planned projects will help the area meet the standards and won't harm the environment further.

Anchorage finished its second 10-year maintenance period for CO on July 16, 2024. This means that after July 16, 2024, AMATS no longer needs to produce a conformity demonstration for the Anchorage Bowl area. However, the AMATS area is still in the second PM10 ten-year period for maintaining air quality in Chugiak/Eagle River until 2033.

An air quality review is done whenever a new Transportation Plan or Funding Program is created or when an amendment includes project changes in the limited maintenance area. These reviews will continue until the end of the maintenance period in 2033 for Chugiak/Eagle River. The reviews make sure that changes to the transportation system don't harm air quality in the AMATS area and won't impede the implementation of transportation control measures in the State Implementation Plan. The results are shared with the public, usually at the same time as the draft documents. A review can also happen if a major project is removed from the Transportation Plan or Funding Program, if a big change is made to a project's scope, or if there are significant project cost change to overall project cost. The Federal Highway Administration (FHWA) and the Federal Transit Authority (FTA) approve the air quality review of the documents, but not the documents themselves, which are approved by the AMATS Policy Committee. The air quality determination must be approved first, as required by federal transportation rules.

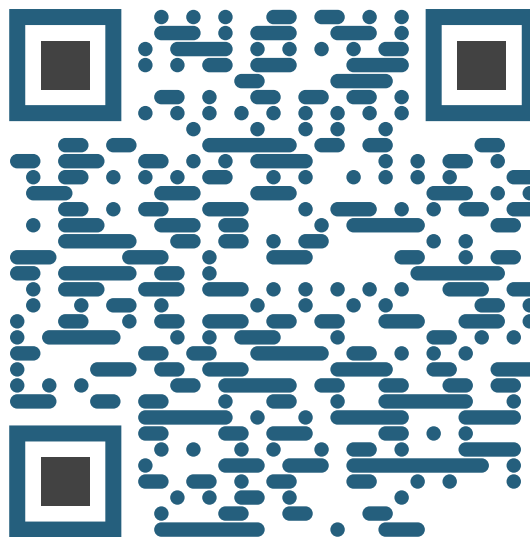
CMAQ

The Congestion Mitigation and Air Quality Improvement Program (CMAQ) was created under the Intermodal Surface Transportation Efficiency Act (ISTEA) in 1991 and reauthorized under each new Transportation Act. The purpose of the CMAQ program is to fund transportation projects or programs that will contribute to the attainment or maintenance of the National Ambient Air Quality Standards (NAAQS) for ozone, carbon monoxide (CO), and particulate matter (both PM10 and PM2.5). These standards assist AMATS in meeting the requirements of the Clean Air Act.

More Information

For details on the Alaska State Implementation Plan, scan the QR code or visit dec.alaska.gov/air/anpms/sip/.

Air Quality



Products

General

The AMATS Policy Committee approves all planning documents. The AMATS products outlined in this section are reviewed by AMATS sub-committees and all recommendations are made to the Policy Committee through the Technical Advisory Committee.

Transportation Plan

What It Is

The Transportation Plan outlines transportation improvements planned for the next twenty years. It includes projects, strategies, and actions that are coordinated with different partners in the region. The goal of the plan is to create safe and efficient ways to move people and goods. It looks at both current and future transportation needs. The plan focuses on building an integrated system that includes motorized transportation as well as active transportation, like bike paths and sidewalks. Projects are prioritized if they improve access to important destinations for vulnerable populations or help improve air quality and reduce greenhouse gas emissions in areas with health concerns.

All federally funded and regionally significant surface transportation improvements in the AMATS area must be included in the current plan. This means that projects critical to the area intended to be included in the State Transportation Improvement Program (STIP) or the Municipality's Capital Improvement Program (CIP) need to coordinate with the Transportation Plan to make sure they match the region's overall transportation goals.

How It Is Funded

The Plan

The plan development or updates to the plan are funded using federal metropolitan planning funds described in Task 130 of the AMATS Work Program.

MTP

Transportation Plan for the AMATS Area:

Updated every 4 years

Includes plans for all types of travel (cars, bikes, buses, walking, etc.)

Stays within available funding limits

Air Quality Check, if needed

Projects in the Plan

All recommended projects and programs must be matched with expected funding. The Transportation Plan shows the type of funding available over at least a twenty-year period.

Update Cycle

AMATS creates a new Transportation Plan about every four years. Usually, every other revision is a full plan development. The development process includes running a transportation demand model, reviewing new area-wide plans, rechecking goals, and asking for new project ideas. For a plan update, the process is faster. Staff checks the budget, updates the project list to show completed improvements, and notes any changes in funding. Figure 6 shows the usual timeline for both developing a full plan and updating one.

The budget and air quality review for the plan expire after four years. Air quality checks are needed for areas that must prove their transportation plans meet air quality standards because of past issues. This is required under the Clean Air Act to make sure federally funded transportation projects align with the state's air quality plan. As of July 16, 2024, Anchorage completed its second 10-year maintenance period for carbon monoxide (CO), but the AMATS area is still in a maintenance period for particulate matter (PM-10) in Eagle River until 2033. This means that any projects planned in the Chugiak/Eagle River area must show they meet air quality standards and won't interfere with the State Implementation Plan.

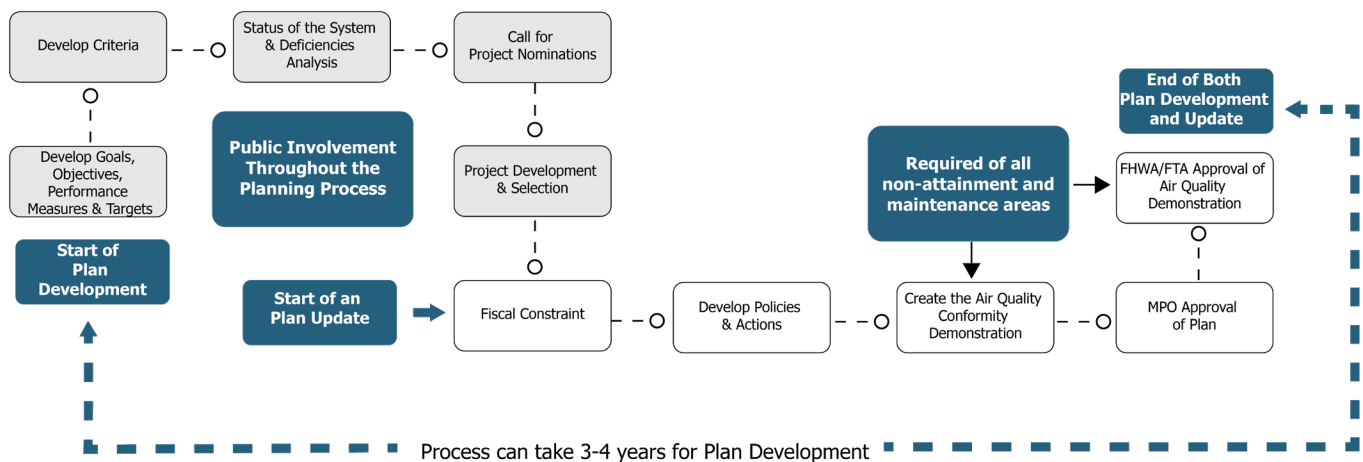


Figure 6: Transportation Plan Development Timeline



Amendments are major changes like adding or removing a project. Administration Modifications are minor changes like technical corrections.

Amendment

An approved Transportation Plan may need an amendment before the four-year period has ended. An amendment is necessary when there are changes to the project list, like adding, changing, or removing a project or adjusting project start dates or major cost changes.

An amendment requires a public review period, including an MOA Assembly public hearing, proof that estimated costs do not exceed expected revenue, and possibly an air quality check.

Administrative Modification

Administrative modifications are small technical corrections as needed. These usually involve minor changes to project costs or funding sources for projects already included.

An administrative modification does not need public review and comments, proof of budget constraints, or an air quality check.

Air Quality Demonstration

An air quality check is required whenever a new Transportation Plan or amendment includes projects in a limited maintenance area.

Who Approves It

The final plan is approved by the AMATS Policy Committee. The related Air Quality Conformity Determination is approved by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).

Public Comment Periods

The public can review and comment on a revised Transportation Plan or amendment over a 45-day period. AMATS sub-committees meet to review the changes and give their recommendations to the Policy Committee through the Technical Advisory Committee. The revised plan or amendment must also be reviewed by the MOA Assembly in a public hearing. There is no public comment period for administrative modifications.

An air quality demonstration needs a minimum of 15 days for public review.

Following the public comment period, a summary of all comments received is provided along with responses to each comment. You can find these summaries on the AMATS website at: bit.ly/AMATS_MTP.

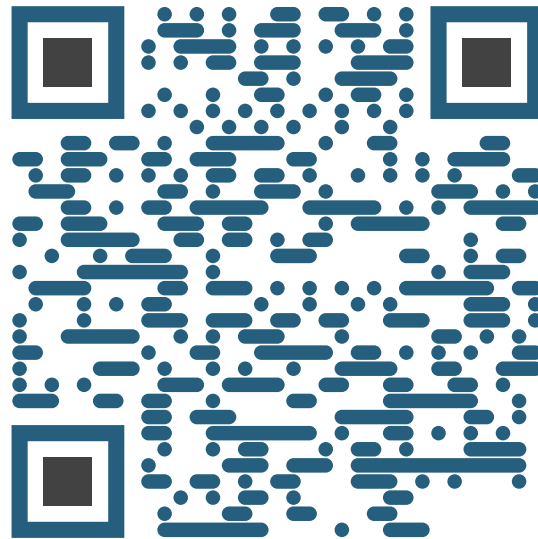
Translations

Part of the Transportation Plan is translated into five safe harbor languages. Safe Harbor languages are languages spoken by individuals with less than proficient English skills who make up 5% or 1,000 of the population (whichever is smaller) served by an organization or agency. The complete plan can be translated if requested.

More Information

For details on the federal requirements of the Transportation Plan, scan the QR code or visit bit.ly/4hWLLw2.

Transportation Plan



Congestion Management Process

What It Is

The Congestion Management Process is required in metropolitan areas with populations over 200,000, called Transportation Management Areas (TMAs). AMATS is a TMA. Congestion management aims to improve the performance and reliability of the transportation system and reduce the negative effects of congestion on moving people and goods. For more information, visit the AMATS webpage: bit.ly/amats_congestion.

Funding Program

What It Is

The Funding Program details which projects will take place over the next four years and ensures that they fit the budget. These projects come from or are consistent with the Transportation Plan. All federally funded and regionally significant surface transportation improvements in the AMATS area must be included in the current program.

The Funding Program reflects the policy and investment priorities that the public has shared. In this way, public comments from the Transportation Plan are reflected as well. The Funding Program lists all surface transportation projects in the AMATS region, including transit, highways, rail, roads, and bike and pedestrian improvements that receive federal funds or are important for meeting federal and state air quality standards. The budget covers both new projects and previously funded projects that require more time for completion.

How It Is Funded

Funding from federal, state, and local sources are all included. The Alaska Department of Transportation and Public Facilities receives federal funds that are allocated to AMATS as well as other federal funds used directly by the State of Alaska in the AMATS area. Both funding sources are shown in the AMATS Funding Program. The AMATS Funding Program is referenced in the Statewide Transportation Improvement Program (STIP) created by Alaska DOT&PF. Figure 7 shows how the different transportation programs work together. Federal funds often require a local match. This means agencies or groups, like the city, must provide some of the funding for these projects.

TIP

Short-range budget

Updated every 4 years

Cooperative effort with DOT&PF, Transit, and other Partners

Matching funds are required

Air Quality Check, if needed

Stays within available funding limits

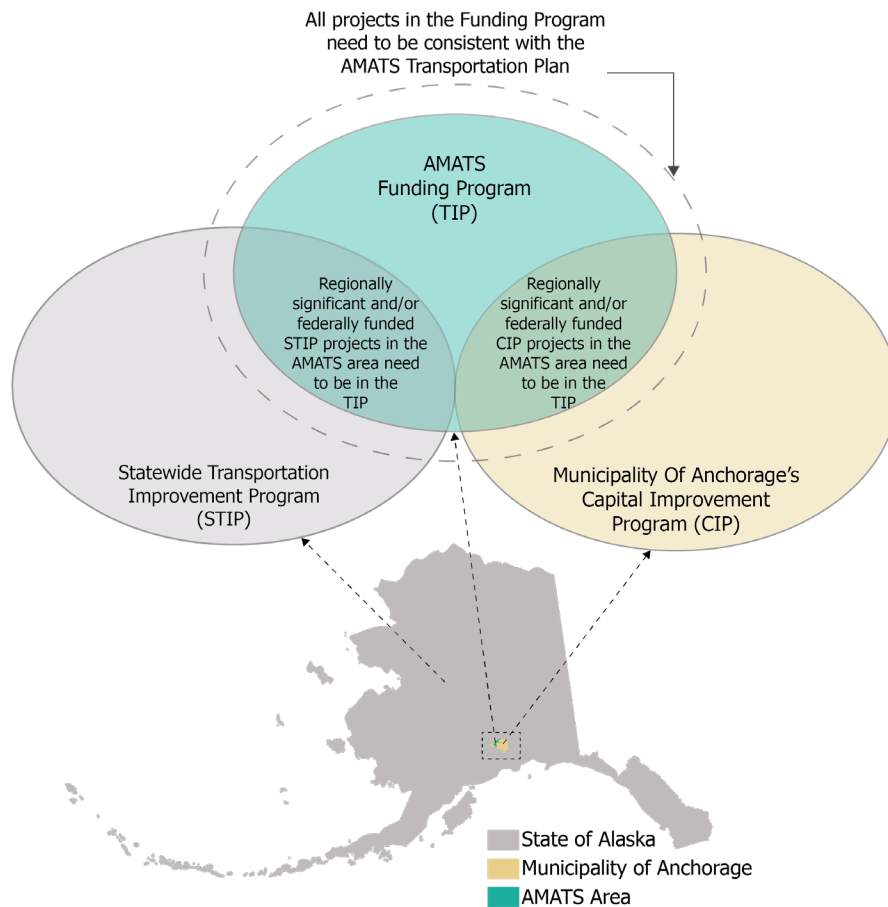


Figure 7: Area Wide Programs

Update Cycle

AMATS produces a new Funding Program every four years. Figure 8 shows the usual timeline for both developing a full program and amending one.

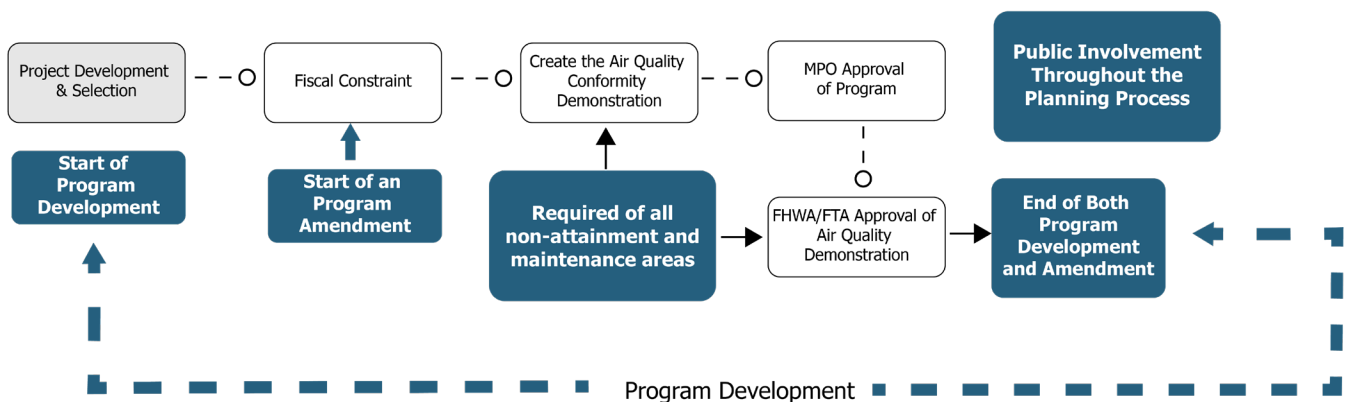


Figure 8: Funding Program Development Timeline

Amendment

An approved Funding Program often needs an amendment before the next review period. Amendments are necessary when there are changes to the project list, like adding or removing a project, adjusting project start dates or costs, or planning a major change to the design. An amendment could also add a new year to the program. The thresholds are outlined in the operating agreement.

An amendment requires public review and comments, proof that the budget is still on track, and possibly an air quality check.

Administrative Modification

Administrative modifications are small technical corrections that AMATS staff can make as needed. These usually involve minor changes to project costs, funding sources for projects already included, or slight adjustments to project start dates.

An administrative modification does not require public review and comments, proof of budget constraints, or an air quality check.

Air Quality Demonstration

An air quality check is required whenever a new Funding Program or amendment includes projects in a limited maintenance area.

Who Approves It

The Funding Program and amendments are approved by the AMATS Policy Committee and then approved by the Governor without modification when it is added to the State Transportation Improvement Program (STIP). If required, an air quality check is approved by FHWA/FTA.

Public Comment Periods

The public can review and comment on a revised Funding Program or amendment over a 45-day period. AMATS sub-committee(s) meet to review the changes and give their recommendations to the Policy Committee through the Technical Advisory Committee. The revised program or amendment must also be reviewed by the MOA Assembly in a public hearing. There is no public comment period for administrative modifications.

An air quality demonstration needs a minimum of 15 days for public review.

Following the public comment period, a summary of all comments received is provided along with responses to each comment. You can find these summaries on the AMATS website at: [bit.ly/AMATS_TIP](https://www.amats.org/AMATS_TIP).

Translations

The Funding Program narrative is translated into the five safe harbor languages. Safe Harbor languages are languages spoken by individuals with less than proficient English skills who make up 5% or 1,000 of the population (whichever is smaller) served by an organization or agency. The five safe harbor languages include Korean, Spanish, Tagalog, Hmong, and Samoan. Further translations can happen upon request.

Public Transportation

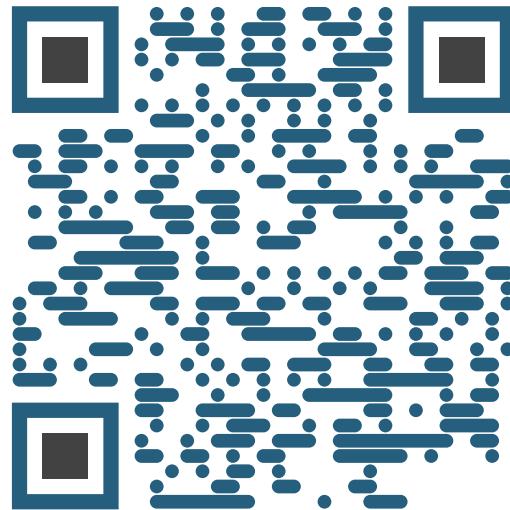
The Municipality of Anchorage Public Transportation Department runs the People Mover bus service, AnchorRIDES paratransit service and the RideShare carpool program. Federal funding for public transportation projects is planned in the AMATS Funding Program. The Program of Projects (POP), explained in Title 49 of the United States Code (U.S.C.) Section 5307, describes how transit projects should be chosen and how the public should be informed and involved in the planning. The Funding Program process fulfills the public participation requirements of the POP in 49 U.S.C. Section 5307. Transit projects are funded by the Federal Transit Administration and listed in the AMATS Funding Program.

You can learn more about public transportation and People Mover at peoplemover.org.

More Information

For details on the federal requirements of the Funding Program, scan the QR code or visit bit.ly/4i91XpX.

Funding Program



Work Program

What It Is

AMATS staff work with a two-year budget and plan. The Work Program lists and explains all the transportation and air quality planning activities that AMATS and Public Transportation Department staff will do during that time.

While the Transportation Plan focuses on long-term planning and the Funding Program manages short-term funding, the Work Program explains how federal money will be used to help staff and partner agencies meet regional transportation goals. It also describes AMATS' duties as the Metropolitan Planning Organization for the Anchorage Bowl and Chugiak-Eagle River.

Update Cycle

AMATS produces a new Work Program every two years.

Amendment

An amendment occurs when there are significant budget changes to task elements or when individual task goals undergo major modifications. The operating agreement outlines the specific thresholds for these changes.

Administrative Modification

An administrative modification happens when there are minor changes to a task element.

Who Approves It

The Work Program is approved by the AMATS Policy Committee and needs approval from the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA).

UPWP

Task List

Updated every two years

Outlines transportation planning tasks and budget

Lists who is responsible for each task and when it will be done

Public Comment Periods

The public can review and comment on a new Work Program over a 30-day period. AMATS sub-committee(s) meet to review the changes and give their recommendations to the Policy Committee through the Technical Advisory Committee. The new program goes to the MOA Assembly so that the funds can be appropriated. There is no public comment period for an amendment or an administrative modification.

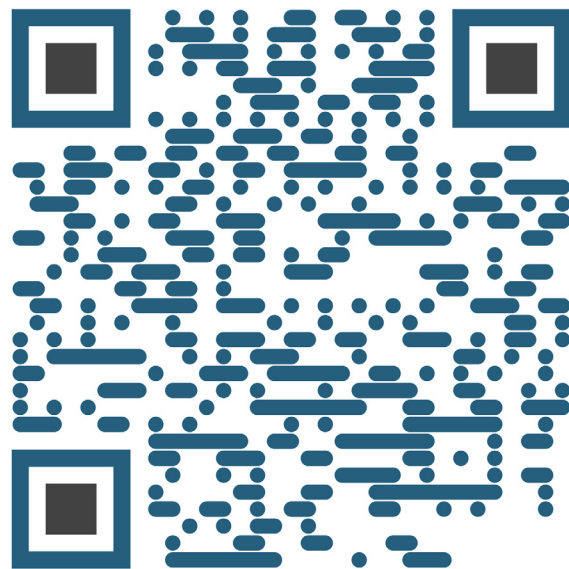
Translations

The Work Program is translated into the five safe harbor languages. Safe Harbor languages are languages spoken by individuals with less than proficient English skills who make up 5% or 1,000 of the population (whichever is smaller) served by an organization or agency. The five safe harbor languages include Korean, Spanish, Tagalog, Hmong, and Samoan. Further translations can happen upon request.

More Information

For details on the federal requirements of the Work Program, scan the QR code or visit bit.ly/4k8b7UO.

Work Program



How to Get Involved

Public participation helps make sure that decisions in the AMATS planning process consider the needs and preferences of the public. AMATS works to involve community members, public agencies, transportation employees, freight shippers, transportation service providers, users of public transportation, people who walk or bike, people with disabilities, and anyone else who is interested. AMATS strives to give everyone a chance to be part of the transportation planning process.

AMATS aims to balance input from all stakeholders and include the needs of groups that are often underserved in the area. The AMATS Engagement Hub is the center for all public involvement opportunities: publicinput.com/amats. Each planning project has its own page, with current opportunities listed at the top.

Public Input Platform

The Public Input platform is linked to the main AMATS website and will track participation in planning projects. By centralizing outreach, community members will know where to go for updates and opportunities to get involved. Over time, AMATS can see where participation is low and create strategies to improve engagement in those areas.

How to Make a Public Comment

Voicemail:

855-925-2801 Code: 3546

Email:

amats_comments@publicinput.com

Mail:

Permit & Development Center

4700 Elmore Road

P.O. Box 196650

Anchorage, AK 99519-6650

Fax:

907-343-7998

Web:

muni.org/amats

Meetings:

publicinput.com/amats_meetings

Social Media:

Facebook: @ancmetroplanning

Instagram: @amats_planning

X: @amats_planning



Each project on the engagement platform has its own customized email address, phone number, and the option to send surveys or updates via text messages.

Meetings and Events

All AMATS committee meetings are open to the public. There is a regular time for open public comments, and each agenda item also has time for people to share their opinions. Each public comment is limited to three minutes so that everyone can be heard and all agenda items can be discussed. AMATS meetings, agendas, and events will be announced at least seven days in advance and posted on the AMATS website (muni.org/amats).

Written comments sent by fax, email, or U.S. mail are welcome before committee meetings and will be shared with members ahead of time. Alternatively, members of the public can leave us a voicemail. These comments must be submitted two days before the meeting to follow this process.

How to Access AMATS Meeting Information

Each committee has a page where you can find information about past and upcoming meetings at publicinput.com/amats#committeeTab. You can access the agendas, recordings of the meetings, and approved meeting minutes from these pages. Figure 8 shows the usual date and times of committee meetings.

Meeting Accessibility

All AMATS committee meetings are held in a hybrid or remote format, recorded, and posted on the AMATS YouTube channel, ([@ancmetroplanning](https://www.youtube.com/@ancmetroplanning)) , so people can join from anywhere or watch at any time. Hybrid meetings take place in buildings that are accessible to people with disabilities and by public transportation. If you plan to use public transit, visit the peoplemover.org website or use the mStop app on your smartphone to check current bus routes and schedules for your trip. Figures 10 and 11 in the 'At A Glance' section of this document, show the usual locations and bus stops for the Technical Advisory and Policy committee meetings.

If you need special accommodations to participate in AMATS meetings, events, or public comment periods, please use this form (publicinput.com/amatsaccomodations) to make your request or leave us a voicemail at: 855-925-2801 code: 7560.

Engagement Techniques

AMATS involves the public in its planning and decision-making processes through different visualization techniques and outreach activities. AMATS aims to engage people of all ages and abilities and is working to reach more diverse groups in the AMATS area. Each planning project will create a public involvement plan to meet the specific needs of that project.

Outreach Methods

AMATS uses several standard ways to share updates on planning and public participation opportunities. Public information is available in accessible online formats through various platforms.

Website

The AMATS website is regularly updated with information about the agency's responsibilities, programs, publications, upcoming meetings, and contact details. You can visit it at muni.org/amats.

Newsletter

AMATS began a quarterly newsletter in 2020 that shares highlights and ways to learn more about current transportation planning efforts. You can find the latest newsletters and past editions here: publicinput.com/amatsnewsletter.

Social Media Accounts

AMATS uses several social media accounts to share notifications and keep the public informed about upcoming participation opportunities and updates on planning activities. As of this publication, the following platforms are being used.

- YouTube: [@ancmetroplanning](#)
- Facebook: [@ancmetroplanning](#)
- Instagram: [@amats_planning](#)
- X: [@amats_planning](#)

At A Glance Guides

Figure 9 displays the typical monthly calendar for AMATS committee meetings.

	M	T	W	TH	F	
Week 1	Bicycle & Pedestrian Quarterly			Technical Monthly		
Week 2			Freight Quarterly			
Week 3				Policy Monthly		
Week 4		Community Quarterly				

Figure 9: Committees Monthly Calendar

Figures 10 and 11 show the usual locations for the Technical Advisory and Policy committee meetings. The bus routes and stops that were active at the time of this publication are also highlighted. Meeting locations may change if conflicts come up. Check the committee page: publicinput.com/amats#committeeTab before a meeting to check on the location.

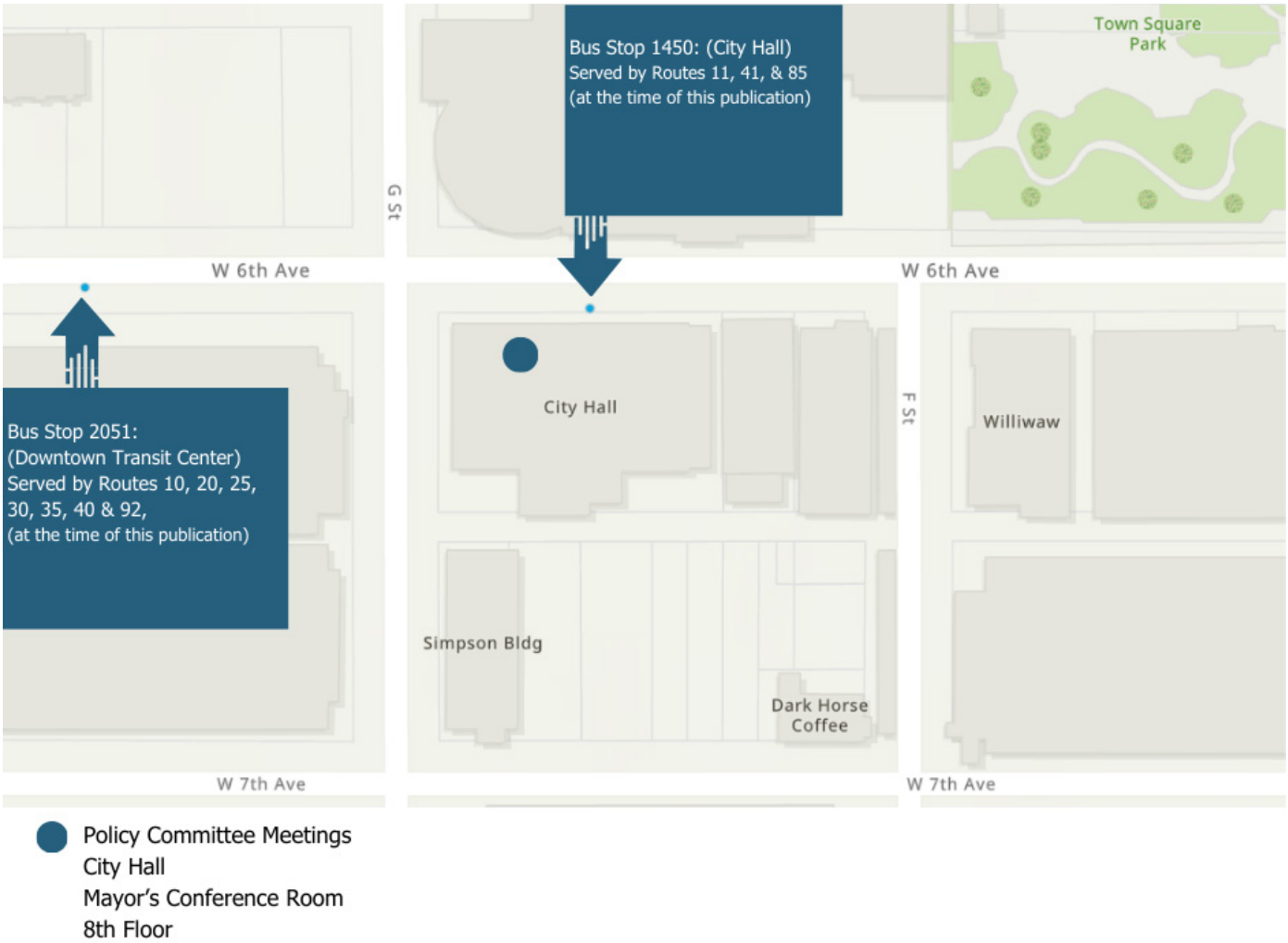


Figure 10: Policy Committee Meeting Location Map

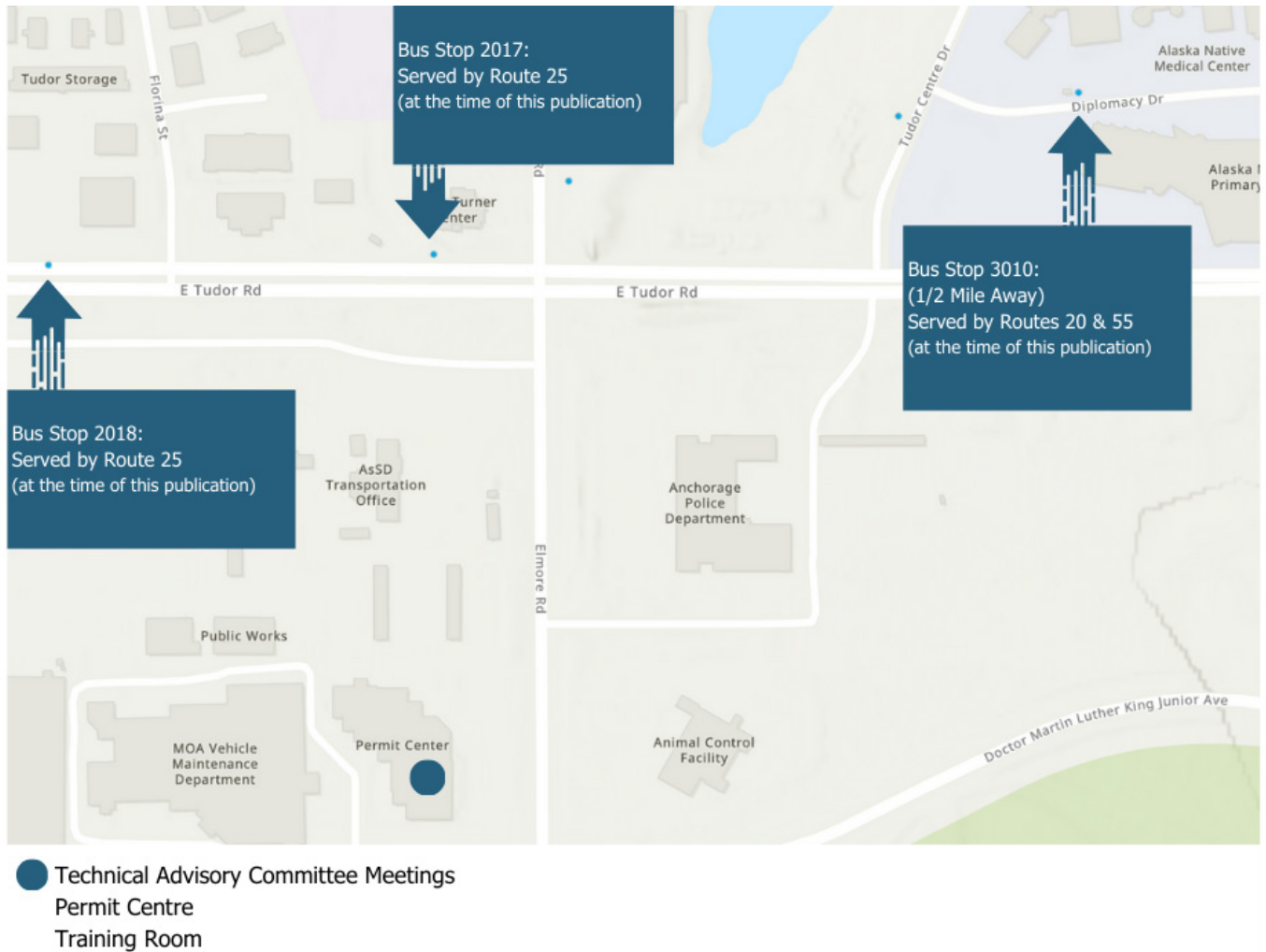


Figure 11: Technical Advisory Committee Meeting Location Map

Figures 12 through 14 highlight each of the main AMATS products.


	<h1>Transportation Plan</h1>			
	Item	How Often	Public Review	Approval
New	Original	Approximately every 4 years	45-Day Minimum Public Review Period	Document AMATS Policy Committee Air Quality Conformity FHWA & FTA
Amendment	Major Changes	As Needed	45-Day Minimum Public Review Period	Document AMATS Policy Committee Air Quality Conformity FHWA & FTA
Administrative Modification	Technical Corrections	As Needed	At Committee Meetings	AMATS Policy Committee

Figure 12: Products - Transportation Plan



Funding Program

	Item	How Often	Public Review	Approval
New	Original	Every 4 years	45-Day Minimum Public Review Period	Document AMATS Policy Committee Governor Air Quality Conformity FHWA & FTA
Amendment	Major Changes	As Needed	45-Day Minimum Public Review Period	Document AMATS Policy Committee Air Quality Conformity FHWA & FTA
Administrative Modification	Technical Corrections	As Needed	At Committee Meetings	AMATS Policy Committee

Figure 13: Products - Funding Program



Work Program

	Item	How Often	Public Review	Approval
New	Original	Every 2 years	30 Day Minimum Public Review Period	AMATS Policy Committee FHWA & FTA
Amendment	Major Changes	As Needed	At Committee Meetings	AMATS Policy Committee FHWA & FTA
Administrative Modification	Technical Corrections	As Needed	At Committee Meetings	AMATS Policy Committee

Figure 14: Products - Work Program

Figure 15 shows the general timeline to get AMATS supplemental plans approved.

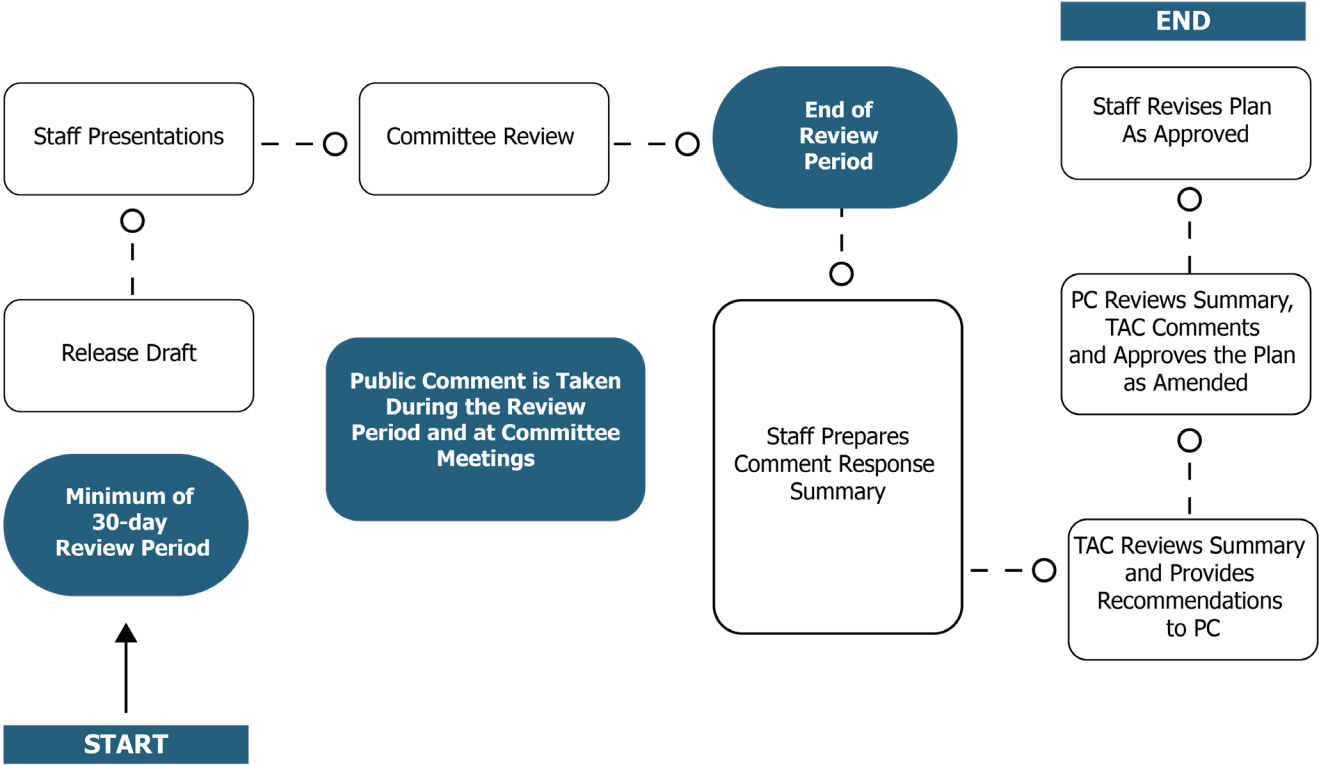


Figure 15: General Planning Approval Process for Other AMATS Plans

Figure 16 highlights the ways AMATS typically communicates information on its activities.

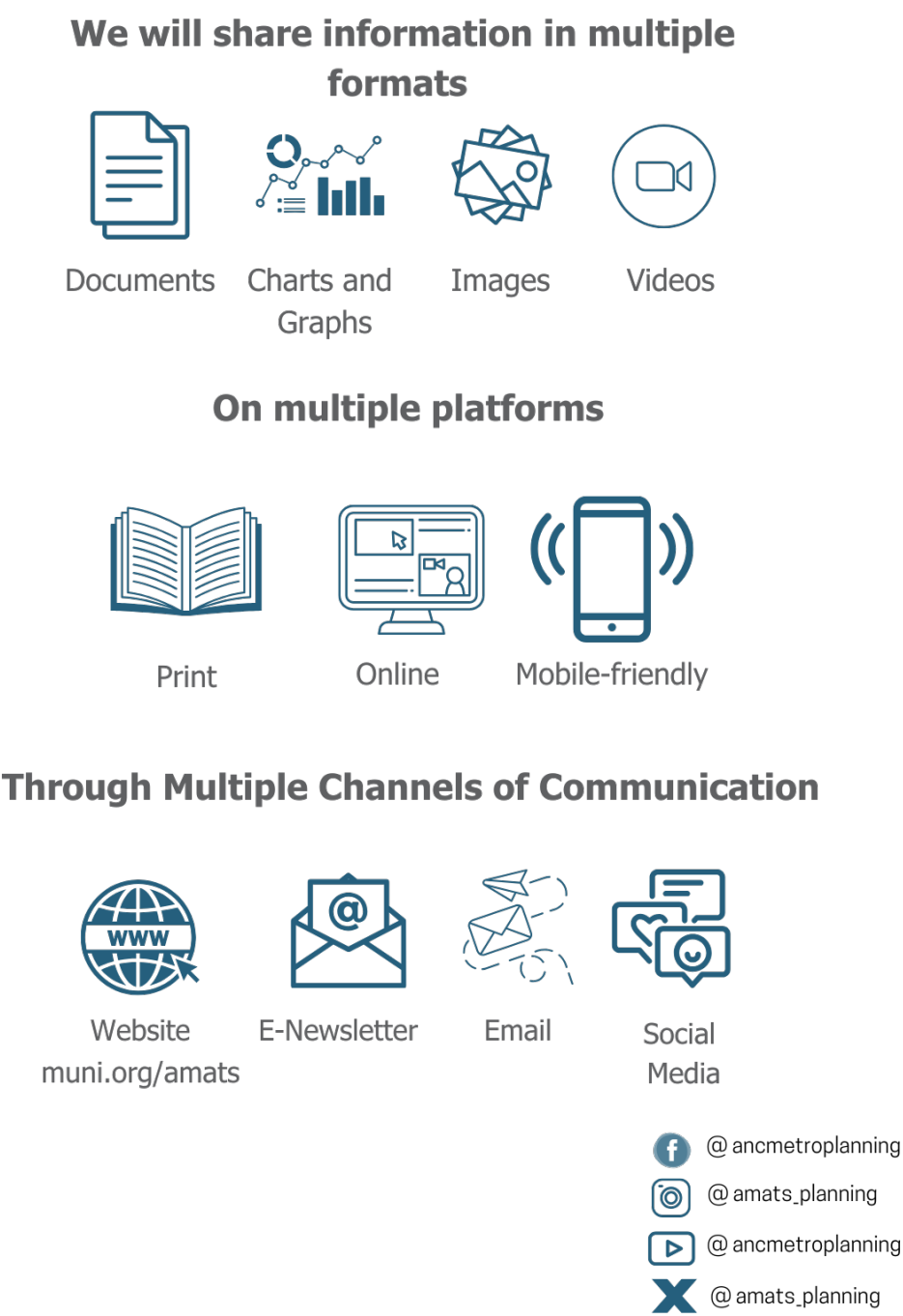
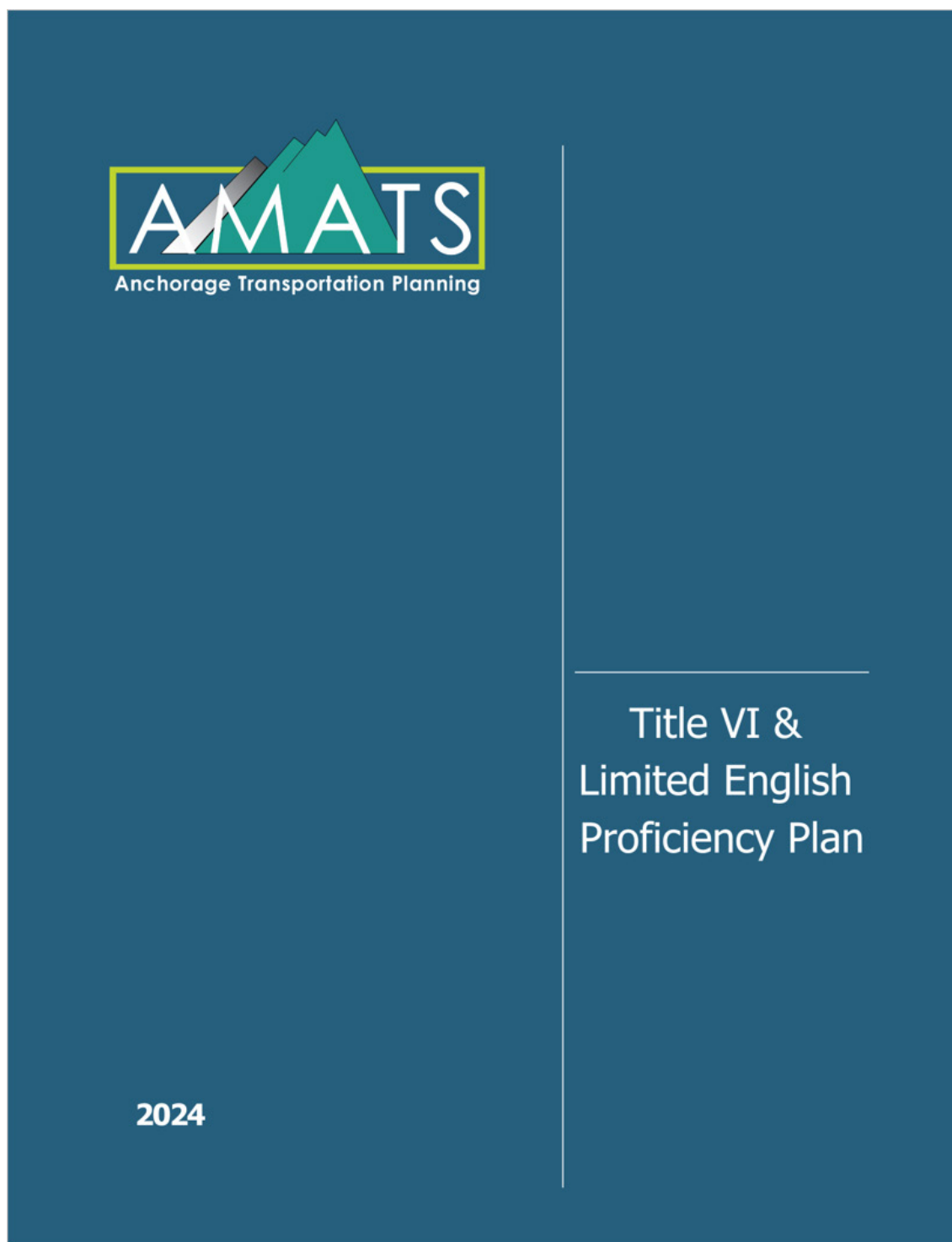


Figure 16: Standard Communication Strategies

Appendices

Appendix A: Title VI & Limited English Proficiency Plan



ANCHORAGE METROPOLITAN AREA TRANSPORTATION SOLUTIONS (AMATS)

Title VI & Limited English Proficiency Plan

Approved by the
AMATS Policy Committee
Date:

Sean Holland, Chair
Central Region Director, Alaska Department of Transportation and Public Facilities

Graham Downey, Vice Chair
Special Assistant to the Mayor, Municipality of Anchorage

Jason Olds,
Division Director, Alaska Department of Environmental Conservation

Meg Zaletel
Municipal Assembly - District 4 Midtown

Daniel Volland
Municipal Assembly - District 1 North Anchorage

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Introduction

A good Title VI practice helps prevent discrimination in public programs. This involves finding minority communities, low-income groups, people with limited English skills, and those with disabilities and sharing information about transportation plans in a clear way that everyone can understand. The Title VI Plan for AMATS explains how the organization makes sure everyone has equal access to transportation planning and that their policies are fair and don't harm protected groups under the expanded Title VI Act.

About the Metropolitan Planning Organization

To get federal funding for transportation planning in cities with over 50,000 people, the State and local governments must work together through a Metropolitan Planning Organization (MPO). AMATS is the MPO for the Anchorage area. The organization helps make sure the Municipality of Anchorage and the State of Alaska work together in a coordinated and thorough way. This ensures that transportation improvements are aligned with shared goals and don't cause conflicts. One of AMATS' main jobs is to make sure local communities and governments have a say in transportation planning. AMATS works with federal, state, and local governments, as well as the public and other groups, to make sure transportation policies, plans, and projects are shaped together.

The AMATS area covers all the census tracts in the Municipality of Anchorage except Tract 29. This is because the difference in population density between the northern and southern parts of the tract is too large to include it, based on how urban census boundaries are set. Figure 1 shows the AMATS boundary since the 2020 census update.

AMATS Boundary

Figure 1: AMATS Boundary Area

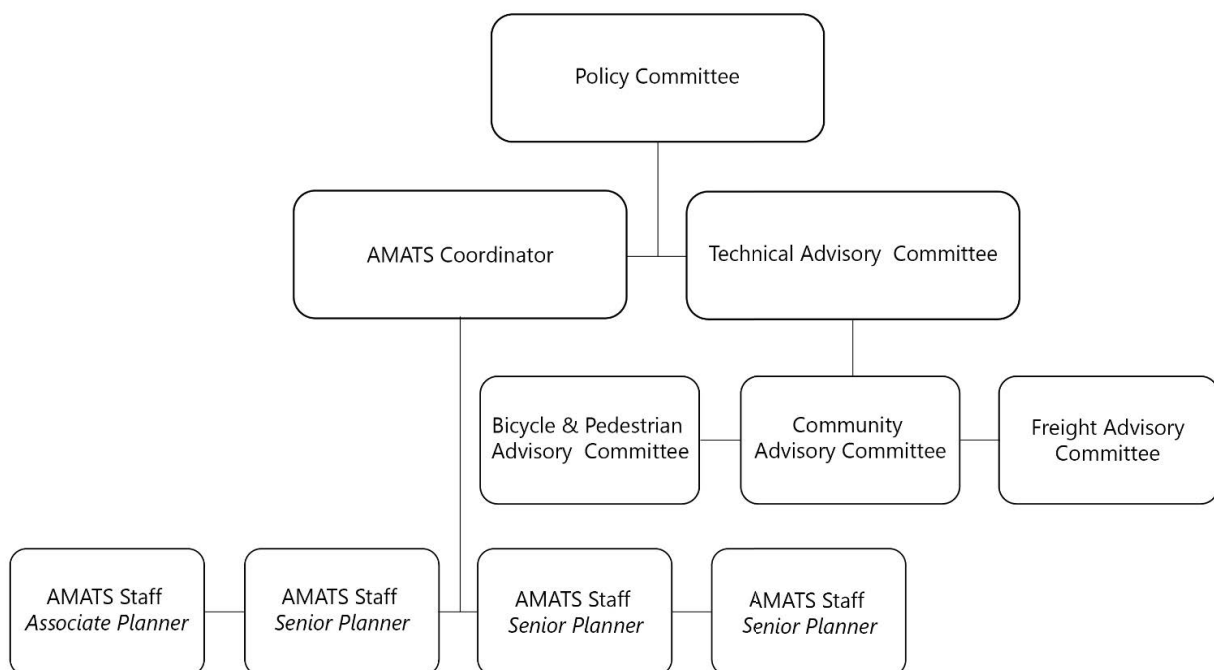


AMATS Role and Structure

The participant groups in the AMATS planning and decision-making process are the [Policy Committee](#), the [Technical Advisory Committee](#), three sub-committees that provide recommendations to the Policy Committee through the Technical Advisory Committee: the [Community Advisory Committee](#), the [Bicycle & Pedestrian Advisory Committee](#), and the [Freight Advisory Committee](#), and the five AMATS staff, including the AMATS Coordinator. Each group plays a specific role in the transportation planning process. The Policy Committee is the ultimate decision-making authority over the transportation planning process. Figure 2 illustrates the current organizational structure.

Organizational Structure

Figure 2: AMATS Organizational Structure



Responsible Officials

AMATS Title VI Coordinator

Christine Schuette, AMATS Senior Planner and Public Involvement Coordinator

Phone	907-764-7995
Email	christine.schuette@anchorageak.gov
Mail	4700 Elmore Road, Anchorage AK 99507

The AMATS Coordinator assigns a staff member to manage the Title VI program. AMATS is part of the Municipality of Anchorage. The organization works together with different Municipal Departments, the Alaska Department of Transportation and Public Facilities, the Federal Highway Administration, and the Federal Transit Administration.

Agreements

The transportation planning process follows the AMATS Inter-Governmental Operating Agreement between the State of Alaska and the Municipality of Anchorage. This agreement includes Title VI rules, which are explained in the Legal Framework section below. The Municipality of Anchorage has also signed an agreement with the Native Village of Eklutna, the federally recognized tribe in the area.

Legal Framework

Title VI Policy Statement

Anchorage Metropolitan Area Transportation Solutions (AMATS) follows the policy of Title VI of the Civil Rights Act of 1964, which says no one should be discriminated against based on race, color, or national origin. AMATS also follows other nondiscrimination laws and rules. This means that no person will be left out of, denied benefits from, or treated unfairly in any transportation planning program because of their race, color, national origin, age, gender, disability, or income. This applies even when federal funding is not involved.

Date

Sean Holland, AMATS Policy Committee Chair

Authorities

Besides Title VI, there are other laws that provide protection against discrimination. Listed below are the laws and rules that give guidance to the AMATS's Title VI Program Plan.

The Law

Title VI of the Civil Rights Act of 1964 (42 U.S.C. 2000d et seq)

- Title VI of the Civil Rights Act of 1964, prohibits discrimination based upon race, color, and national origin. Specifically, 42 USC 2000d states that "No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance." The word "person" is important because Title VI protects everyone, whether or not they are citizens or legally living in the U.S.

Nondiscrimination in Federally-assisted Programs of the Department of Transportation—Effectuation of Title VI of the Civil Rights Act of 1964 (49 CRF Part 21)

- Issued June 18, 1970
- Explains how agencies must make sure that there is no discrimination in their programs or in how they use federal money from the U.S. Department of Transportation.
- The Federal Highway Administration's Title VI program adds more protected groups to those listed in the Civil Rights Act of 1964, including gender, age, disability, and low-income individuals.

23 Code of Federal Regulations (Highways) Part 200 Title VI Program and Related Statutes - Implementation and Review Procedures

- Gives instructions for: (a) Putting the Federal Highway Administration's Title VI compliance program into action under the Civil Rights Act of 1964 and other related laws, and (b) Checking if the Title VI program follows the rules for the Federal-aid highway program.

U.S. Department of Transportation Order 1050.2A

- To follow Title VI of the Civil Rights Act of 1964, all applications for federal funding from the Department of Transportation must include Title VI Assurances.

Civil Rights Restoration Act of 1987

- Title VI applies to different types of organizations. It says that if an organization gets federal money, it cannot discriminate in any part of its operations, not just the program that got the funding.

Other Statutes

Sex (Gender)

Section 162 Federal-Aid Highway Act of 1973 (23 U.S.C. 324)

- Expands non-discrimination laws to ban discrimination based on gender.

23 Code of Federal Regulations (Highways) 324 Prohibition of discrimination on the basis of sex

- No one can be excluded from participating, denied benefits, or treated unfairly in any program or activity that gets federal assistance because of their gender.

Age

The Age Discrimination Act of 1975 (42 U.S.C. 6101)

- Expands non-discrimination statutes to ban discrimination based on age.

Disabilities

Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) along with the Americans With Disabilities Act of 1990

- Expands non-discrimination statutes to ban discrimination based on disability.

Section 508 of the Rehabilitation Act of 1973

- Expands non-discrimination laws to require federal agencies to ensure that their electronic and information technology is accessible to people with disabilities.

Enforcement of Nondiscrimination on the Basis of Disability in Programs or Activities conducted by the Department of Transportation (49 CFR Part 27)

- Explains how agencies must make sure there is no discrimination in their programs and in how they use federal money from the Department of Transportation.

Nondiscrimination on the Basis of Disability in State and Local Government Services (28 CFR Part 35)

- Enforces subtitle A of title II of the Americans with Disabilities Act of 1990, which was updated by the ADA Amendments Act of 2008. This law stops public entities from discriminating against people with disabilities.

Transportation Services For Individuals With Disabilities (49 CFR Part 37)

- The purpose of this section is to carry out the transportation and related rules from titles II and III of the Americans with Disabilities Act of 1990.

Municipal Title V – Equal Rights – Unlawful Practices by the Municipality

- Section 5.20.070 of the Municipal Title V listed practices of discrimination that are unlawful for the municipality or any public agency of the municipality to engage in.
- This includes denying anyone access to public funds, services, or benefits because of their race, color, sex, sexual orientation, gender identity, religion, national origin, marital status, age, or disability.

Executive Orders

1994

~~Executive Order 12898—Environmental Justice for Minority & Low-income Populations~~

- ~~• The Federal Highway Administration carries out Executive Order 12898 by adding Environmental Justice principles to transportation planning and project activities of those who receive federal funds, such as metropolitan planning organizations (MPOs) and State departments of transportation.~~

~~Federal Highway Administration Order 6640.23A~~

- ~~• This directive from the Federal Highway Administration sets out policies and procedures to follow when meeting the requirements of Executive Order 12898, which aims to address Environmental Justice for minority and low-income populations.~~

2000

~~Executive Order 13166—Limited English Proficiency Populations~~

- ~~• Improves access to services for people who have limited English skills. The Executive Order requires federal agencies to look at the services they offer, find out if there is a need for services for people with limited English proficiency, and create a system to provide those services so that these individuals can have meaningful access to them.~~

~~Executive Order 13175 - Consultation & Coordination With Indian Tribal Governments~~

- Requires all executive departments and agencies to have regular, meaningful, and strong discussions with Tribal officials when creating federal policies that affect Tribes.

2021

~~Executive Order 13985—Advancing Racial Equity and Support for Underserved Communities Through the Federal Government~~

- ~~• Says that promoting fairness, civil rights, racial justice, and equal opportunity is the job of the entire government.~~

~~Executive Order 13990—Protecting Public Health & the Environment & Restoring Science to Tackle the Climate Crisis~~

- ~~Highlights the importance of using science to cut down greenhouse gas emissions, build resilience against the effects of climate change, and focus on environmental justice.~~

~~Executive Order 14008—Tackling the Climate Crisis at Home and Abroad~~

- ~~Started the Justice 40 Initiative. Justice40 aims to fix gaps in transportation and public services by making sure that at least 40% of federally funded projects go toward improving disadvantaged communities.~~

2023

~~Executive Order 14091—Further Advancing Racial Equity and Support for Underserved Communities Through the Federal Government—to extend and strengthen equity-advancing requirements for agencies.~~

- ~~Promotes racial equity of underserved communities through the federal government. It aims to make sure that government agencies improve their efforts to support fairness and equal opportunities for all people.~~

~~Executive Order 14096—Revitalizing Our Nation’s Commitment to Environmental Justice for All~~

- ~~Provides a definition for Environmental Justice that was missing from the 1994 Executive Order.~~
- ~~Environmental Justice means treating everyone fairly and making sure all people have a voice, no matter their income, race, color, national origin, Tribal affiliation, or disability, in decisions made by government agencies that impact health and the environment. This ensures that people:~~
 - ~~Are fully protected from unfair health and environmental risks and dangers, including those related to climate change, the combined effects of environmental problems, and the lasting impact of racism or other barriers; and~~
 - ~~Have equal access to a healthy, sustainable, and strong environment where they can live, play, work, learn, grow, worship, and practice their culture.~~

Comparison between Title VI, Environmental Justice, Equity and Equality

Title VI is a law, but Environmental Justice was an Executive Order. Executive Orders are instructions from the President to help run the federal government. Equality means everyone gets the same thing – like everyone getting a pair of shoes. Equity means people get what they need – like everyone getting a pair of shoes that fits them and works for the environment that they live in. On January 20, 2025, President Trump revoked several executive orders that had been in place. (Initial Rescissions – The White House). The ones related to the AMATS Title VI plan that are no longer valid have been crossed out. To the best of our knowledge, the laws and statutes of Title VI are still in place. This plan will undergo legal review for a thorough analysis during the open public

~~comment period to confirm this statement. Title VI, Environmental Justice, and other rules help protect different groups of people who have been left out or treated unfairly in the past.~~

Responsibilities of AMATS

Planning & Program Activities

Transportation Plan

The Transportation Plan looks ahead 20 years and includes both long-term and short-term projects that work with transportation partners in the area. All transportation projects that get federal money or are important to the region must be part of the current plan. The goal is to create a connected transportation system, including paths for walking and biking, to keep people and goods moving safely and efficiently. The plan thinks about the transportation needs now and in the future. Projects are prioritized based on their ability to help vulnerable populations reach important places or that improve air quality and reduce greenhouse gas emissions in areas that need better health support. This plan is known as the Metropolitan Transportation Plan (MTP) in the federal planning process.

Funding Program

The Funding Program looks to the next four years for the region that lists which projects will happen and makes sure they fit the budget. These projects are connected to the Transportation Plan and just like the plan, all federally funded or important transportation projects in the AMATS area during these four years must be listed in the program, no matter where the money comes from.

Work Program

The Work Program is a two-year budget and work plan. It lists and explains all the transportation and air quality planning activities that AMATS staff will manage during that time. This program is known as the Unified Planning Work Program (UPWP) in the federal planning process.

Title VI Mitigation Measures

In the 2050 Transportation Plan, new criteria were added under Goal 6 (Equity) to focus on ~~Environmental Justice (EJ)-Title VI~~ populations, including race, color, and national origin. For the 2023-2026 Funding Program, new criteria address Health Equity Areas, also focusing on underserved populations based on race, color, and national origin. Ongoing considerations are as follows:

- Transportation Plan: Review ranking criteria for opportunities to add or enhance Title VI related considerations and make modifications where appropriate during the regularly scheduled updates.
- Funding Program: Conduct an Environmental Justice Title VI evaluation of projects, and include the evaluation results as an Appendix.
- Work Program: Incorporate Title VI strategies and mitigation measures from this Title VI Implementation Plan and from the Public Participation Plan into the Work Program to ensure implementation of Title VI provisions of both plans.

Public Participation

AMATS gets the public involved in its planning and decision-making through different outreach activities. AMATS wants to reach people of all ages and abilities and is working to include more diverse voices in the AMATS process. A Public Participation Plan guides the development of the Transportation Plan and the Funding Program. It shapes how AMATS communicates and collaborates with the public and stakeholders throughout the planning process. Review the current Public Participation Plan here:

https://www.muni.org/Departments/OCPD/Planning/AMATS/Pages/1_PPP.aspx

Engagement Strategies

These are some of the ways AMATS engages with the public.

- Website – AMATS keeps a comprehensive website that is updated regularly, including a new engagement hub. The site provides information about the agency’s responsibilities, programs, publications, upcoming meetings, and contact details. It also includes the approved Title VI Non-Discrimination Implementation Plan, procedures for filing Title VI complaints, and a complaint form. Key documents are translated into other languages upon request, and the website explains how to request services available for people with disabilities.
- Engagement Online Hub - In 2023, AMATS bought a license for the Public Input platform to consolidate outreach efforts and create a standard process for engagement. This platform is connected to the main AMATS website and will keep track of participation. By bringing everything together, the public can easily see what to expect from AMATS and find out about upcoming opportunities. The platform will also show how and when disadvantaged communities are getting involved with AMATS using the Equity Mapping Tool. This tool maps participation and shows it alongside census data. Over time, AMATS can find areas with low participation and create strategies to better engage those communities
- Email – AMATS has a growing email list that people can customize to stay updated on plans and programs, public comment periods, meetings, and publications. Each community

member can choose what notifications they want to receive and can also decide if they want AMATS to send them text messages, when that option is available.

- Voicemail Lines, SMS Texting - Each project page on the engagement platform has its own email address, phone number, and the option to send surveys or updates through text messages.
- Newsletter - AMATS began a quarterly newsletter in 2020 to share highlights and ways to learn more about current transportation planning efforts. You can find the latest newsletters and past ones here: <https://publicinput.com/amatsnewsletter>.
- AMATS Meetings – Since 2020, AMATS committee meetings have included a virtual option, and recordings are available online with timestamps for easy navigation of meeting topics. These recordings are posted on the AMATS YouTube page and on the AMATS committee webpages. Meetings are held in locations along or near a transit route (peoplemover.org). Meetings and public events are consistently advertised. Information about the meetings is sent to the AMATS email list, posted on social media, listed on the Municipality of Anchorage events calendar, on the main AMATS website, and featured on the new AMATS Engagement Hub at publicinput.com/amats.

Accommodations

- Publications – AMATS offers electronic and hard copies of plans, studies, and project reports. Hard copies are available at AMATS offices upon request.
- Translated Materials - Arrange for translation of project fact sheets and project contact information. AMATS can also provide translated materials as requested.
- Interpretation Services – AMATS can offer interpretation services for public meetings upon request.
- If you need special accommodations to participate in AMATS meetings, events, or public comment periods, please use this form (<https://publicinput.com/amatsaccommodations>) to make your request or leave us a voicemail at: 855-925-2801 code: 7560.

Ensuring Compliance

Title VI Assurances

Every time federal financial assistance is awarded, there must be assurances that the program and all participants, including contractors and subcontractors, will follow Title VI of the Civil Rights Act of 1964. The AMATS Inter-Governmental Operating Agreement includes these assurances in Section 16, which focuses on compliance with Title VI. You can find an excerpt of Section 16 from

the AMATS Inter-Governmental Operating Agreement in Appendix B of this document. Appendix C of this plan contains Title VI-related contract provisions that are required for all Municipal contracts, as specified by the Municipality of Anchorage Department of Law.

Notification of Benefits

Information about the AMATS Title VI Non-discrimination Implementation Plan must be made available to participants, beneficiaries, and other interested individuals. A Public Notice of Compliance with Title VI is posted on the AMATS website at this link:

https://www.muni.org/Departments/OCPD/Planning/AMATS/Pages/about_title_vi.aspx. Once approved by the Policy Committee, translated versions of this notice in Spanish, Tagalog, Korean, Hmong, and Samoan will also be available on the AMATS Title VI webpage.

Title VI Training

AMATS is responsible for educating the public about federally funded programs and the rights they have under Title VI. This requires regular and thorough outreach and education efforts, especially aimed at low-income and minority individuals, as well as those with limited English skills. This plan includes the AMATS Limited English Proficiency Plan, which outlines these requirements. More details about outreach efforts to minority and low-income individuals can be found in the Public Participation and Engagement Strategies section above.

The AMATS transportation planning staff participates in training on Title VI and related topics. They also coordinate with the Alaska Department of Transportation and Public Facilities Civil Rights Office to learn about upcoming training opportunities.

Title VI Coordinator Responsibilities

The AMATS Title VI Coordinator is responsible for making sure that AMATS follows the rules and requirements of Title VI. They lead the process, check progress, and ensure everything is being done correctly. The Title VI Coordinator's responsibilities include:

- Reviewing AMATS's procedures, planning, and programs regularly. They look for ways to improve Title VI ~~and Environmental Justice~~, make suggestions to the AMATS Technical Advisory Committee and Policy Committee, and put approved changes into action.
- Meeting with staff often to check on how well the Title VI Plan is being put into place. They find any issues and make sure there are enough staff and resources to follow the rules.
- Meeting twice a year with the Title VI Specialist from the Alaska Department of Transportation Civil Rights Office to talk about Title VI issues and find ways to reach and include underserved communities better.
- Creating steps to fix any Title VI problems. They document what needs to be done and

provide solutions.

- Adding Title VI rules and requirements to program guidelines when necessary.
- Reviewing communication and public involvement plans to make sure Title VI-protected groups are included. They also create information about Title VI for the public and offer it in other languages if needed. The Title VI Plan is posted on the AMATS website.
- Supporting and carrying out the Inter-Governmental Agreement between the Municipality of Anchorage and the Native Village of Eklutna.
- Thinking about the need for diversity when choosing new committee members to make sure Title VI-protected groups are represented.
- Collecting and sending data to the Alaska Department of Transportation and Public Facilities for the Annual Title VI Compliance Report to show their efforts.
- Giving Title VI information and a copy of the AMATS Title VI Plan to staff and training new employees on it.
- Handling any Title VI complaints according to the procedures described in the section called "Title VI Discrimination Complaint Procedures."
- Including Title VI rules in contracts and proposals.
- Discussing important Title VI issues with the AMATS Policy Committee Chair when needed.
- Working with project managers early in the planning process to make sure public involvement reaches Title VI ~~and Environmental Justice~~ groups. They keep track of outreach efforts, feedback received, and responses given, then write a review and suggest improvements.
- Including Title VI activities and solutions in the AMATS Work Program and making sure they are carried out.
- Sharing information with all AMATS staff about training programs related to Title VI. They encourage staff to participate in training and keep a record of who has completed it.

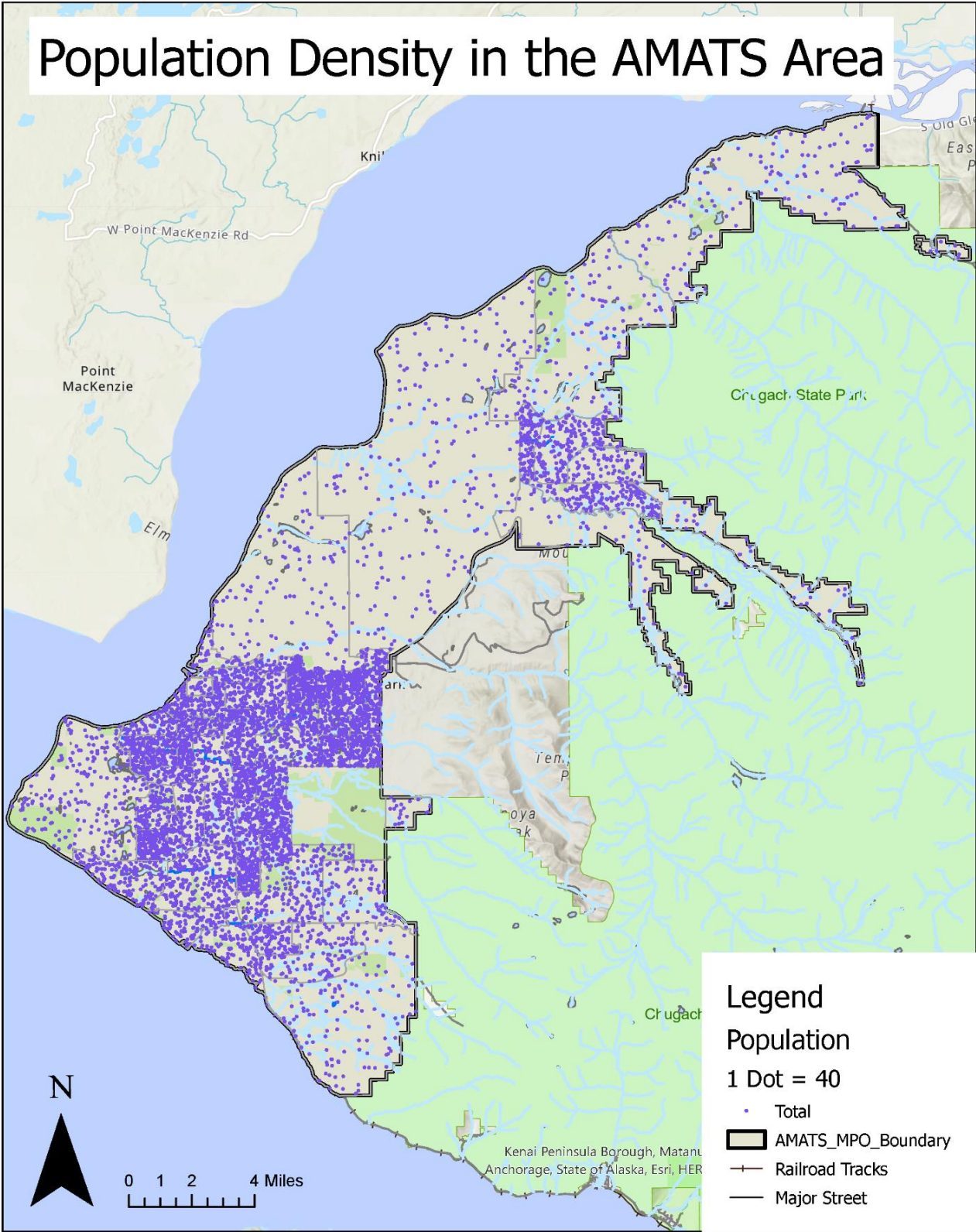
The AMATS Title VI Coordinator may assign some daily tasks related to the Title VI Plan to other staff members to make sure everything stays in compliance.

Data Collection Procedures and Analytic Methods

Demographic data is important for two main reasons related to Title VI requirements. First, it helps create a demographic profile to assess the needs of people with limited English skills. Second, it identifies low-income and minority groups for ~~the Environmental Justice~~Title VI evaluations in the Transportation Plan. AMATS also collects data on a voluntary basis to find areas where participation is low, which could help with targeted outreach in future planning efforts.

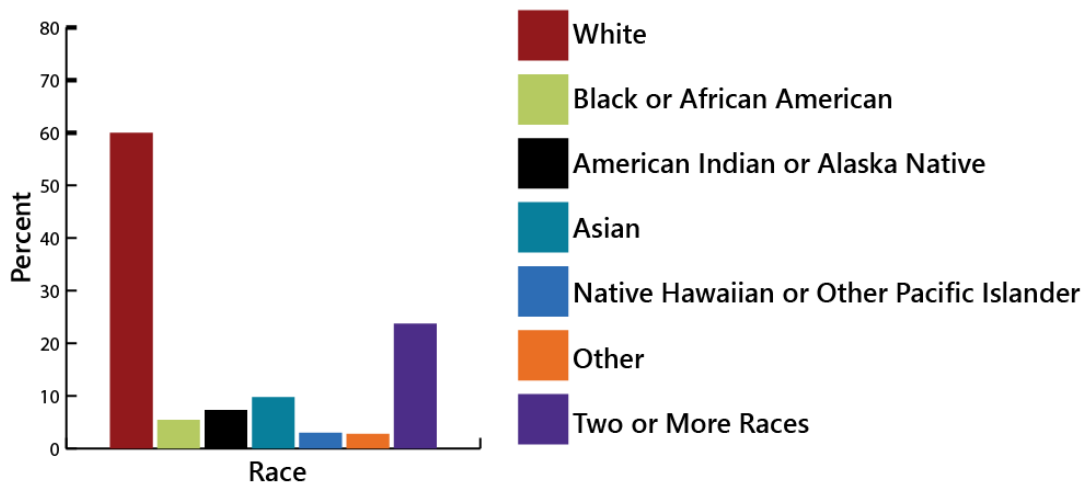
Understanding the region's demographics is essential to ensure that planning efforts support mobility and accessibility and do not negatively affect vulnerable populations. A summary of the demographics in the AMATS planning area can be found in figures three through eleven. Figure 3 shows the population density across the AMATS area, while Figure 4 displays the population by race group as a percentage.

Figure 3: Total Population Dot Density Map for the AMATS Area



Source: Table B01001 of the U.S. Census Bureau, 2017-2021 American Community Survey 5-Year Estimates

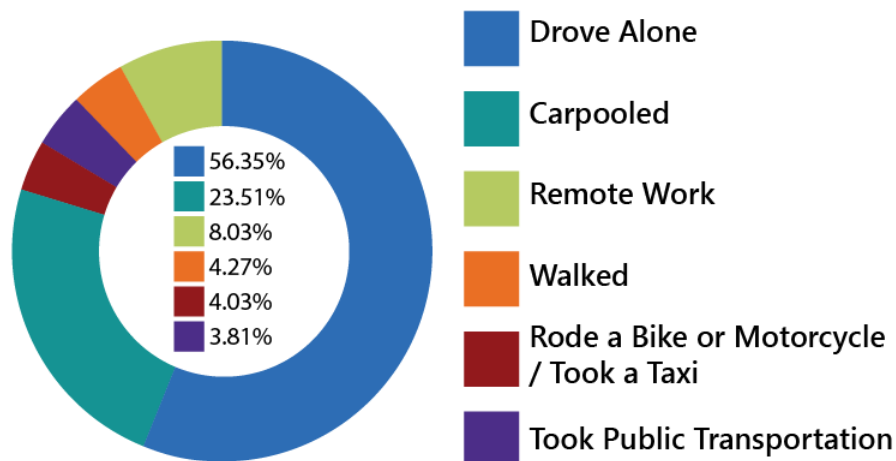
Figure 4: Race in the AMATS Area



Source: Table C17002 of the U.S. Census Bureau, 2017-2021 American Community Survey 5-Year Estimates

It is estimated that 26,015 people in the AMATS planning area earn wages that are below the poverty line. Out of these individuals, 6,648 are over the age of sixteen and part of the workforce. Figure 5 shows how the workforce population below the poverty line gets to work.

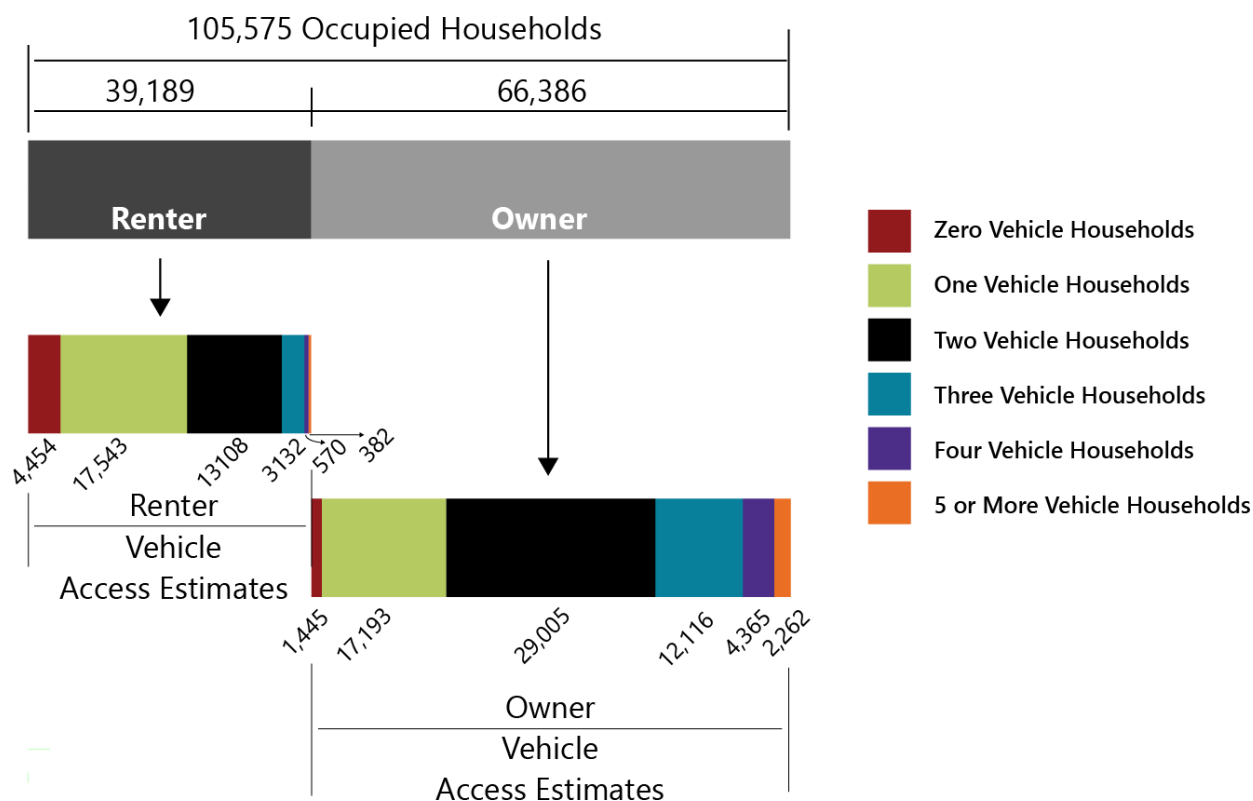
Figure 5: Means of Transportation to Work by Workforce Population Below Poverty Line in the AMATS Area



Source: Table B08122 of the U.S. Census Bureau, 2017-2021 American Community Survey 5-Year Estimates

Out of the estimated 105,575 households in the AMATS area, 5,899 are zero-vehicle households. Figure 7 displays vehicle access for both renters and owners.

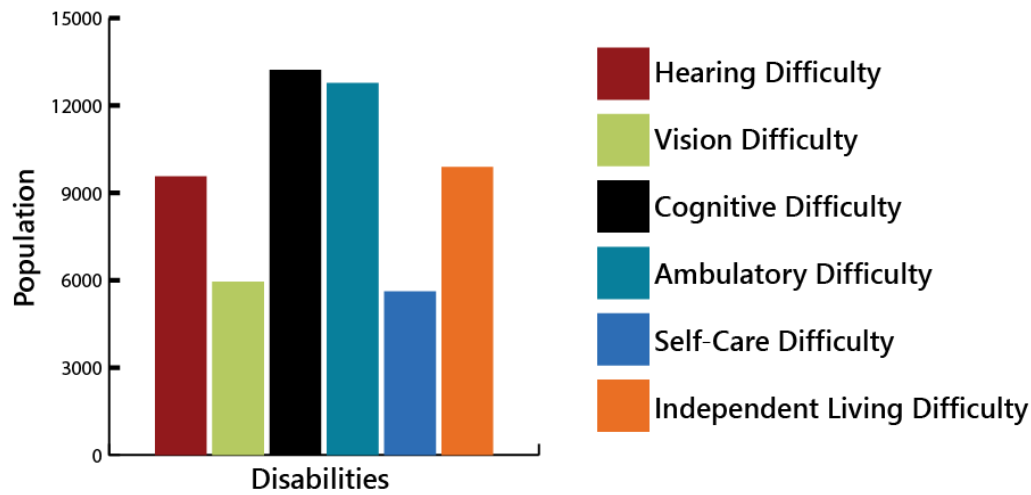
Figure 7: Vehicle Ownership Status in the AMATS Area



Source: Table B25044 of the U.S. Census Bureau, 2017-2021 American Community Survey 5-Year Estimates

Eleven percent of the noninstitutionalized population within the AMATS area has a known disability. Figure 8 displays the number of individuals estimated to have a disability by type of disability.

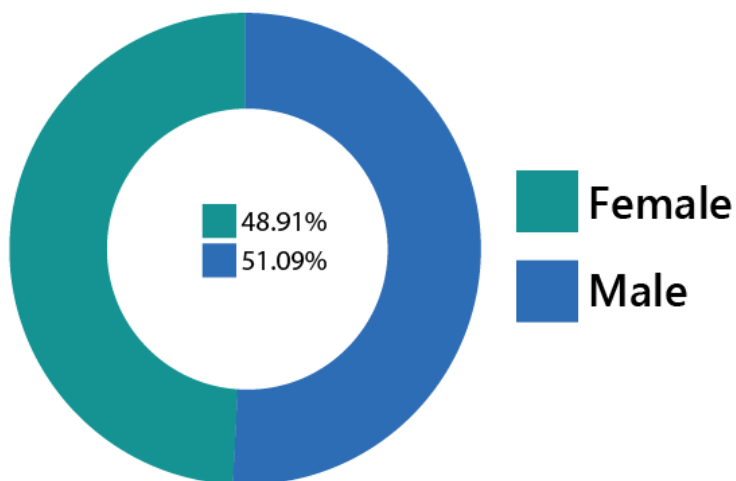
Figure 8: Disability Status in the AMATS Area



Source: Table S1810 of the U.S. Census Bureau, 2017-2021 American Community Survey 5-Year Estimates

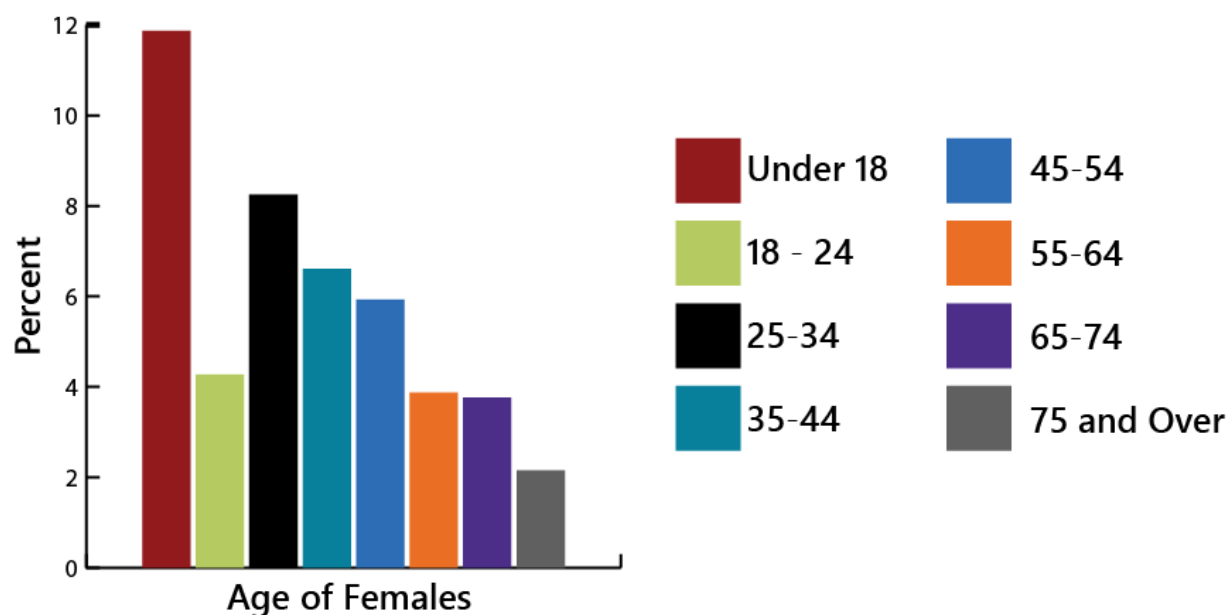
Figures 9 through 11 display estimated population by age and sex.

Figure 9: Population Sex in the AMATS Area



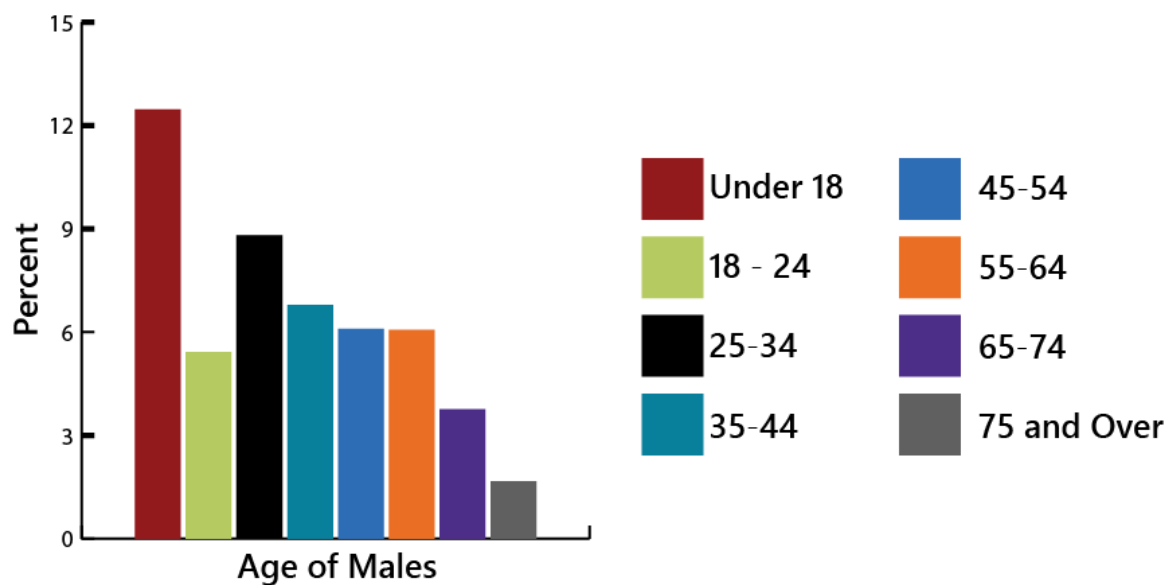
Source: Table B01001 of the U.S. Census Bureau, 2017-2021 American Community Survey 5-Year Estimates

Figure 10: Population Age of Females in the AMATS Area



Source: U.S. Census Bureau, 2017-2021 American Community Survey 5-Year Estimates

Figure 11: Population Age of Males in the AMATS Area



Source: U.S. Census Bureau, 2017-2021 American Community Survey 5-Year Estimates

Complaint Procedures

These procedures offer guidance for all complaints made under Title VI of the Civil Rights Act of 1964, which apply to any program or activity run by AMATS or its consultants, contractors, and vendors. Besides following these procedures, people can also file a formal complaint with other State or Federal agencies or seek private legal help for complaints about discrimination.

Submission of a Complaint

Anyone who thinks they or someone else has been excluded from or denied benefits, or treated unfairly because of race, color, national origin, or sex (gender) under any AMATS plan, program, or activity can file a written complaint. This can be done by themselves or through a representative. The complaint form can be found in Appendix A of this document and is also available for download at the following link:

https://www.muni.org/Departments/OCPD/Planning/AMATS/Pages/about_title_vi.aspx.

You can get hard copies of the complaint form from AMATS at 4700 Elmore Road. If you ask, we can also mail you a complaint form.

The AMATS Title VI complaint form and procedures are available in Spanish, Tagalog, Korean, Hmong, and Samoan, and they will be posted on the AMATS Title VI webpage. The Title VI Coordinator works with the Department of Transportation and Public Facilities Civil Rights Office to translate complaints received in languages other than English.

If needed, help with writing any necessary materials will be provided upon request.

You must file a complaint no later than 180 days after the date of the alleged discrimination or, if it has been ongoing, the date that behavior stopped, unless the U.S. Secretary of Transportation extends the filing time.

Where to Send Complaints or Ask A Question:

Phone: 907-343-8254
Email: amatsinfo@anchorageak.gov
Mail: 4700 Elmore Road
Anchorage, AK 99507

Other Title VI Administrative Jurisdictions

Alaska Department of Transportation and Public Facilities Civil Rights Office

Phone: 1-907-269-0851

Webpage: <http://www.dot.state.ak.us/cvlrts/index.shtml>

Mail: 2200 East 42nd Avenue, Room 310
Anchorage, AK 99508

Federal Highway Administration Alaska Division

Phone: 1-907-586-7418

Webpage: <https://www.fhwa.dot.gov/akdiv/>

Mail: P.O. Box 21648
709 West 9th Street, Room 851
Juneau AK 99802

U.S. Department of Justice

Phone: 1-202-514-4609

Webpage: <https://civilrights.justice.gov/>

Mail: Civil Rights Division
950 Pennsylvania Avenue, N.W.
Washington, D.C. 20530

Recording, Acknowledgement and Resolution of Complaint

When a complaint is received, the AMATS Title VI Coordinator will stamp it with the date. This date stamp is important for keeping track of the timeline for responses.

Within five working days of receiving the complaint, the AMATS Title VI Coordinator will send a letter to the complainant by registered mail to acknowledge receipt. The Coordinator will also inform the AMATS Policy Chairperson about the complaint for their information. The Coordinator will then decide if more information is needed from the complainant or AMATS staff. This staff review will be completed within 30 calendar days after the complaint was received.

All Title VI complaints against AMATS, along with any extra information collected during the staff review, will be sent to the Alaska Department of Transportation and Public Facilities Civil Rights Office and/or the Alaska Division Office of the Federal Highway Administration for investigation. You can find the Alaska Department of Transportation and Public Facilities complaint process at this website: <http://www.dot.state.ak.us/cvlrts/titlevi.shtml>. The investigator from the Civil Rights Office will work with the AMATS Title VI Coordinator and other staff to improve any AMATS processes related to Title VI.

Record of Discrimination Complaints Received

The AMATS Title VI Coordinator will keep a record of all Title VI discrimination complaints that are received. This information will be gathered and included in the Annual Compliance Report created by the Title VI Coordinator. The report will also detail how each complaint was handled and resolved.

Complaint Form



METROPOLITAN PLANNING ORGANIZATION
4700 Elmore Road
Anchorage, Alaska 99507

Title VI & ADA Discrimination Complaint Form

Anchorage Metropolitan Area Transportation Solutions takes complaints on the basis of discrimination very seriously. If you feel you have been discriminated against, please fill out this Discrimination Complaint Form. ***Federal and state laws require complaints to be filed within one-hundred and eighty (180) calendar days of the alleged incident.***

The following information is necessary to assist in processing your complaint. Anonymous complaints cannot be accepted. Please contact AMATS if you need assistance or if you need a printed out copy of this form by emailing us at: amatsinfo@anchorageak.gov or leaving a voice message at **907-343-8254**

Complete and return this form to: Anchorage Metropolitan Area Transportation Solutions, Title VI Coordinator, 4700 Elmore Road, Anchorage, Alaska 99507 or email: amatsinfo@anchorageak.gov.

Information

Please provide the following information about yourself (the red boxes are required fields):

Your Full Name:

Street Address:

City: State: Zip:

Phone: Work Phone:

Email:

Other:



METROPOLITAN PLANNING ORGANIZATION
4700 Elmore Road
Anchorage, Alaska 99507

Person(s) discriminated against (if someone other than you)

Full Name:

Street Address:

City:

State:

Zip:

Phone:

Work Phone:

Email:

Other:

Please explain your relationship to the individual(s) indicated above:

How should we contact you about the complaint?

☐

Email

☐

Phone

☐

Mail

Basis of Discrimination

1. Which of the following best describes the reason you believe the alleged discrimination took place?

☐

Race

☐

Disability

☐

Color

☐

Sex

☐

National Origin

☐

Age



METROPOLITAN PLANNING ORGANIZATION
4700 Elmore Road
Anchorage, Alaska 99507

Narrative

2. To your best recollection, on what date(s) did the alleged discrimination take place?

Date(s):

3. Please explain in as much detail as possible how you feel you were discriminated against. Include all relevant names and dates. If needed, use additional sheets of paper to complete your answer.

4. Have you (or the person discriminated against) filed a complaint with any other federal state, or local agency?

☐ Yes

☐ No

If so, which agencies and when?

Signature *I affirm that I have read the above allegation and based on the information provided it is true to the best of my knowledge and belief.*

Print Name:

Date:

Signature:

Limited English Proficiency

Policy Statement

It is the policy of Anchorage Metropolitan Area Transportation Solutions (AMATS), in accordance with Title VI of the Civil Rights Act of 1964 (42 USC 2000d et seq, Non-Discrimination on Basis of Race, Color, or National Origin), and U.S Department of Transportation Policy Guidance Concerning Recipients' Responsibilities to Limited English Proficient Persons, that no person with limited English proficiency will be discriminated against nor denied meaningful access to and participation in the programs and services provided by AMATS. The AMATS Limited English Proficiency Plan will be used in assessing needs for language services, and in providing language services, without placing undue burdens on AMATS resources.

Date

Sean Holland, AMATS Policy Committee Chair

4-Factor Analysis

The U.S. Department of Transportation's [guidance](#) on limited English proficiency says that organizations must take reasonable steps to make sure people with limited English skills can access their programs and activities. This guidance is flexible and depends on the situation, but it starts with an individual assessment that balances the following four factors:

Factor 1: the number or proportion of limited English proficiency persons eligible to be served or likely to be encountered by a program, activity, or service of the recipient or grantee.

The estimated total population of the AMATS area is 290,170 people, with about 141,928 females and 148,242 males. Table 1 provides more details about the population of the AMATS area by race and ethnicity.

Table 1: Population Race in the AMATS Area

Race Group	Population Estimate	Percent Estimate
One Race		
White	290,170	60.01%
Black or African America	15,659	5.40%
American Indian or Alaska Native	21,133	7.28%
Asian	28,302	9.75%
Native Hawaiian or Pacific Islander	8,568	2.95%
Other	7,959	2.74%
Two or More Races		
Two Races Including Some Other	4,316	1.49%
Two Races Excluding Some Other Race and Three or More Races	30,093	10.37%
Ethnicity		
Hispanic or Latino (All Races)	27,734	9.56%

Source: Table B02001 & Table B03002 of the U.S. Census Bureau, 2017-2021 American Community Survey 5-Year Estimates

In the AMATS area, about 15,687 people, or 5.81% of the total population, have limited English proficiency. The languages that meet Safe Harbor standards are listed in Table 2.

Table 2: Safe Harbor Languages

Language	Population Estimate	Percent Estimate
Spanish	3,439	1.27%
Korean	1,444	0.53%
Tagalog	3,477	1.29%
Other Asian and Pacific Island Languages	4,132	1.53%
Hmong	2,218 (State Estimate)	0.32% (State Estimate)
Samoan	1,839 (State Estimate)	0.27% (State Estimate)

Source: Table C16001 of the U.S. Census Bureau, 2017-2021 American Community Survey 5-Year Estimates, ASD Data

Factor 2: the frequency with which limited English proficiency individuals come in contact with the program.

When promoting planning projects and gathering public input, AMATS uses different methods to

share project information and reach out to the community for feedback. In 2023, AMATS bought a public engagement platform to make public involvement easier and to expand outreach. This platform keeps track of participation in planning projects and centralizes outreach efforts. It also monitors whether limited English proficiency communities are engaging with AMATS using the Equity Mapping Tool, which shows participation levels on a map of census areas. Over time, AMATS can see where participation is low and use targeted strategies to reach those areas.

If there is a language barrier, AMATS can provide interpretation and translation services. The Title VI Coordinator keeps track of any requests for these services in the annual Goals & Accomplishments Report submitted to the Department of Transportation Title VI Specialist. So far, AMATS has not received any requests for interpretation or translation services.

Factor 3: the nature and importance of the program, activity, or service provided by the program to people's lives.

AMATS's main activities include creating the Transportation Plan, the Funding Program, and the Work Program, which assigns staff and resources to specific planning tasks, such as public outreach. These documents guide federally funded or regionally important transportation projects. AMATS understands that it is important for everyone to have meaningful access to the planning process and recognizes the need to address the concerns of diverse groups throughout the planning area.

Factor 4: the resources available to the grantee/recipient or agency, and costs.

Recipients and subrecipients of federal assistance must take reasonable steps to ensure that people with limited English proficiency have meaningful access to their programs, services, and activities. However, if the cost of providing these services is much higher than the benefits, those steps might not be considered reasonable.

AMATS will use Language Link for over-the-phone interpretation services and the Alaska Institute for Justice - Language Interpreter Center for in-person interpretation. Written translations will be done by either Language Link or the Alaska Institute for Justice - Language Interpreter Center. The Municipality of Anchorage has a contract with Language Link to provide 24/7 phone interpretation services, and AMATS can use this service. Language Link also offers a customer portal to track how often the service is used and which languages are requested.

The Alaska Institute for Justice - Language Interpreter Center can provide written translation services and in-person interpreters.

Safe Harbor Provision

AMATS follows the Department of Justice's Safe Harbor Provision, which explains how recipients can safely meet their translation responsibilities for people with limited English proficiency.

According to this provision, recipients must provide written translations of "vital documents" for each eligible limited English proficiency language group that makes up five percent (5%) or 1,000 people, whichever is smaller, of the total population likely to be served or affected by the agency. Doing this is seen as proof that the recipient is meeting their obligations for written translation.

AMATS considers the Title VI Notice of Protections Against Discrimination and the Title VI Complaint Procedure to be vital documents. If needed, translations of non-vital documents can be provided orally. If there are fewer than 50 people in a language group that meets the five percent (5%) threshold, the recipient is not required to translate vital written materials but should give written notice in the main limited English proficiency language group about their right to receive competent oral interpretation of those materials at no cost.

AMATS INTER-GOVERNMENTAL OPERATING AGREEMENT FOR TRANSPORTATION AND AIR QUALITY PLANNING - EXCERPT

SECTION 16 - COMPLIANCE WITH TITLE VI, CIVIL RIGHTS ACT OF 1964

16.1 The Municipality hereby agrees as a condition to receiving any Federal financial assistance from the US Department of Transportation, to comply with Title VI of the Civil Rights Act of 1964, 78 Statute 252, 42 USC. 2000d - 2000d-4 hereinafter referred to as the "Act") and all requirements imposed by or pursuant to Title 49 CFR, US Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Nondiscrimination in Federally-assisted Programs of the US Department of Transportation, Effectuation of Title VI of the Civil Rights Act of 1964 (hereinafter referred to as the "Regulations"), 49 CFR Part 26 Participation of Disadvantaged Business Enterprises in Department of Transportation financial assistance programs (see Section 14 of this document), and the Americans with Disabilities Act and other pertinent directives to the end that in accordance with the Act, Regulations, and other pertinent directives, no person in the United States shall on the grounds of race, color, sex, or national origin be excluded from participation in, be denied the benefits of, or activity for which the Municipality receives Federal financial assistance from the US Department of Transportation, including FHWA and FTA, and hereby gives assurance that it will promptly take any measure necessary to effectuate this Agreement. This assurance is required by 49 CFR Part 21, subsection 21.7A(1),

16.2 More specifically, and without limiting the above general assurance, the Municipality hereby gives the following specific assurance with respect to the project:

16.2.1 The Municipality agrees that each "program" and "facility" as defined in subsections 21.23 (b) and (e) of the Regulations, will be (with regard to a program) conducted or will be (with regard to a facility) operated in compliance with all requirements imposed by, or pursuant to, the Regulations.

16.2.2 The Municipality shall insert the clauses of this assurance in every contract subject to the Act and Regulations.

16.2.3 Where the Municipality received Federal financial assistance to carry out a program of managerial training, under section 10(a) of the UMTA Act of 1964, as amended, the assurance shall obligate the Municipality to make selection of the trainee or fellow without regard to race, color, sex, or national origin.

16.2.4 Where the Municipality receives Federal financial assistance to carry out a program under

the UMTA Act of 1964, as amended, the assurance shall obligate the Municipality to assign transit operators, and to furnish transit operators, for charter purposes without regard to race, color, sex, or national origin.

16.2.5 Where the Municipality receives Federal financial assistance to carry out a program under the UMTA Act of 1964, as amended, routing scheduling, quality of service, frequency of service, age/quality of vehicles assigned to routes, quality of stations serving different routes, and locations of routes may not be determined on the basis of race, color, sex, or national origin.

16.2.6 This assurance obligates the Municipality for the period during which Federal financial assistance is extended to the project, except where the Federal financial assistance is to provide, or is in the form of, personal property, or real property or interest therein or structures or improvements thereon; in which case the assurance obligates the Municipality or any transferee for the longer of the following periods: a) The period during which the property is used for a purpose for which the Federal financial assistance is extended, or for another purpose involving the provision of similar services or benefits; or b) the period during which the Municipality retains ownership or possession of the property.

16.2.7 The Municipality shall provide for such methods of administration for the program, as are found by the Secretary of Transportation or the official to whom he delegates specific authority to give reasonable guarantee that it, other Municipal sub-grantees, contractors, subcontractors, transferees, successors in interest, and other participants of Federal financial assistance under such program will comply with all requirements imposed or pursuant to the Act, the Regulations, and this assurance.

16.2.8 The Municipality agrees that the United States has a right to seek judicial enforcement with regard to any matter arising under the Act, Regulations and this assurance.

16.3 This Assurance is given in consideration of and for the purpose of obtaining, any and all Federal grants, loans, contracts, property, discounts, or other Federal financial assistance extended after the date thereof to the Municipality by the FHWA and/or FTA programs and is binding on it, other Municipal sub-grantees, contractors, subcontractors, transferees, successors in interest, and other participants in FHWA and/or FTA programs. The person or persons whose signature appears below are authorized to sign this assurance on behalf of the Municipality.

Appendix B:

Applications for Sub-Committee Membership



MUNICIPALITY OF ANCHORAGE

Planning Department
Transportation Planning Division
Permit & Development Center, 4700 Elmore
Road P.O. Box 196650, Anchorage, AK
99519-6650
e-mail: aaron.jongenelen@anchorageak.gov

AMATS BICYCLE & PEDESTRIAN ADVISORY COMMITTEE MEMBERSHIP APPLICATION

Name: _____

Organization (if applicable) _____

Home Address: _____

Assembly District: _____

Home phone: _____ Business/Cel phone: _____

Email address: _____

Are you presently employed by a government agency? ☐ Yes ☐ No

If yes, which one? _____

Occupation _____

Outline your relevant experience for this appointment:

Outline your reasons for wanting to being involved in this committee:

Can you attend the BPAC quarterly meetings? ☐ Yes ☐ No

Signature: _____ Date: _____

Please attach a copy of your resume or bio.



MUNICIPALITY OF ANCHORAGE

Planning Department
Transportation Planning Division
Permit & Development Center, 4700 Elmore Road
P.O. Box 196650, Anchorage, AK 99519-6650
voice (855)925-2801 code:4562
e-mail: amats_community@PublicInput.com

AMATS COMMUNITY ADVISORY COMMITTEE MEMBERSHIP APPLICATION

Name: _____

Organization (if applicable) _____

Home Address: _____

Assembly District: _____

Home phone: _____ Business/Cel phone: _____

Email address: _____

Are you presently employed by a government agency? ☐ Yes ☐ No

If yes, which one? _____

Occupation _____

Outline your relevant experience for this appointment:

Outline your reasons for wanting to be involved in this committee:

Can you attend the CAC quarterly meetings? ☐ Yes ☐ No

Signature: _____ Date: _____

Please attach a copy of your resume or bio.



MUNICIPALITY OF ANCHORAGE

Planning Department

Transportation Planning Division

Permit & Development Center, 4700 Elmore Road

P.O. Box 196650, Anchorage, AK 99519-6650

e-mail: aaronjongenelen@anchorageak.gov

AMATS FREIGHT ADVISORY COMMITTEE MEMBERSHIP APPLICATION

Name: _____

Organization (if applicable) _____

Home Address: _____

Assembly District: _____

Home phone: _____ Business/Cel phone: _____

Email address: _____

Are you presently employed by a government agency? ☐ Yes ☐ No

If yes, which one? _____

Occupation _____

Outline your relevant experience for this appointment:

Outline your reasons for wanting to being involved in this committee:

Can you attend the FAC quarterly meetings? ☐ Yes ☐ No

Signature: _____ Date: _____

Please attach a copy of your resume or bio.