Anchorage Transportation Planning

Item Overview

Date: 8 July 2026
To: AMATS Policy Committee
From: Rhiannon Brown, Senior Planner
Subject: 2052 Transportation Plan (MTP)

Action Requested

AMATS Staff is asking the Policy Committee to review and approve the fiscally constrained project list and the fiscal assumptions for the 2052 MTP with the Technical Advisory Committee (TAC) recommendations below.

TAC Action

The TAC reviewed the project list and fiscal assumptions and provided the following changes to the project lists:

Complete Streets

1. Add Seward to Glenn PEL Project – 16th Ave Extension - $10.5M
2. Add Seward to Glenn PEL Project – Port of Alaska Freight Routes Reconnaissance Engineering Study - $1M
3. Remove project on line 144 – CPS198 – Lake Otis Parkway at 20th Ave – work will now be included in CPS129 with intersection work.
4. Update project on line 145 – CPS129 – Lake Otis Parkway – Remove verbiage to 'increase capacity' and replace with Evaluate ROW Reallocation, also update to include intersection work at 20th Ave.
5. Update project on line 137 – CPS021 to update termini from Denali St. to Lake Otis Parkway, update the timeline from long term to short term, and increase project to $350k.
6. Increase budget for project on line 89 – TIP NHS 1 – increase from $32M to $80M
7. Increase budget for projects on lines 54-56 – TIP CMAQ 4a, 4b, 4c – budget increase to support new position – $175K per year. $700k 2027-2030, $1.750M 2031-2041, $1.750M 2042-2052 – for a total of $4.2M. (Staffs needs direction on where funding should come from out of AMATS projects).
8. Include Safer Seward Highway Suite of placeholder projects, financial analysis from DOT&PF to follow

Non-Motorized

1. Remove project on line 25 – TIP CMAQ 11 – Muldoon Transit Hub Mixed Use Development (duplicate project in Complete Streets)

2. Remove project on line 26 – TIP CMAQ0018 – Downtown Transit Center (duplicate project in Complete Streets)
3. Update projects on line 15 & 16 – TIP NMO 10a and 10b – update termini to 15th Avenue to 9th Avenue to match PEL project. Project cost will need to be updated based on new termini.
4. Add new Hyder Pedestrian Boulevard projects to match PEL:
   a. Chester Creek to 15th Avenue - $11m
   b. 9th Avenue to 5th Avenue – budget needs to be updated based on new termini
   c. 5th Avenue to Ship Creek - budget needs to be updated based on new termini
5. Move projects on lines 97 – 114 from Programmed to Not Programmed (to accommodate new PEL Hyder Pedestrian Boulevard Projects).
6. Move projects on lines 57 – 67, 69, 70, 73 – 76, 79 – 81, 83, 87, 90 from Short Term to Long Term (to accommodate new PEL Hyder Pedestrian Boulevard Projects).

Transit

1. Remove projects on lines 13 – 17

Alaska Railroad Corporation

1. Zero out cost for project on line 2 – TIP AKRR 2
2. Increase cost for project on line 6 – TIP AKRR to $3.750M
3. Decrease cost for project on line 10 - TIP AKRR 10 to $499,208
4. Decrease cost for project on line 11 – TIP AKRR 11 to $1.550M
5. Remove project on line 14 – TIP AKRR 14
6. Remove project on line 15 – TIP AKRR 15

PC Action

During the Policy Committee meeting on June 18, the PC moved to table this item until a special meeting on July 8th to give the members more time to review the recommendations. In preparation for the special meeting, AMATS staff were asked to meet with the Reconnecting Fairview group regarding the Hyder Pedestrian Boulevard projects. Staff met with representatives of Reconnecting Fairview, the Fairview Community Council, and the DOT PEL project team. The following recommendations are from that meeting:

1. Update projects on line 15 & 16 – TIP NMO 10a and 10b – update termini to 15th Avenue to 8th Avenue, with specific verbiage to include crossing work at the intersection of Hyder Street and 9th Avenue - $4.5M
2. Add three additional projects:
   a. Chester Creek/20th Avenue to 15th Avenue – $10.5M
   b. 8th Avenue to 3rd Avenue – $9.5M
   c. 3rd Avenue to Ship Creek - $9M
3. Remove project on line 49 – NMO182. Project scope will now be accommodated in Hyder Boulevard project phases (this removal free's up $11M in short-term NMO funding).

The draft project list has $6M budgeted toward the Hyder project currently scoped for 15th – 5th Ave, with that funding and the $11M freed from the removal of NMO182. The cost of all 4 phases of the Hyder Pedestrian Boulevard is roughly estimated at $33.5M. There is $17M of available non-motorized funding to go towards the set of projects and $16.5M will need to be shifted for the remaining funding.

Background

AMATS is currently developing the 2052 Transportation Plan (MTP) for the Anchorage Bowl and Chugiak-Eagle River. As part of the planning process, the financially constrained project list will be used as an input to the travel demand model, which will identify draft alternatives for the plan.

The project lists were developed from the previously approved 2050 Complete Streets and Non-Motorized project lists and projects from the 2023-2026 and 2027-2030 Transportation Improvement

Program (TIP). Additional projects were nominated for consideration at the joint committee work session on May 18, these projects were scored and ranked in addition to the rest of the projects that are attached for review. Cost estimates for projects were developed cooperatively with the Municipality of Anchorage (MOA) and the Alaska Department of Transportation and Public Facilities (DOT&PF).

Project Costs for Draft Project Lists

2026 – 2052 Project Costs & Revenue	TIP Term (2026-2030)	Short Term (2031-2041)	Long Term (2042-2052)
Complete Streets & Active Transportation	$984.4	$961.8	$957.2
Transit & Railroad	$144.3	$272.2	$267.3
Combined Project Costs	$1,128.7	$1,234.0	$1,224.5
Inflation	Included	$192.5	$37.5
Total Cost (Project Cost + Inflation	$1,128.7	$1,426.5	$1,261.9
Revenue	$1,128.7	$1,624.5	$2,049.7
Remaining Cost	$0.0	$(197.9)	$(787.8)

Methodology for Determining Year of Expenditure for Projects

The financial plan does not establish the specific year in which each project will be constructed. Rather, it updates and tallies the total estimated capital cost for all projects in 2026 dollars, then applies the inflation rate of 4.5% per year applied to the short term (2031-2041), and 3.5% per year for long-term (2042-2052), to identify the program costs in year of expenditure dollars. Beginning in 2031, the projected revenue increases by 2.4% (based on the historical CPI) and is then reduced from that total amount, and the balance is carried over to the next year.

This methodology is applied to each mode. By the year 2052, the projected revenues must be sufficient to cover the cost of recommended improvements to meet the federal requirements for a fiscally constrained MTP.

Transportation Plan (MTP) Revenue and Assumptions

There are three main funding sources identified to implement the MTP recommendations. For each funding source we looked at historical funding and used the inflation methodology explained above, more information can be found in the attached revenue information.

1. Municipal
2. State
3. Federal

Remaining Revenue (2026 Dollars, in millions)

	Short Term	Long Term
MOA	$38	($1.0)
DOT&PF	($150)	($119)
AMATS	$13	($1.0)
Non-Motorized	($1.0)	($1.0)
Alaska Railroad	$0.0	$0.0
MOA People Mover	$0.0	$0.0

Attached

Draft Complete Streets Project
Draft Non-Motorized Projects
Draft Rail Projects
Draft Transit Projects
Funding Sources (Tables)