

2026-27 WORK PROGRAM

ANCHORAGE METROPOLITAN AREA TRANSPORTATION
SOLUTIONS

Transportation Planning Activities

Narrative Approved:

Budget Approved:

Commitment to Nondiscrimination

It is the policy of 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 other related non-discrimination statutes and regulations listed below, that no person shall, solely on the grounds of race, color, national origin, or gender, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any transportation planning program or activity regardless of whether AMATS receives federal assistance from the U.S. Department of Transportation, including the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).

Individuals with disabilities or those in need of language assistance can receive appropriate services by submitting a request at least seven days prior to a meeting. Please contact AMATSInfo@anchorageak.gov or call 907.343.8254.

For additional information on Title VI, please contact AMATS or see the information at www.muni.org/amats. Any person who believes he or she has been discriminated against should contact:

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This document was prepared as a cooperative effort of the USDOT, FHWA, FTA, and local governments as a requirement of 23 USC 134 and 135. This document does not necessarily reflect the official views or policies of the USDOT.

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Introduction

Known as the Unified Planning Work Program (UPWP) in the federal planning process, the Work Program is created every two years and outlines transportation planning projects funded by the federal government. It is developed by Metropolitan Planning Organizations (MPOs), like AMATS, in collaboration with federal and state agencies, local governments, and transit providers.

In Anchorage, the Anchorage Metropolitan Area Transportation Solutions (AMATS) serves as the MPO for the urban area, which includes the Anchorage Bowl, Eagle River, and Chugiak. AMATS was officially designated as the MPO by Governor Jay Hammond on April 8, 1976, and in 1997, the U.S. Secretary of Transportation recognized it as a Transportation Management Area (TMA). AMATS is responsible for ensuring that the region's transportation planning meets federal and state guidelines. This includes developing a transportation system that connects different modes of travel and aligns with local land use plans.

The Work Program is a key document that helps coordinate transportation planning efforts over a two-year period. It provides details about planning tasks, how they will be carried out, and the funding allocated for each activity. It is developed by AMATS with input from local government, the Public Transportation Department, the Alaska Department of Transportation and Public Facilities (Alaska DOT&PF), the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA).

Development Process

The 2026-2027 Work Program was developed following the process outlined in the AMATS Public Participation Plan (PPP). Details on the public review process of this document, including a comment response summary when complete, can be found on the [AMATS website](#). 

Funding Types

All work, including staff time and consultant services (when necessary), are identified in the Work Program and are funded by one or more of the following sources:

FHWA Section 112 Grant Funds ("PL," OR Metropolitan Planning Funds)

AMATS receives annual funding to carry out its federally mandated metropolitan planning requirements. PL funds can be used for up to 90.97% of a project. PL fund estimates are captured in the third column of the Tasks and Funding Summary tables for each task.

[More Information](#)

FHWA Surface Transportation Program Block Grant (STBG) Funds

This program provides funding to localities for projects on any Federal-aid highway. These include the National Highway System, bridge projects on any public road, transit capital projects, and intracity and intercity bus terminals and facilities. The main goal of these projects is to ease traffic, make travel safer, and improve the efficiency of transportation options in the region. The program provides flexible

funding that can be used for up to 90.97% of a project. STBG fund estimates are captured in the fourth column of the Tasks and Funding Summary tables for each task.

[More Information](#)

FHWA Congestion Mitigation Air Quality Program (CMAQ) Grant Funds

The purpose of CMAQ grants is to fund transportation projects or programs that will contribute to attainment or maintenance of the national ambient air quality standards (NAAQS) for ozone, carbon monoxide (CO), and particulate matter (PM10). These funds support two key transportation goals: cleaner air and less traffic congestion. While these goals have always been part of the program, a new provision added under SAFETEA-LU strengthened them by prioritizing cost-effective emission reduction and congestion mitigation efforts when using CMAQ funding.

[More Information](#)

FTA 5303 Grant Funds

FTA 5303 grants are federal funds designated for transit planning and research activities in a Metropolitan Planning Organization area. AMATS and the municipal Public Transportation Department have shifted to a Consolidated Planning Grant which transfers the FTA 5303 funding to FHWA allowing up to 90.97% of the funding to be used for a project.

[More Information](#)

Local Matching Funds

Local matching funds (or the non-federal share) are cost sharing requirements by FHWA and FTA. Matching funds may include local tax revenue, bonds, private foundation funds, in-kind, private sector contributions, and non-DOT federal funds. In-kind funds refer to non-cash contributions to a project, such as donated goods, services, or labor, that help cover costs instead of direct money payments. Federal grants usually pay for part of a project's costs, while the rest is covered by the state or shared between the state and local governments.

The 2026-2027 Work Program will utilize in-kind match provided by the Municipality of Anchorage (MOA) Traffic Engineering Department for traffic data collection (traffic counts), travel conditions information, and crash data collection and analysis within the AMATS boundary. More information on the type of work can be found under Task 410. This in-kind match is calculated based on the number of hours contributed by staff from the Traffic Engineering Department on the work they provide during the Work Program cycle and is reported on each quarter. In each quarter, a report is submitted that outlines the number of hours each staff provides that contributes toward in-kind match. The staff providing the in-kind match are paid only with MOA general funds, not federal funds. The MOA Public Transportation Department will use in-kind contributions to match the 5303 funding.

Federal Requirements for Transportation Planning

The current Transportation Bill, along with the Clean Air Act, supports a connected transportation system that makes it safer, easier, and more efficient to move people and goods while also protecting

communities and the environment. This is done through a planning process called the 3-C approach—Continuing, Cooperative, and Comprehensive—which helps create both long-term plans and short-term projects.

AMATS ensures that transportation planning in the area follows this approach by working closely with:

- Local governments, public transit agencies, and regional organizations
- State agencies, including the Alaska Department of Transportation & Public Facilities (DOT&PF) and the Alaska Department of Environmental Conservation (ADEC) and
- Federal agencies, such as the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA) under the U.S. Department of Transportation (U.S. DOT), and the U.S. Environmental Protection Agency (EPA)

Key parts that help shape the long-term plan and short-term program are listed below.

Metropolitan Planning Factors

The current Transportation Bill keeps the focus on safety from the FAST Act and MAP-21, maintains the current structure of the highway programs we manage, continues efforts to make project delivery more efficient, and includes several new federally funded grant programs.

The transportation planning factors below help ensure federal transportation funds are spent wisely, make the process more open and accountable, and lead to better decisions. By law, Metropolitan Planning Organizations (MPOs) must consider these ten factors when planning. The FAST Act added two more: making the transportation system more reliable and resilient and reducing stormwater runoff from roads and supporting travel and tourism.

The 2026-2027 Work Program includes these ten planning factors. Some factors have specific tasks focused on them, while others are included in different activities throughout the program.

The ten planning factors are:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency
2. Increase the safety of the transportation system for motorized and non-motorized users
3. Increase the security of the transportation system for motorized and non-motorized users
4. Increase the accessibility and mobility of people and for freight
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
7. Promote efficient system management and operation
8. Emphasize the preservation of the existing transportation system

9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation
10. Enhance travel and tourism

[More Information](#)

AMATS Overview

AMATS is entering its 50th year as the MPO and 29th year as the TMA for the Municipality of Anchorage (MOA). Based on the 2020 Census, the AMATS area has a population of 291,170. Metropolitan Planning Area boundaries include at the very least, the entire current urban area (as defined by the Census Bureau) and typically 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 boundary map can be found in the appendix.

Organizational Structure

The main groups in the AMATS planning and decision-making process are the Policy Committee and the Technical Advisory Committee.

Policy Committee

The Policy Committee (PC) consists of five equal voting members. The PC is the ultimate decision-making authority over the transportation planning process.

Technical Advisory Committee

The Technical Advisory Committee (TAC) consists of eleven equal voting members. The TAC reviews all AMATS plans and programs and makes recommendations to the Policy Committee.

Additional Advisory Committees

Three active sub-committees provided recommendations to the Policy Committee through the Technical Advisory Committee as needed. The committees consist of 11 equal voting members. They are the Community Advisory Committee (CAC), the Freight Advisory Committee (FAC), and the Bicycle and Pedestrian Advisory Committee (BPAC).

The Air Quality Advisory Committee (AAQAC) is currently inactive.

AMATS Staff

AMATS is housed within the Municipality of Anchorage and is overseen by the Planning Department. The AMATS team includes an Executive Director/ MPO Coordinator, three Senior Planners, and an Associate Planner. Municipal Planning Department staff also help with managing grants and committee meeting logistics.

Consultant Services

AMATS plans to carry out most of the tasks for the 2026-27 Work Program by using its own staff, with help from partner organizations. However, depending on local resources and federal funding, AMATS and the Public Transportation Department may hire outside experts for specialized work.

Federal Planning Certification

AMATS completed a Federal Certification review in May of 2023. This review included development of a presentation and documentation for FHWA and FTA, and a meeting with committee members and staff. Recommendations as a result of the 2023 Certification Review were incorporated into the 2026-27 Work Program by element. The next certification review will happen in 2027.

Federal Required Products

As the MPO, AMATS is responsible for carrying out and maintaining the following products: the Unified Planning Work Program (UPWP), called the Work Program by AMATS, the Transportation Improvement Program (TIP), called the Funding Program by AMATS, the Metropolitan Transportation Plan (MTP), called the Transportation Plan by AMATS, and Public Participation Plan (PPP). AMATS also has special requirements for managing traffic congestion, selecting projects, and being certified as a Transportation Management Area (TMA).

Discretionary Grants Within the AMATS Area

As part of the Transportation Bill, grant opportunities are made available to MPOs, State DOTs, local governments, tribes, and other organizations. Some of these grants are for planning activities and must be shown in the AMATS Work Program to help document the transportation planning that is taking place within the area. This section will list any such grant with a simple statement of work and who received the grant. AMATS is not responsible for the grant reporting or financial oversight of these grants:

"In February 2023, the U.S. Department of Transportation announced an award to NWAK [NeighborWorks Alaska] and the FVCC [Fairview Community Council] for the Reconnecting Communities Pilot Program for our project "Reconnecting Fairview: Neighborhood Revitalization through Community-Led Highway Redesign" (referred to as Reconnecting Fairview).

The intention of this planning effort includes incorporating community-led solutions and deliverables into the "AMATS: Seward to Glenn Highway Connection Planning and Environmental Linkages Study." These highways have disadvantaged the communities within Fairview, and going forward, solutions should preserve and restore the minority and low-income communities even if at greater costs to the project. Environmental justice should be centered on this project. "¹

The Alaska Department of Transportation applied for a Wildlife Overcrossing Grant in 2024. If awarded, the Glenn Highway Wildlife-Vehicle Collision Mitigation Study will be a comprehensive study of the

¹ NeighborWorks Alaska Letter sent to AMATS on May 26th, 2023.

Glenn Highway corridor to consolidate and evaluate past research, engage stakeholders, and develop alternatives and recommendations for Wildlife-Vehicle Collision (WVC) mitigation, including potential wildlife crossing locations, fencing, wildlife tracking, and other mitigation options. This study will define specific transportation policy improvements and project recommendations with an emphasis on providing wildlife crossings along the Glenn Highway Corridor between the Airport Heights and Glenn/Parks Interchanges.

Looking Forward: 2026-27

Over the next two years, AMATS will focus on performance-based planning, strengthening coordination at local, regional, and state levels, and improving transportation connections to ensure accessible travel options for everyone. The following activities highlight key steps to achieve these goals:

- **2052 Metropolitan Transportation Plan Update:** AMATS will focus a portion of activities during 2026-27 on finishing the update to the Transportation Plan (MTP).
- **Air Quality:** An important companion document to both the AMATS Transportation Plan (MTP) and Funding Program (TIP) is the Air Quality Conformity Demonstration Report that shows, based on monitoring, whether the Plans and Programs are in conformance with the Alaska State Implementation Plan (SIP) for air quality, and meet conformity requirements.
- **Bicycle and Pedestrian Facilities:** AMATS is committed to improving Anchorage's future with safe, convenient travel options through public outreach, training, and partnerships.
- **Climate Action:** AMATS will focus efforts in the 26-27 Work Program to finish work on a Climate Action Plan and to integrate this plan into the planning process.
- **Congestion Manage Process Update:** AMATS is updating its Congestion Management Process (CMP) to review traffic congestion in the area and find ways to manage it, as required by federal law. The goal is to better include CMP strategies and recommendations in AMATS' overall planning process.
- **Complete Streets Policy and Street Typologies Plan/Map:** AMATS will complete the Street Typologies and Complete Streets Plan in the 26-27 Work Program, guiding local and state agencies in planning, building, and maintaining multimodal streets.
- **Coordinating Land Use and Transportation:** Coordinating land use and transportation improvements are important given expected regional development patterns. AMATS will keep working with planners to support public transit, promote smart land use, and protect the significant investment in transportation projects.
- **Freight Mobility Study Update:** AMATS will start work on a new freight mobility study. This study will examine how goods move through the AMATS area to improve efficiency and safety. The study will identify key freight routes, bottlenecks, and challenges while considering future growth and infrastructure needs. The goal is to develop strategies that enhance the movement of goods and services while reducing delays and supporting economic development.
- **Interactive TIP Tool:** This online tool will give the public easy access to information about the Funding Program. It will offer real-time updates, and details on projects, and opportunities to

give feedback. Interactive maps and graphics will help people explore projects in a clear and engaging way.

- Local, Regional, and Statewide Coordination: AMATS staff will continue to coordinate with its planning partners within the AMATS boundary and regionally including Alaska DOT&PF, Mat-Su Borough, Mat-Su Valley MPO, Fairbanks MPO, and the Native Village of Eklutna.
- Modeling and Scenario Planning: AMATS will enhance the land use and travel demand model to help predict development, travel patterns, and evaluate transportation options for policy decisions.
- Performance Standards as Part of MAP-21 Compliance: AMATS is committed to meeting MAP-21 requirements, carried forward to the current Transportation Bill, by setting performance targets to measure project impacts on operations, efficiency, and community benefits.
- Public Involvement and Outreach: AMATS strives to create an open and interactive public involvement process by providing accurate information, timely updates, and equal access to decision-making. In 2023, AMATS began using Public Input, a public participation platform, to centralize outreach efforts and track public engagement across planning projects. With each update to AMATS planning documents, AMATS will strive to write in plain language.
- Transit: The Public Transportation Department will continue planning for both short-term and long-term transit improvements, promoting transit services, and managing the rideshare program to enhance mobility, accessibility, and air quality in Anchorage. A strong transit system is vital to the community's economy, social well-being, and overall transportation network.

100 Element - Plans & Programs

Objective

To assist, support, and facilitate an open, comprehensive, cooperative and continuing (3-C) transportation planning and programming process at all levels of government in conformance with applicable federal and state requirements and guidelines, following the necessary federal and state rules, as outlined in the 3-C Memorandum of Understanding. All planning documents will be created following the metropolitan planning rules outlined in federal regulations and the USDOT guidelines.

Tasks & Funding Summary

The following tasks will help achieve the objectives of this element. The objectives of each task are listed in detail with individual descriptions on the following pages. The first column of the table labels each task that is federally required with the letter "R."

TASK 110 - Work Program (UPWP)

Overview

The Work Program outlines the tasks expected to be completed over the next two years by AMATS staff and partner organizations, such as the MOA Public Transportation Department, MOA Department of Health, MOA Traffic Engineering Department, Alaska DOT&PF, and private consultants.

Expected Products and Schedule

Ongoing

- ☐ Monitor the 2026-2027 Work Program

As required

- ☐ Coordinate the 2026-2027 Work Program with the MOA Planning Department Operating Budget development.
- ☐ Revise the Work Program as necessary, to meet changing conditions.
- ☐ Amend as needed, the Inter-governmental Transportation and Air Quality Planning Operating Agreement.

2027

- ☐ Draft the 2028-2029 Work Program for review and approval during first and second quarters of 2027, with adoption by August 2027.

TASK 120 – Funding Program (TIP)

Overview

Known as the Transportation Improvement Program (TIP) in the federal planning process, AMATS is responsible for creating, updating, and monitoring a Funding Program that meets the needs of the

2026-27 WORK PROGRAM (UPWP)

Municipality of Anchorage and follows federal and state rules. This includes using a criteria-based process to select projects, improving how projects are tracked, and maintaining coordination between member agencies.

Expected Products and Schedule

As required

- ☐ Monitor/revise the Funding Program, as necessary, to meet project development scheduling and funding.
- ☐ Prepare any necessary amendments or administrative modifications to the Program.
- ☐ Review and compare highway, transit, pedestrian, and other projects contained in the MOA Capital Improvement Program (CIP), Alaska DOT&PF State Transportation Improvement Program (STIP), and capital requests to the Alaska Legislature

2026

- ☐ Review E-TIP software options and purchase one
- ☐ Setup the new AMATS E-TIP

2027

- ☐ Request public feedback on the new E-TIP software and make revisions as necessary

TASK 130 – Transportation Plan (MTP)

Overview

Known as the Metropolitan Transportation Plan (MTP) in the federal planning process, AMATS will create, update, and maintain a multimodal Transportation Plan for AMATS with a 20-year outlook. The Transportation Plan is a single planning document that includes regional priorities and outlines key concerns and issues that need to be addressed in the Anchorage Bowl and Chugiak-Eagle River.

Expected Products and Schedule

Ongoing

- ☐ Continue to monitor and implement the 2050 Metropolitan Transportation Plan which was adopted by the PC in February of 2024.

2026:

- ☐ Start 2052 MTP Update Effort.

2027:

- ☐ Continue 2052 MTP Update Effort.

TASK 140 – Federal Planning Certification

Overview

AMATS staff will monitor progress in addressing the recommendations identified in the 2023 Federal Planning Certification Report. AMATS staff will periodically consult with FTA, FHWA, and Alaska DOT&PF regarding this issue. Ensure compliance with MAP-21 requirements.

Expected Products and Schedule

Ongoing

- ☐ Review, endorse, and monitor the planning process against federal requirements, regulations, and any formal recommendations by FHWA/FTA.
- ☐ Prepare, plan, schedule, and budget to resolve any recommendations to take place during the time frame of this Work Program.

2027:

- ☐ Participate in the 2027 Certification Review.

TASK 150 – Public Participation Plan

Overview

The Public Participation Plan (PPP) explains how AMATS projects are planned and funded, and how the public can get involved, including when and where. It suggests ways to inform the public early on and keep them engaged before important decisions are made. The PPP ensures AMATS reaches out to groups that are often underserved or economically disadvantaged, such as those with limited English skills, minority groups, and low-income communities. The AMATS PPP should be updated on a 4-year cycle.

Expected Products and Schedule

Ongoing

- ☐ Use PPP in all AMATS planning projects.
- ☐ Use Public Input to expand outreach efforts and track public participation across the AMATS area.
- ☐ Continue to expand public outreach.

2026

- ☐ Track PPP performance measures and targets.

2027

- ☐ Share updates on performance goals and results and gather feedback.
- ☐ Refresh PPP with data and confirmed or adjusted targets.

TASK 160 TITLE VI Program

Overview

AMATS has prepared a Title VI & Limited-English Proficiency plans to ensure fairness in transportation planning, public participation, and decision-making. AMATS is committed to providing services, programs, and activities fairly, without regard to race, color, national origin, gender, age, disability, or economic status. AMATS will work to prevent discrimination through the impacts of its programs on minority and low-income populations. Additionally, AMATS also takes steps to ensure people with limited English skills can access its programs. Administration of AMATS' Title VI program is integrated throughout the key program areas, including public participation.

Expected Products and Schedule

Ongoing

- ☐ Follow AMATS' Title VI policy in all activities.
- ☐ Connect with agencies and organizations for research and outreach.
- ☐ Identify and address discrimination in MPO programs.
- ☐ Include the Title VI policy in all documents.
- ☐ Update AMATS documents using plain language when revised.
- ☐ Ensure staff attend Title VI training.

As required

- ☐ Process, investigate, and attempt to resolve Title VI complaints regarding MPO and its sub-recipients, consultants or contractors that are received by the MPO.
- ☐ Work closely with the Alaska DOT&PF Title VI Specialist to identify new resources to support Title VI outreach.

2026

- ☐ Revise the Title VI plan with updated demographic data
- ☐ Revise the Limited English Proficiency Plan
- ☐ Conduct annual evaluation assessments of the Title VI Program.
- ☐ Prepare Annual Title VI Report for DOT&PF.

2027

- ☐ Revise the Title VI plan with updated demographic data
- ☐ Revise the Limited English Proficiency Plan
- ☐ Implement strategies and mitigation measures identified in the AMATS Title VI Non-Discrimination Plan and Public Participation Plan.
- ☐ Conduct annual evaluation assessments of the Title VI Program.

- ☐ Prepare Annual Title VI Report for DOT&PF.

TASK 170 – Performance Measures

Overview

Develop, track, and report performance measures for the AMATS area.

Expected Products and Schedule

Ongoing

- ☐ Gather data and report on performance measures.
- ☐ Make recommendations or edit performance measures to be review as part of the next MTP update.

2026

- ☐ Develop a dashboard for AMATS performance measures. Coordinate with E-TIP software.

200 Element Subarea/Special Studies & Local Planning Coordination

Objective

This element concentrates on subarea or special planning studies. Subarea studies address transportation issues within a geographically defined region of the metropolitan planning area. Potential improvements identified to meet transportation challenges of these subareas will then be included, if appropriate, in the Transportation Plan and Work Program. Special studies focus on specific transportation modes, the effects of transportation system operations, or transportation system issues. Efforts include active transportation, climate action, freight mobility, congestion management, and ITS.

Tasks & Funding Summary

The following tasks will help achieve the objectives of this element. The objectives of each task are listed in detail with individual descriptions on the following pages. The first column of the table labels each task that is federally required with the letter "R." Tasks that are required by other AMATS or State documents are labeled with the acronym of the plan or program they are associated with.

TASK 211 – Complete Streets & Street Typology

Overview

Develop a Complete Streets Plan that incorporate existing and future land uses as well as newly developed street typologies within the AMATS boundary. Apply the street typologies to collector and arterial streets (and local streets where appropriate), to ensure that future street design (including intersections, sidewalks, and transit stops) reflect adjacent land uses and all modes of users.

Expected Products and Schedule

2026

- ☐ Work with applicable MOA departments/divisions/sections and the public/communities to determine the appropriate street typology (from the list provided in the MTP and OS&HP) for each collector and arterial street within the AMATS boundary.
- ☐ Determine whether street typologies should be applied to any local streets.
- ☐ Incorporate the Complete Streets Checklist into the Street Typologies Plan.

2027

- ☐ Finalize Street Typologies Plan and Map
- ☐ Work with Municipality of Anchorage's PM&E Department, Current Planning Division of the Planning Department, and Traffic Department to incorporate design elements of the Street Typologies Plan into the Design Criteria Manual (DCM).

TASK 212 – Climate Action

Overview

This task will work on developing a Climate Action Plan for AMATS, which will build on the Municipality of Anchorage Climate Action Plan that was finalized in 2019. The AMATS Climate Action Plan will further refine the greenhouse gas inventory of the surface transportation sector. The plan will identify project criteria for TIP and MTP development, integrate climate action into other AMATS plans and processes, and create performance measures with a reporting mechanism to track climate action work at AMATS. There will be public involvement throughout the planning process.

Expected Products and Schedule

2026

- ☐ Work with applicable MOA departments/divisions/sections and the public/communities on the climate action planning process.

2027

- ☐ Finalize the Climate Action Plan.
- ☐ Oversee implementation of the AMATS Climate Action Plan, including regular updates to the greenhouse gas inventory of the surface transportation sector.
- ☐ Integrate Climate Action criteria into TIP, MTP, and other relevant AMATS and partner planning processes.
- ☐ Track performance measures through a public-facing reporting mechanism.

TASK 220 – Local Transportation Plan Review & Coordination

Overview

Review transportation projects, coordinate transportation and land use planning, and assess the impact of projects on traffic and transportation.

Expected Products and Schedule

Ongoing

- ☐ Review planned transportation projects, coordinate transportation and land use planning, and assess transportation impacts.

As required

- ☐ Review transportation plans from Municipal and State agencies to ensure they align with AMATS plans and programs as they are submitted.
- ☐ Evaluate plans and proposals from other public agencies or private developers for their impact on the transportation system.
- ☐ Assess Transportation Impact Analyses (TIAs) and development plans for their effects on the AMATS area transportation system as they are submitted.
- ☐ Review and update of existing project review agreements between the MOA and Alaska DOT&PF with regards to staff, P&Z, and Urban Design Commission reviews of Alaska DOT&PF projects.

TASK 230 – Non-Motorized Transportation

Overview

Continue to implement and monitor all three elements of the Non-Motorized Transportation Plan.

Expected Products and Schedule

Ongoing

- ☐ Implement recommendations of all elements of the Non-Motorized Transportation Plan.

As required

- ☐ Schedule and attend meetings of the Bicycle and Pedestrian Advisory Committee.

2026

- ☐ Work with MOA Parks & Recreation to manage the AMATS Recreational Trails Plan process while in development.

2027

- ☐ Review the non-motorized plan for an update.

TASK 243 – AMATS Safety Plan

Overview

The AMATS Safety Plan developed a comprehensive safety plan to address emerging safety issues and concerns within the AMATS area. The plan analyzed the most current crash data at the time to address improvements to all modes of transportation.

Expected Products and Schedule

Ongoing

- ☐ Oversee implementation of the AMATS Safety Plan.
- ☐ Incorporate Safety Plan goals and objectives into the AMATS Safety Campaign.

TASK 260 – Freight Mobility

Overview

Freight mobility tasks focus on enhancing the efficiency and reliability of goods movement across transportation networks.

Expected Products and Schedule

Ongoing

- ☐ Monitor freight activities.
- ☐ Coordinate with state, Municipal, and local agencies on freight needs during design and site plan development reviews.

As required

- ☐ Schedule and attend meetings of the Freight Advisory Committee.
- ☐ Conduct the biennial Anchorage Freight Forum, schedule intersection/access tours, encourage freight industry input and involvement in transportation policy and funding, attend and present information at local industry and agency meetings to collect input from the freight community.
- ☐ Continue to identify problem freight intersections, level of service, access issues, and undertake an effort to develop identified freight corridors.

2026

- ☐ Implement Freight Mobility Study and recommendations from the Transportation Plan.
- ☐ Develop data procedures and collection efforts required for freight performance measures.
- ☐ Evaluate the feasibility of freight corridors/network map for AMATS.

2027

- ☐ Implement Freight Mobility Study and recommendations from the Transportation Plan.
- ☐ Continue data collection efforts for freight performance measures.

- ☐ Apply for appropriate federal grants.
- ☐ Start update of the Freight Mobility plan.

TASK 290 - Congestion Management Process (CMP)

Overview

The CMP (Congestion Management Process) helps monitor traffic performance across the system, looking at both regular and unexpected congestion. It uses performance data to identify the causes and severity of congestion in the area. The CMP is used in various stages of planning and project development, from the Transportation Plan to funding decisions and individual project designs. By integrating the CMP into the transportation planning process, it provides clear, up-to-date information on traffic conditions, so the community, elected officials, and partner agencies stay informed about congestion levels and the strategies being used to address them.

Expected Products and Schedule

Ongoing

- ☐ Track AMATS Performance Measures and update Status of the System report as needed.

2026

- ☐ Work with a consultant on the CMP update.

TASK 291 - Implementation Strategies: Signal Timing

Overview

Work with Alaska DOT&PF Program Development and MOA Traffic Department staff to provide project oversight and participate on project team.

Expected Products and Schedule

Ongoing

- ☐ Continue to implement strategies and utilize ITS methods to improve signal timing in AMATS area.

TASK 294 – Transportation Efficiency and Demand Management

Overview

This task will work to implement the Transportation Systems Management and Operations plan (TSMO), the Transportation Demand Management (TDM) plan, and provide Intelligent Transportation Solutions (ITS) to the AMATS area. AMATS will work with MOA and DOT&PF in these efforts

Expected Products and Schedule

Ongoing

- ☐ Implementation of the TDM and TSMO plans.
- ☐ Work with stakeholders to implement and maintain the Anchorage Regional ITS Architecture, as needed.
- ☐ Continue to work with FHWA, FTA and Alaska DOT&PF HQ to provide guidance and offer training opportunities to local project managers concerning compliance with federal ITS requirements.
- ☐ Continue to educate stakeholders about ITS

300 Element – Air Quality Plans, Programs, and Studies

Objective

These tasks develop and implement programs to monitor and improve our local air quality. The U.S. EPA has established federal air quality standards for six types of air pollution. Data suggest that concentrations of ozone, nitrogen oxides, sulfur oxides and airborne lead are well below federal standards. In the 1970s and 1980s, Anchorage often failed to meet the federal standard for Carbon Monoxide (CO). However, CO levels have dropped by over 70% since then, and there have been no exceedances since 1996. The July 16, 2024, was the end of the twenty-year maintenance period for carbon monoxide (CO) in the Anchorage Bowl. However, the AMATS area is still in the second PM10 ten-year period for maintaining air quality in Chugiak/Eagle River until 2033.

Tasks and Funding Summary

The following tasks will help achieve the objectives of this element. The objectives of each task are listed in detail with individual descriptions on the following pages. The first column of the table labels each task that is federally required with the letter "R." Tasks that are required by other AMATS or State documents are labeled with the acronym of the plan or program they are associated with.

TASK 310 – Air Quality Monitoring & Analysis & Reporting

Overview

Keep checking for carbon monoxide (CO), small particles in the air (PM-10), and other pollutants, and report the data as required by the EPA. Study air pollution levels in Anchorage to provide the necessary information for transportation planning, such as compliance reports and plan updates.

[More Information](#)

Expected Products and Schedule

Ongoing

- ☐ Monitor air quality in the Anchorage area as required by EPA.

As required

- ☐ Evaluate air quality data, analyze trends, provide annual air quality status report to AMATS, and submit data to ADEC and EPA on a quarterly basis.

2026

- ☐ Assist in the preparation of the Transportation Plan as it relates to air quality issues.
- ☐ Air quality presentations to AMATS committees to ensure transportation plans do not diminish air quality.

2027

- ☐ Assist in the preparation of the Transportation Plan as it relates to air quality issues. Air quality presentations to AMATS committees to ensure transportation plans do not diminish air quality.

TASK 320 – Air Quality Planning & SIP Revisions

Overview

Continue to prepare plans/implement strategies for reducing CO, PM-10 and other pollutants as required to maintain compliance with federal clean air standards and State Improvement Programs.

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.

Expected Products and Schedule

Ongoing

- ☐ Ensure implementation of air quality control strategies in adopted plans.

As required

- ☐ Prepare new plans.

TASK 330 – Air Quality Conformity Analyses

Overview

Perform analyses required for air quality conformity demonstrations by AMATS transportation plans and funding programs.

Expected Products and Schedule

As required

- ☐ Prepare analyses required for the Transportation Plan, Funding Program, and amendments.

TASK 340 – Evaluations of Transportation-related Air Pollution Controls

Overview

Research appropriate and climate-suitable methods for addressing transportation-related air pollution in the MOA to ensure health-based air quality standards are not exceeded.

Expected Products and Schedule

As required

- ☐ Evaluate effectiveness of magnesium chloride PM-10 control.

TASK 350 – Air Quality Promotion & Public Awareness Programs

Overview

Promote and encourage alternatives to the single occupancy vehicle trips and use of block heaters in winter to reduce transportation-related air pollution in the MOA.

Expected Products and Schedule

2026

- ☐ Continue the Plug@20 campaign annually from October to February.
- ☐ Distribute timers to private vehicle owners for use with heaters.
- ☐ Coordinate Bike-to-Work Day; promote safe cycling and walking.

2027

- ☐ Continue the Plug@20 campaign annually from October to February.
- ☐ Distribute timers to private vehicle owners for use with heaters.
- ☐ Coordinate Bike-to-Work Day (and Week); promote safe cycling and walking.

400 Element – Data Collection & Computer Modeling

Objective

Collecting and analyzing data, like traffic counts and trends, helps identify problems in the transportation system, such as delays at intersections. This data is also used to fine-tune computer models that predict future transportation needs and highlight potential issues. Traffic data is essential for calculating vehicle miles traveled in Anchorage, a requirement of the Clean Air Act Amendments. Computer models estimate future travel patterns, assess transportation demand and management strategies, and predict air quality impacts for different transportation options.

Tasks & Funding Summary

The following tasks will help achieve the objectives of this element. The objectives of each task are listed in detail with individual descriptions on the following pages. The first column of the table labels each task that is federally required with the letter "R." Tasks that are required by other AMATS or State documents are labeled with the acronym of the plan or program they are associated with.

TASK 410 – Traffic & Transportation Data

Overview

Record newly gathered information, existing traffic data, and evaluate trends regarding travel conditions on roadways, pathways, and trails within the MOA, such as changes in average daily traffic (ADT), and crash rates. Supports coordination of data activities between the MOA and the State. Improves transparency of transportation information and statistics with a publicly accessible system.

Expected Products and Schedule

Ongoing

- ☐ MOA Traffic staff collects, analyzes and produces a statistical and informational report for further use and traffic trend evaluation regarding roadways, pathways, and trails within the Municipality.
- ☐ MOA Traffic staff updates and manages a public web-accessible system containing available transportation information.

TASK 440 – Socio-Economic & Employment Data

Overview

Review current information concerning land use, including analyzing census income information, along with employment figures, for input to the AMATS model. Analyze the accuracy of existing housing and employment data and update where needed. Update existing housing and employment data using MOA permit data. Update housing and employment projections based on latest regional projections.

Expected Products and Schedule

Ongoing

- ☐ Partner with MOA Planning Department and the MOA Public Transportation Department to integrate land use and zoning with transportation projections.
- ☐ Partner with MOA Planning Department to integrate land use and zoning with transportation projections.

As required

- ☐ Review, collect, and conduct quality control reviews on housing and employment data for the transportation demand model.

2026

- ☐ Review, collect, and conduct quality control reviews on housing and employment data for the transportation demand model and the Transportation Plan update.
- ☐ Work with agency partners to develop population growth control totals.
- ☐ Complete work on the AMATS household travel survey
- ☐ Analyze and evaluate transportation cost/benefit analysis and socioeconomic programs to establish whether such a program is needed for AMATS.
- ☐ 2027Review, collect, and conduct quality control reviews on housing and employment data for the transportation demand model and the Transportation plan update.
- ☐ Work with agency partners to develop population growth control totals.

TASK 450 – Project Modeling

Overview

Support regional planning efforts using the travel demand model. This task is to address project level analysis for transportation improvements.

Expected Products and Schedule

As required

- ☐ Request legal services for modeling requests
- ☐ Memorandum of agreement for use of modeling data
- ☐ Apply AMATS' travel demand model in support of design and development of federally funded projects and plans

2026

- ☐ Draft Model request process
- ☐ Draft Model request materials

2027

- ☐ Update Model request process as needed
- ☐ Develop Model guidance and policy

TASK 480 – Transcad Simulation Model

Overview

Monitor and update the transportation demand model for accuracy. As part of this effort, AMATS contracted with a professional consulting firm to provide technical and operational support of the transportation demand model along with updating the travel demand model to reflect current traffic and socio-economic data.

Expected Products and Schedule

Ongoing

- ☐ Activities within this task include any/all work necessary to run and execute the model for all Transportation Plan work
- ☐ Prepare maps, forecasts, and other data tools as needed
- ☐ Determine needed model post processors
- ☐ Collaborate with regional partners and agencies to reflect current trends and data

500 Element – Program Administration & Public Involvement

Objective

Significant coordination and cooperative effort are required between Municipal and State departments to ensure that AMATS staff is able to meet community needs while fulfilling the federal requirements of the planning process. This element includes the administrative tools that help organize AMATS and support MOA and Alaska DOT&PF staff in working toward the goals stated in the Transportation Plan.

To keep the community informed and involved, this element includes public involvement and outreach. It helps educate the public about the AMATS process so they can make informed decisions at the right time. AMATS also ensures that its programs, plans, and policies are fair and non-discriminatory, regardless of race, color, national origin, or gender. To support this, AMATS has an approved Title VI Plan.

The goal is to keep the public informed about transportation and air quality programs using existing communication channels like the AMATS website, Public Input portal, social media, community newsletters, newspaper updates, public meetings, forums, and quarterly newsletters. Information will be shared regularly to match program timelines. Most communication efforts will be low-cost, but some printing and publication expenses may be needed.

Staff will oversee the public review process for various plans and documents. They will also respond to questions from the public, civic groups, and legislators about AMATS transportation planning, programs, and projects. Costs for reviewing locally funded projects or attending meetings related to other planning tasks, like Transportation Plan updates, will be charged to those specific tasks.

Additionally, staff will provide clear and ongoing updates on AMATS projects and federal programs to Municipal advisory boards, community councils, civic groups, and local and state legislators as requested.

Tasks & Funding Summary

The following tasks will help achieve the objectives of this element. The objectives of each task are listed in detail with individual descriptions on the following pages. The first column of the table labels each

task that is federally required with the letter "R." Tasks that are required by other AMATS or State documents are labeled with the acronym of the plan or program they are associated with.

TASK 510 - AMATS Program Administration, Coordination, & Support

Overview

The purpose of this task is to administer the overall metropolitan transportation planning process in an open and collaborative environment. Program administration activities are undertaken to ensure MPO compliance with applicable provisions of Titles 23, 40, and 49 of the US Code and the Code of Federal Regulations that call for a continuing, comprehensive, and cooperative metropolitan transportation planning process.

Expected Products and Schedule

Ongoing

- ☐ Administration of the metropolitan transportation planning process that complies with applicable federal and state regulations.
- ☐ Day-to-day staff operations.
- ☐ Continuing coordination between the Municipality of Anchorage and Alaska DOT&PF staff to exchange information, discuss relevant transportation issues, and enhance federal regulation management systems.
- ☐ Coordination with other transportation agencies, including, but not limited to the Alaska Railroad Corporation and the Don Young Port of Alaska.

As required

- ☐ Provide support to the PC, TAC, CAC, FAC, and BPAC.
- ☐ Prepare and distribute AMATS committee packets.
- ☐ Develop committee agendas.
- ☐ Transcribe minutes.
- ☐ Attend PC, TAC, CAC, FAC, and BPAC Committee meetings.
- ☐ Apply for appropriate federal grants.

TASK 520 – Staff Development & Training

Objective

A technically sound transportation program is staffed by skilled, qualified personnel. This task continues the efforts toward improvement of the technical skills of AMATS and associated staff. Some development/training meetings will involve out-of-state travel (i.e., to include attending conferences, seminars, and training sessions at Transportation Research Board (TRB), Intelligent Transportation Society of America and Alaska (ITSA/A), American Planning Association (APA), US DOT Research and

Innovative Technology Association (RITA), National Transit Institute (NTI), National Highway Institute (NHI), Association for Commuter Transportation (ACT), Association of Metropolitan Planning Organizations (AMPO), International Association for Public Participation (IAP2), Association of Pedestrian and Bicycle Professionals (APBP), Center for Urban Transportation Research (CUTR), Institute of Transportation Engineers (ITE), Project for Public Places, Public Relations Society of America and Alaska (PRSA/A), Shared-Use Mobility Center, Transportation Camp, and National Association of City Transportation Officials (NACTO)).

Expected Products and Schedule

Ongoing

- ☐ Staff will attend in-state and out-of-state conferences, seminars, webinars, and training sessions related to program needs.

TASK 532 – Public Involvement & Outreach

Overview

AMATS ensures the public can participate in transportation planning by sharing information through various channels, following federal requirements and public involvement procedures. The Public Participation Plan (PPP), outlined in Task 150, describes key ways to collect and share details about specific projects and plans.

This effort also includes ongoing communication with resource agencies, freight operators, security agencies, transit providers, rail companies, and air cargo carriers to involve them in the planning process. A key part of public outreach is keeping the AMATS website and social media accounts (Facebook, Twitter, Instagram, and YouTube) updated and improving them over time.

Expected Products and Schedule

Ongoing

- ☐ Ensure meeting minutes and public documents are easily accessible.
- ☐ Assess and improve how public comments are collected and addressed.
- ☐ Maintain an up-to-date stakeholder contact list for sharing MPO project updates.
- ☐ Distribute information through the website, public input platform, meetings, social media, and other channels.
- ☐ Plan and execute public involvement initiatives and participation strategies.
- ☐ Build and maintain strong working relationships with partners.
- ☐ Foster collaboration and information-sharing among partner agencies.
- ☐ Work with local governments, state agencies, the Native Village of Eklutna, community groups, the military, and other stakeholders to set regional priorities, implement projects, and secure funding.

2026-27 WORK PROGRAM (UPWP)

- ☐ Continue to host quarterly staff-level regional planners' meetings to build relationships with our planning partners.
- ☐ Continue to implement the safety campaign producing educational materials to meet FHWA outreach initiatives.
- ☐ Keep the AMATS website updated, user-friendly, and informative, ensuring easy access to project documents, meeting schedules, and public comment opportunities.
- ☐ Develop and maintain engaging social media platforms and online tools to enhance public outreach.
- ☐ Continue using the Public Input platform as the main hub for public participation.
- ☐ Monitor and analyze website and social media engagement to improve outreach efforts.

As required

- ☐ Host or participate in open houses and public meetings to encourage discussion and gather public feedback.
- ☐ Involve stakeholder groups in transportation studies and planning efforts.
- ☐ Provide alternative communication methods for those without internet access.
- ☐ Purchase branded materials to promote AMATS plans, programs, and outreach activities.

600 Element - Transit

Objective

The MOA Public Transportation Department (PTD) receives funding for planning activities through the FTA Section 5303 program. These funds are passed from FTA to Alaska DOT&PF and managed by AMATS as part of a combined planning grant. Additional planning funds may come from the FTA Section 5307 program. The funding is used for planning activities related to the operation and development of mass transit services, facilities, and equipment. The program supports the basic transportation planning process in the urban area, including capital planning, financial planning, and operational planning needed to provide transit services, facilities, and equipment.

Tasks & Funding Summary

The following tasks will help achieve the objectives of this element. The objectives of each task are listed in detail with individual descriptions on the following pages.

TASK 610 – Program Support & Administration

Overview

Manage the planning activities of the Public Transportation Department to meet applicable federal, state, and municipal requirements. This task includes direct program support, administration,

interagency communication and coordination, community participation, public information, training, and UPWP development. Standard compliance activities are also completed under this task.

Expected Products and Schedule

Ongoing

- ☐ Provide overall transit planning program administration, including transit planning grants.
- ☐ Produce quarterly and annual progress reports.
- ☐ Submit transit elements for the biennial UPWP.
- ☐ Provide staff support to AMATS.
- ☐ Attend professional development at national, state and local training opportunities. This may include training from APTA, APA, NTI, NHI, FTA, FHWA, AMPO, Shared-Use Mobility Center, Avail, Hastus, Global Mass Transit, or any other relevant agency or organization.
- ☐ Solicit and encourage public participation and input for transit plans, programs, and services.
- ☐ Provide public information and local assistance for transit planning.
- ☐ Encourage and support private sector participation.
- ☐ Provide interagency coordination.
- ☐ Encourage and support regional transportation coordination.
- ☐ Administer and ensure compliance for Title VI, Language Access Plan, the Americans with Disabilities Act (ADA), and other federal requirements.
- ☐ Provide staff support and coordination with the Public Transit Advisory Board (PTAB).

TASK 620 – Transit Data Collection & Comprehensive Planning

Overview

Provide the necessary data and analysis in support of transit planning. This task includes the development and maintenance of related data collection and analysis systems.

Expected Products and Schedule

Ongoing

- ☐ Collect necessary and related data as requested/required to support transit planning efforts and studies.
- ☐ Provide necessary analysis involving demographic and employment characteristics, land use, housing, human services, environmental and natural resources, public facilities and utilities, as well as transportation-related data.
- ☐ Collect, monitor and analyze transit performance data including ridership, productivity, capacity, schedule adherence, operating cost, and revenue.
- ☐ Continue to maintain transit operations data to support the transit planning function.

2026-27 WORK PROGRAM (UPWP)

- ☐ Incorporate and utilize Intelligent Transportation Systems (ITS) technologies and other data collection tools, conduct studies of running times, passenger activities, automated passenger counting, improve communications, enhance operational efficiencies, and system performance.
- ☐ Support short range planning with monthly, quarterly and annual ridership reports, onboard surveys, ridership forecasts and origin-destination studies.
- ☐ Provide staff resources to collect, manage, and maintain a geodatabase integrated into the MOA ArcGIS Enterprise, of all routes, bus stop locations, and associated amenities.
- ☐ Maintain an on-going system to aggregate and analyze farebox ridership data and structure.
- ☐ Collect and analyze data to create annual system performance report.
- ☐ Collect, analyze and report required transit data to FTA's National Transit Database (NTD).
- ☐ Conduct a triannual rider feedback survey.

2026/27

- ☐ Assist with implementation of new software, applications, and rider tools.
- ☐ Produce end of year system reports cards for 2025 and 2026.
- ☐ Incorporate ADA compliance data at the bus stop level into the MOA ArcGIS database for transit facility planning activities.
- ☐ Implement new farebox technology to expand payment options for riders.
- ☐ Incorporate Signal Prioritization with the MoA Traffic Department and or State of Alaska DOT&PF.

TASK 630 - Transit Long-range System Level Planning

Overview

Support long-range (5+ years) transit and transportation system planning and analysis at the municipal, State and metropolitan area level. This task involves ensuring transit development is incorporated into area-wide long-range transportation plans, including the AMATS Transportation plan.

Expected Products and Schedule

Ongoing

- ☐ Provide staff support for update efforts of the MTP, plan updates and priority projects.
- ☐ Integrate transit with the Metropolitan Transportation Plan.
- ☐ Attend AMATS meetings.
- ☐ Coordinate with Mat-Su Valley MPO regarding regional public transit priorities.

As required

- ☐ Assist in the development of long-range travel forecasting and modeling, system analysis, sketch planning, system plan development, and all long-range Transportation System Management (TSM) activities.

2026/27

- ☐ Participate in the development of the AMATS Metropolitan Transportation Plan.
- ☐ Participate in the update to the AMATS Regional Travel Demand Model.

TASK 640 – Transit Long-range Project Level Planning

Overview

Assist with long-term planning for transportation projects and corridor level planning. This includes making sure transit is considered in transportation and site developments, as well as coordinating transportation funding, land use planning, and transit facility needs.

Expected Products and Schedule

Ongoing

- ☐ Review plans/proposals of other public agencies or private developers that impact the transit system, particularly as they influence transit operations and services.
- ☐ Plan for bus stop facilities consistent with adjacent land uses and transit needs.
- ☐ Develop and analyze transit capital facilities and equipment; transit campus facilities; safety and security needs assessments.
- ☐ Audit/upgrade bus stops for compliance with the ADA, Design Criteria Manual (DCM), and the PTD Bus Stop Amenity Distribution Guidelines.
- ☐ Provide staff resources and data for transit elements of local projects including corridor and sub-area studies and transit boulevard planning.
- ☐ Plan for transit-oriented, pedestrian-friendly improvements, including bus shelters, stop locations, pathways to bus stops, and crossing improvements.
- ☐ Coordinate with MOA Planning for planning and implementation of transit supportive development corridors identified in the Land Use Plan.
- ☐ Plan and develop/improve transit centers and transfer facilities.
- ☐ Review and identify key transfer locations and make recommendations for improvement.
- ☐ Update the Transit Amenity Distribution Guidelines.

As required

- ☐ Conduct/participate in transit supportive development corridor studies.

2026-27 WORK PROGRAM (UPWP)

- ☐ Provide staff support for cost effectiveness studies, facility and location studies, and the preparation of draft environmental impact studies.
- ☐ Coordinate with MOA and Alaska DOT&PF street maintenance departments regarding snow removal on sidewalks and at bus stops.

2026/27

- ☐ Conduct/participate in Transportation Demand Management (TDM) plans and studies.
- ☐ Update the FTA required Bus Stop Improvement Plan.
- ☐ Participate in AMATS studies/plans, like Safety Plan, Complete Streets Plan, Climate Action Plan, and corridor studies.
- ☐ Continue planning for the Downtown Transit Center redevelopment or relocation.
- ☐ Conduct a Muldoon Transit Hub Study focused at the intersection of Muldoon and Debarr.

TASK 650 – Transit Short-range Transportation Planning

Overview

Plan and analyze transit projects that are expected to happen within the next five years. These projects will help carry out specific programs and recommendations from long-term transportation plans. Each proposed transit project will be reviewed to see how it affects the regional transportation system and whether it aligns with the Public Transit Department's goals and policies.

Expected Products and Schedule

Ongoing

- ☐ Provide necessary staff support for short-range transportation system or project planning and analysis proposed in the next five years.
- ☐ Continue on-going management analyses of internal operations and service planning for short-range programs and projects.
- ☐ Plan, Develop, and execute implementation of route realignments and service modifications, and budget-mandated service adjustments.
- ☐ Collaborate with the Route Running Time Committee (RRTC) comprised of bus operators to plan for future service improvements.
- ☐ Participate in the update of a Transit Asset Management Plan.
- ☐ Continue financial management planning, including alternative farebox policies.
- ☐ Provide staff support for all short-range Transportation System Management activities including paratransit, ridesharing, other strategies to reduce single occupancy vehicle (SOV) trips.
- ☐ Update and Develop PTD performance measures and targets compliant with FTA regulations.

2026/27

- ☐ Plan and implement microtransit service within the urbanized area.
- ☐ Update PTD's transit development plan, Transit on the Move.
- ☐ Conduct an alternative fuels analysis for transit fleet.

TASK 660 – Transit Transportation Improvement Program

Overview

Develop, monitor, and update the Municipal Capital Improvement Program and the AMATS Funding Program (TIP) for Transit projects. The TIP process is used to satisfy the public participation process of the Program of Projects (POP) that is required in U.S.C. Section 5307.

Expected Products and Schedule

Ongoing

- ☐ Monitor and develop, as necessary, the transit component of the TIP, based on transit level of service and projected capital needs.
- ☐ Coordinate transit projects contained in the TIP with the Municipal Capital Improvement Program (MOA/CIP) and State of Alaska Capital Improvement Program.

TASK 670 – Ridesharing & Transit Marketing Program

Overview

Implement a ridesharing program to reduce the number of people driving alone by offering Anchorage-area commuters a more efficient and affordable option. Develop and promote marketing strategies to boost public transportation use, increase bus ridership, strengthen Transit's identity, and highlight its benefits to the community. Effectively manage and oversee RideShare and Transit Marketing programs. Support alternatives to solo driving by working with employers, providing vanpool services, and sharing rideshare information. Build partnerships and attend events to raise awareness and encourage more people to use transit.

Expected Products and Schedule

Ongoing

- ☐ Promote Transit's economic role as a workforce delivery system; educating passengers on acceptable and expected behaviors; and celebrating the diversity of our passengers through personal testimonials.
- ☐ Target major employment centers and educate employers about Transit benefits; provide employees with information about riding the bus.
- ☐ Attend job fairs, job centers and civic organizations.
- ☐ Write articles on Transit in targeted newsletters throughout the community.

2026-27 WORK PROGRAM (UPWP)

- ☐ Reach out to new demographics.
- ☐ Expand U-Pass ridership and promote existing U-Pass agreements to grow ridership.
- ☐ Conduct an analysis of marketing programs, strategies, materials and resource allocation to examine the effectiveness of current and future marketing initiatives.
- ☐ Develop a "Targeted Awareness Campaign" to restore ridership.
- ☐ Develop specific, primary marketing strategies using market research, travel behavior inputs, and cost-effectiveness criteria to guide strategic deployment of marketing resources.
- ☐ Formulate and evaluate direct marketing techniques to increase route ridership.
- ☐ Conduct survey(s) on ridership and collect data.
- ☐ Design marketing campaigns and materials to address key target audiences including "Choice Riders", downtown commuters, large employers, commercial centers, and the Glenn Hwy corridor.
- ☐ Continue and increase staff development and training for both Transit and Marketing strategies.
- ☐ Implement Marketing Plan strategies while looking for new ideas and areas for increased growth and ridership.
- ☐ Provide outreach and marketing materials for service changes and planning activities.
- ☐ Participate in outreach and educational efforts for employees, riders and the general public.
- ☐ Through vanpool contractor and RideShare division, promote ridesharing benefits.
- ☐ Procure/manage a vanpool contract that provides vanpool matching, registration, driver and participant training, vehicles, fleet maintenance, vanpool account management, record management, Disadvantage Business Enterprise program goals, service reporting and National Transit Database reporting.
- ☐ Oversee vanpool program activities to increase the number of active vanpools in the Anchorage and Mat-Su commute area which may include vendor supplied vehicles, empty seat subsidies and/or high occupancy rate incentives.
- ☐ Reach out to database applicants to ensure their continual interest in the program, update their information in an effort to match them with other commuters. Ensure vanpool contractor promotes benefits of Guaranteed Ride Home program.
- ☐ Act as a liaison for vanpool commuters with complaints and issues involving the vanpool service contractor.
- ☐ Operate the RideShare office during weekdays business hours, excluding Municipal holidays.
- ☐ Provide grant management/reporting to Alaska DOT&PF and FHWA, including employee supervision, issuance of quarterly and annual reports and budget oversight.
- ☐ Survey current vanpool participant to ensure vanpool contractor and program satisfaction.

2026-27 WORK PROGRAM (UPWP)

- ☐ Provide outreach to employers with 35 or more employees in the downtown and midtown areas of Anchorage, including U-Med agencies, local, state and federal agencies to enlist Employee Transportation Coordinators who will promote alternate transportation options, commuter tax benefits, guaranteed ride home service and trial commuting trips.
- ☐ Increase staff knowledge and training on best practices in the rideshare and marketing industry through webinars, best practice guides, professional networks, conferences and other professional growth opportunities.
- ☐ Assist in the development, layout, and design of the annual system performance report.

As Required

- ☐ Expand U-Pass and employers' benefits program.
- ☐ Prioritize, Evaluate, and Reinforce Existing Reduced Rates Programs
- ☐ Research and Implement Additional Opportunities to Increase Access and continue to serve all riders.
- ☐ Develop new rider tools including maps, ride guides, policy book, brochures, and other uses for new technology.
- ☐ Market the implementation of PTD's partnership with Transit App.

APPENDIX A: ACRONYMS

3C	Continuing, Comprehensive & Cooperative Planning Process
ADA	Americans with Disabilities Act
Alaska DOT&PF	Alaska Department of Transportation & Public Facilities
AMHTA	Alaska Mental Health Trust Authority
BPAC	Bicycle and Pedestrian Advisory Committee
CAAA	Clean Air Act Amendments
CAC	Community Advisory Committee
CMAQ	Congestion Mitigation Air Quality
CMP	Congestion Management Process
CO	Carbon Monoxide
DOH	Department of Health
EPA	Environmental Protection Agency
FAC	Freight Advisory Committee
FAST Act	Fixing America's Surface Transportation Act
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
GIS	Geographic Information System
GPS	Global Positioning System
ITS	Intelligent Transportation System
MAP-21	Moving Ahead for Progress in the 21st Century Act
MOA	Municipality of Anchorage
MOU	Memorandum of Understanding
MPA	Metropolitan Planning Area
MPO	Metropolitan Planning Organization
MTP	Transportation Plan
PC	Policy Committee
PL	Planning Funds
PM-10	Particulate Matter

2026-27 WORK PROGRAM (UPWP)

PPP	Public Participation Plan
RPO	Regional Planning Organization
SAFETEA-LU	Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users
STBG	Surface Transportation Block Grant Program
STIP	State Transportation Improvement Program
TAC	Technical Advisory Committee
TAP	Transportation Alternative Program
TDM	Travel Demand Management
TIP	Funding Program
TOD	Transit Oriented Development
TMA	Transportation Management Area
UPWP	Work Program

APPENDIX B: Policy & Technical Advisory Committee Members

Policy Committee

Sean Holland, Chair
Alaska DOT&PF Central Region Director

Daniel Volland
Municipal Assembly

Graham Downey, Vice Chair
Municipality of Anchorage

Meg Zalatel
Municipal Assembly

Jason Olds
Deputy Commissioner, ADEC

Alternate:
Mark Littlefield
Municipal Assembly

Technical Advisory Committee

Brad Coy, Chair
MOA Traffic Engineering

Mélisa Babb
MOA Planning Director

Ben White, Vice Chair
Alaska DOT&PF Anchorage Field Office Chief of Planning

Brian Lindamood
Alaska Railroad Corporation
Vice President, Chief Engineer

Melinda Kohlhaas
MOA Director, PM&E Dept.

Luke Bowland
Alaska DOT&PF Central Region

Taylor Keegan
MOA Parks and Recreation Division Manger

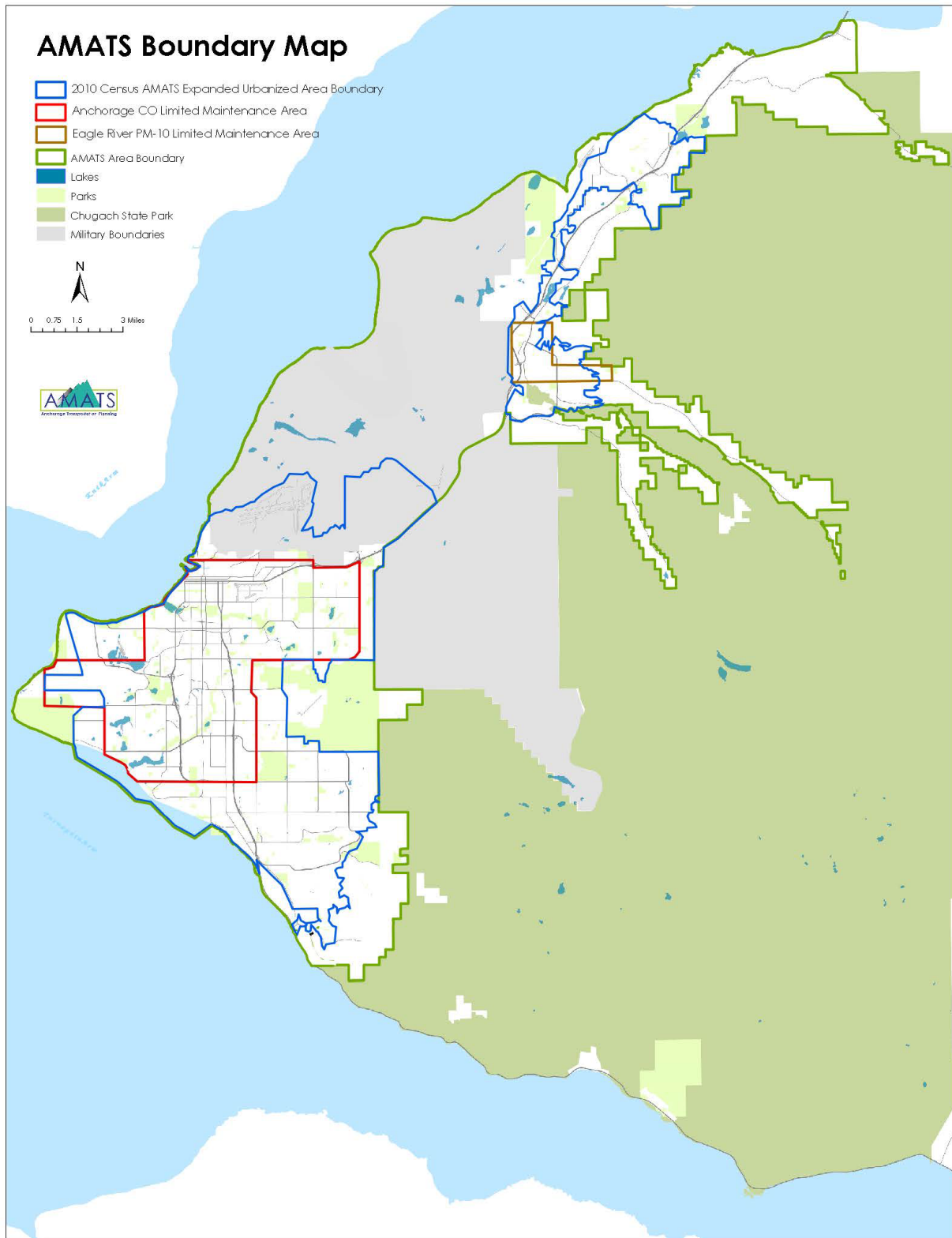
Yemi Alimi
Air Non-Point & Mobile Sources Program Mgr
ADEC

Mourad Dawoud
MOA Department of Health

Steve Ribuffo
Don Young Port of Alaska

Bart Rudolph
MOA Transit Directo

APPENDIX C: METROPOLITAN AREA BOUNDARY MAP



APPENDIX D: UPDATING THE Work Program (UPWP)

Work Program Update

The Work Program is updated every two years and amended when necessary. The CAC reviews the program part of the update, while Alaska DOT&PF and the TAC review both the program and budget. The PC, FHWA, and FTA approve the program and budget. Federal funds are appropriated by the Anchorage Municipal Assembly.

The public review and comment period for the program (not the budget) is a minimum of 30 days.

Work Program Amendments

An amendment involves significant budget changes, such as a 20% increase in the budget for an element or changes of \$25,000 or more. Major changes to the scope of tasks can also trigger an amendment. Amendments must be approved by the TAC, the PC, Alaska DOT&PF, FHWA, and the FTA.

There is no public comment period for amendments.

Work Program Administrative Modifications

An Administrative Modification involves a budget adjustment of less than 20% of the original budget. Administrative Modifications are approved by the TAC only. A notice of the change is shared with the PC, Alaska DOT&PF, FHWA, and FTA.

There is no public comment period for administrative modifications.