

Municipal Clerk's Office
Amended and Approved
Date: February 25, 2020

Submitted by: Assembly Members Weddleton,
Zaletel, and Constant, and Mayor
Berkowitz
Prepared by: Planning Department and
Assembly Counsel
For reading: February 25, 2020

ANCHORAGE, ALASKA
AR 2020-14(S), As Amended

1 **A RESOLUTION OF THE ANCHORAGE ASSEMBLY ADOPTING**
2 **RECOMMENDATIONS, IF ANY, TO THE 2040 METROPOLITAN**
3 **TRANSPORTATION PLAN (MTP 2040) PUBLIC REVIEW DRAFT, DECEMBER**
4 **2019, AND TRANSMITTING THIS RESOLUTION TO THE AMATS POLICY**
5 **COMMITTEE.**
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8 **WHEREAS**, Anchorage Metropolitan Area Transportation Solutions (AMATS) is
9 the federally designated Metropolitan Planning Organization (MPO) responsible
10 for transportation planning for the Anchorage Bowl, Chugiak, Eagle River, and
11 coordination with Native Village of Eklutna, the federally recognized tribe within the
12 AMATS planning area.; and
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14 **WHEREAS**, the 2040 Metropolitan Transportation Plan (MTP 2040) for the
15 Anchorage Bowl, Chugiak, and Eagle River is a federally required document that
16 enables continued eligibility to receive and program federal Highway Trust Fund
17 dollars used to guide the development and implementation of needed
18 transportation system improvements for the AMATS planning area that includes
19 the Anchorage Bowl and Chugiak-Eagle River areas; and
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21 **WHEREAS**, federal planning regulations require the AMATS MTP to address a
22 longer-term planning horizon twenty years into the future (to 2040), and to be
23 reviewed and updated every four years, based upon the latest available land use,
24 population, employment and housing data, to avoid a lapse in the MTP Air Quality
25 Conformity Determination (AQCD) approved by the Federal Highway
26 Administration (FHWA) and the Federal Transit Administration (FTA); and
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28 **WHEREAS**, the current FHWA/FTA-approved AQCD for the AMATS Interim 2035
29 MTP expired November 19, 2019, and development of the AMATS MTP 2040 has
30 entered a one-year maximum grace period for final approval by FHWA and FTA of
31 the AQCD due no later than November 19, 2020; and
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33 **WHEREAS**, per Anchorage Municipal Code 2.10.070, the Assembly shall review
34 and by resolution adopt any recommendations on the MTP 2040 within 45 days
35 and is required to hold at least one public hearing on its recommendations prior to
36 adopting the resolution; and
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WHEREAS, the MTP 2040 should reflect our community goals as expressed in our various adopted plans, such as the Climate Action Plan, the Comprehensive Plan, Vision Zero, and the Anchorage 2040 Land Use Plan; and

WHEREAS, the MTP 2040 in its entirety should also take into consideration the local impacts from all of its goals, policies, projects and actions given the State of Alaska no longer provides funds for capital projects and the Municipality’s current fiscal situation; and

WHEREAS, the Assembly shall transmit its recommendations to the AMATS Policy Committee prior to final approval of the MTP 2040 and transmission to FHWA and FTA; and

WHEREAS, upon approval of the MTP 2040 Air Quality Conformity Determination by FHWA and FTA, the MTP 2040 will be presented as the Municipality of Anchorage 2040 Long-Range Transportation Plan (LRTP) Public Hearing Draft to the Anchorage Planning and Zoning Commission and Anchorage Assembly for public hearings and consideration for adoption as an element of the Municipality of Anchorage Comprehensive Plan pursuant to AMC 21.03.070; now, therefore,

THE ANCHORAGE ASSEMBLY HEREBY RESOLVES:

Section 1. The recommendations of the Anchorage Assembly, **Attachment A [if any]**, related to the MTP 2040 Public Review Draft (December 2019) are hereby recommended for review and consideration by the AMATS Policy Committee prior to final action.

PASSED AND APPROVED by the Anchorage Assembly on this 25th day of February, 2020.


Chair

ATTEST:


Municipal Clerk

Attachments: Exhibit A, Link to AMATS 2040 Metropolitan Transportation Plan (MTP 2040) Public Review Draft, December 2019: http://www.muni.org/Departments/OCPD/Planning/AMATS/MTP/2040/Public_Review_Document/2040_MTP_Public_Review_Draft.pdf
Attachment A, Assembly recommendations

Reference Location	Amendment	Rationale
Pg. 1//4	Before the first paragraph add: "The MTP2040 guides how \$2.6 billion will be spent over the next 20 years on transportation capital projects that meet broad community goals. These funds will come from local, state and federal sources."	Indicate what the MTP is for from the outset.
Pg. 1//4	Move third paragraph on this page to go right after previous amendment	
Pg. 3//4 Goal 1	Change the word "system" to "infrastructure".	Underscores that goals is about basic repairs and not about preserving a system that places the primacy of automobile travel above other goals.
Pg. 3//6 Goal 5	In the Goal 5 narrative: explicitly include "public transportation". Also see pg. 8//12 recommendation.	Not mentioned.
Pg. 3//6	Add under Goal 5 objectives: "5J. Consider Public Transit's role in environmental sustainability and social justice as an alternative or component of all transportation projects."	Ensure inclusion of public transit in all projects.
Pg. 4//10	Delete [The importance of regional mobility and economic development cannot be overstated].	
Pg. 4//14	Eliminate the first two sentences under the heading "Roadway Congestion" Add: "A traditional approach to congestion and a focus on congestion in roadway construction in other parts of the country has exacerbated problems through induced demand."	"You aren't stuck in traffic. You are the traffic."
Pg. 4//18	Delete: [Travel times...for optimal road conditions] Replace with: "We accept some delay at these peak travel periods."	Eliminating congestion has too high an opportunity cost in terms of other projects that better reflect our community priorities. Building to minimize peak period delay results in overbuilding.
Pg. 4//20	Add to Figure 4-10 a clear indication that from 2012-2013 there was a reporting method change.	
Pg. 4//20	Delete [; however since 2013, there has been a significant reduction in total reported crashes].	More accurately reflects the changed reporting methodology

		and the effect on reports received.
Pg. 4//24	Update the data in the narrative.	This should be updated to use the latest data and provide a much more accurate narrative of the increased ridership of People Mover.
Pg. 4//26	Update Figure 4-13 to show increased ridership from 2016 through 2019	Current data will better inform the public and policy decisions.
Pg. 4//37	Add to Table 4-8 freight data for C Street and Seward Highway.	These are main freight corridors.
Pg. 5//6, second paragraph	Delete [In agreement with] Replace with: "As reflected in"	This places the emphasis on the adopted plans.
Pg. 5//12 (correct page no. Per John's comments)	Add reference to specific Climate Action Plan goals and action items	Ensures that general principles stated align with the adopted plan.
Pg. 5//17	Add a copy of the LOS criteria, Table 4-4 on pg. 4//14, to give meaning to figures here.	Clarity on what the letter grading system means as it does not reflect the traditional notions of a grading system.
Pg. 6//10 Figure 6-2	Update the graphic by adding "related amenities" to the description of roads and spell out B/P/T.	This more accurately reflects actual spending.
Pg. 6//13	Move "The ability...is made." to second sentence first column. Also change "important" in first sentence first column to "essential".	Stresses the importance of transportation facilities including year round maintenance of sidewalks and bus stops.
Pg. 6//16	Add: "In 2020, a new bus route was added." at the end of second paragraph.	More accurately reflects current situation.
Pg. 7//8, MTP # 103	Increase estimated cost to \$25 million. In title, remove [improvements] Edit project description first sentence to read: "Realign Academy Drive south of Abbot Road to accommodate increased traffic caused by 96 th Avenue/Academy Seward Highway Underpass (#131)."	Better reflects the costs of the project as provided by PM&E. Reflects that the need for the project is a direct result of the 96 th Avenue/Academy Seward Highway Underpass project by the State of Alaska (#131 in errata).
Pg. 7//8, Project 103(a)	Add project 103(a): Vanguard South of Academy	Section not included in Project 130 and will have increased traffic added to an area with no sidewalks and has speeding issues. CRW has started to study this project.

Errata pages: Project 131	Build project for non-motorized use only until Project 103 and 103(a) are complete and then reassess.	Clear need for pedestrian access and mitigates traffic impacts to the Patriot Park neighborhood.
Pg. 7//12, Project 117 Pg. 7//22-23, Projects 212 & 214 Pg. 7//31, Project 316	No further work on these projects until such time as the Seward/Glenn Highway PEL (#214) and Seward/Glenn Connection at Airport Heights (#316) is complete and then conduct the Environmental Assessment phase for 117, 212, 214 and 316 concurrently to avoid inappropriate segmentation.	See Assembly Resolution AR 2020-55. These projects are designed to be linked and work in combination with one another, therefore the impacts should be considered concurrently. The intent is to speed up work on the Fairview section of the overall project while still accounting for the impact of the overall slate of projects.
Pg. 7//16, Project 133	Add to MTP # 133 studies: Pedestrian improvements at 7 th and I Street.	New housing development, Elizabeth Place recently opened.
Pg. 7//18, Project 202	Amend purpose to include: Safety	Complete streets is now AMATS policy.
Pg. 7//29, Project 309		Recommend fully vetting alternatives to alleviate identified problems without requiring acquisition of homes along Lake Otis for right of way.
Pg. 8//6 Goal 3	Amend Goal 3 to: "Develop an efficient multi-modal transportation system to reduce travel time, promote accessibility, and improve system reliability."	Removes the focus on congestion and highlights clearly stated community priorities for public transit and multi-modal transportation.
Pg. 8//6 Goal 3	Add: "3-4 Action Adopt a method to estimate greenhouse emissions from the AMATS transportation system (construction, maintenance, freight) and commute to an annual calculation and public reporting relative to the Climate Action Plan goals."	Aligns goals and actions with Climate Action Plan.
Pg. 8//9 Objective 3J	Add: "3J-2 Policy Maximize all potential sources of operating funds for transit, including existing busses not in service. Evaluate the use of flex funding for federal highway dollars."	Reduces congestion relief without road expansions. And utilizes existing busses. Proposed transit funding is disproportionate to road funding. Out of \$2.6 billion, only \$2 million is for transit.
Pg. 8//12, Goal 5, and Pg. 3//6 Goal 5	Edit Goal to read: "Develop a transportation network that protects and enhances the natural and	Clarity.

	built environment with a focus on quality of life, equity of all users and social justice.”	
Pg. 8//12, Goal 5	Add Objectives: “5-3 Action Reduce emissions of greenhouse gases from the AMATS system by 40% from 2008 levels by 2040. 5-4 Action Expand affordable and convenient transportation options for traditionally underserved populations, including children, elders, and people with disabilities.”	Aligns objectives with Goal 5 and community goals.
Pg. 8//12, Objective 5B-2	Add at the end: “and encourage transitions to more efficient and alternative energy vehicles.”	Aligns with our Climate Action Plan goals to increase the use of alternative energy vehicles within the Municipality’s fleet, including electric and LNG options.
Pg. 8//14	Add new “Objective 5J - Consider Public Transit's role in environmental sustainability and social justice as an alternative or component of all transportation projects.” And below it: “5J-1 Policy Maximize opportunities for transit operating funds through federal sources.” And develop other action or policy items to implement as appropriate.	Corresponds with Pg. 3//6 recommendation to include public transit options consideration in all projects.
Pg. 8//23	Edit the last sentence in second paragraph to end with “federal transportation dollars and complemented by state or local matching funds.”	The Highway Trust Fund is not just gas taxes, but is supplemented by billions of dollars of general revenue funds.
Added projects	Project Description	Rationale
Tudor/Muldoon Curve – Short term	Add project to improve safety and reduce speeds along the curve past Patterson through the intersection at Tudor and Baxter.	See Scenic Foothills Community Council resolution.
Brayton Sidewalk – Short term	Add sidewalk to Brayton Drive from Legacy to Huffman.	Vision Zero pedestrian safety and fixing missing link.
Boulevard Project for A and C Streets from 3 rd to 36 th Avenue	Two-way complete streets boulevards.	For midtown congestion relief and improve safety.

<u>Daylight Fish Creek</u>	<u>Extend open creek channel from 36th Avenue and Kathy Estates Trailer Court west.</u>	<u>Connect to existing open channel west of Minnesota drive.</u>
<u>North Fork Chester Creek Trail connectivity</u>	<u>Connect Tikishla Park to Chanshtnu Muldoon Park, through Russian Jack Park and Cheney Lake to the north of Northern Lights Boulevard. As part of this effort, pedestrian improvements need to be made on Nichols Street between the current termination of the trail to the south of the Whaley School and the resumption of the trail near between the Mental Health Trust Authority and Catholic Social Services. The other priority along this route is a connection from Cheney Lake to the Begich Middle School field. From there, trails already exist to bring a resident all the way to the edge of JBER.</u>	<u>Fill in missing links in trail connectivity. This will fit in Table 7-4 for non-motorized projects in the short term, on pg. 7//45 adding to the list.</u>