

# **Congestion Mitigation Air Quality (CMAQ) Project Nomination Form**

**Submitted By:** Paul VanLandingham

**Submitted Time:** February 10, 2022 3:54 PM

## **Date**

February 10, 2022

## **Time**

15:03

## **Project Information**

### **Project Name**

Non-motorized Facility Maintenance Equipment

### **Name of Person Submitting the Nomination**

Paul VanLandingham

### **Affiliation**

MOA, Maintenance & Operations Department, Street Maintenance Section

### **Phone Number**

907-343-8372

### **Email Address**

Gaylon.VanLandingham@anchorageak.gov

## **Description & Categorization of Project or Program**

**In your own words, briefly describe the Project, Program or Study proposed for CMAQ funding.**

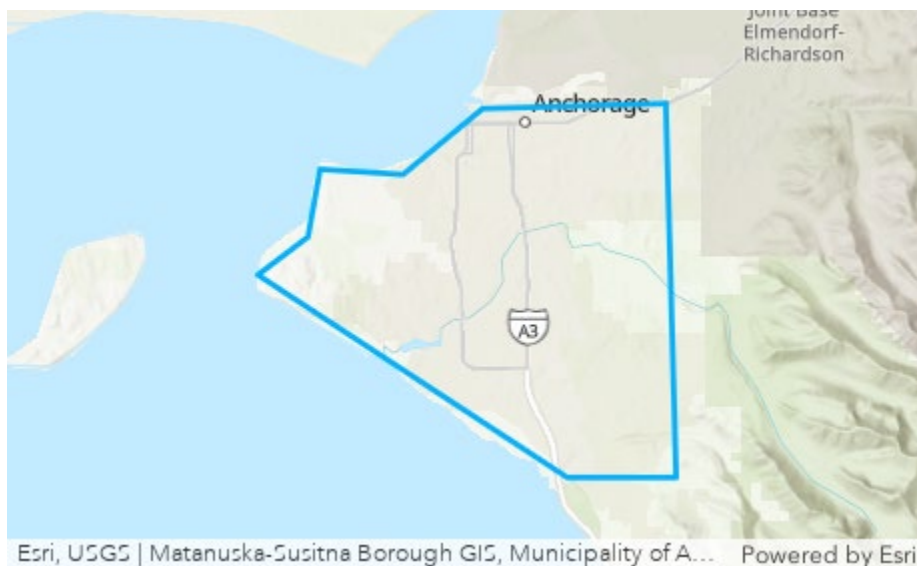
This nomination is seeking funding for 14 vehicles needed for plowing and sweeping sidewalks and other non-motorized facilities within Anchorage for use by MOA Street Maintenance crews. The make and model specification is Trackless MT7 and would include snow blower and sweeper attachments. This essential equipment is proposed to replace existing maintenance equipment that is beyond its useful service life and has become inefficient for MOA Fleet Maintenance to maintain and for MOA Street Maintenance to provide reliable maintenance of non-motorized facilities. The existing equipment age ranges from 12 to 21 years old. Properly maintained non-motorized facilities promote pedestrian and bicycle use year round, thereby reducing vehicle emissions. Effective sweeping equipment helps manage dust and debris removal from surfaces to reduce dispersion of air pollution particulates. New equipment models are more efficient and emit lower vehicle emissions.

**There are four categories of CMAQ nominations. Please check the box that applies to your proposal.**

One-time project or short-term program of less than 3 year duration

**Economic Benefits**

**Draw a line to represent the general path of your project.**



**Is the project or program expected to provide economic benefits during and after completion?**

Yes

**How will the project or program provide economic benefits during and after completion?**

Essential maintenance equipment will encourage use of a transportation system that supports a thriving, sustainable, broad-based economy by locating and using transportation infrastructure and facilities to enhance community development. Well-maintained non-motorized facilities provides access to goods, jobs, services, housing, and other destinations while providing mobility for people and goods in a safe, affordable, efficient, and convenient manner.

### **Operations & Maintenance**

**Is the project expected to reduce existing operations and maintenance costs?**

Yes

**How is the project expected to reduce the existing operations and maintenance**

Replacement of aging equipment will reduce burden on MOA Fleet Maintenance to repair and maintain equipment that is beyond its useful life. Replacement of aging equipment will make MOA Street Maintenance operations more efficient because existing equipment is beyond its useful life and not functioning to expected levels.

**Is the project expected to increase existing operations and maintenance costs?**

**How is the project expected to increase the existing operations and maintenance ?**

## **Population Served**

### **Describe who is expected to be served by the project or program?**

Purchase of equipment will enable MOA Street Maintenance to effectively maintain non-motorized facilities for active transportation users. The larger Anchorage public will benefit from the improved air quality from lower vehicle emissions and dust control.

### **Is the project expected to serve a large geographic area?**

Yes

### **Is the project expected to serve a disadvantaged or minority population?**

Yes

### **How is the project or program expected to serve a disadvantaged or minority population?**

Having adequately maintained complete streets benefits all users equitably, particularly vulnerable users and underserved communities. Having the ability to clear snow from more sidewalks and pathways would improve access to transportation systems in transit supported areas.

## **Multimodal Contribution**

### **Is the project expected to promote the use of transit, bicycle, or pedestrian modes of travel or otherwise reduce dependence on single occupancy vehicles?**

Yes

**How is the project or program expected to promote the use of transit, bicycle, or pedestrian modes of travel or otherwise reduce dependence on single occupancy vehicles?**

Having essential equipment would enable maintenance crews the ability to provide consistently maintained facilities that provides comfort of corridor use for pedestrians, wheelchair users, transit users, and bicyclists. With more comfortable and reliable alternate transportation options available, reliance on single occupancy vehicles is reduced thereby reducing vehicle idle times and emissions.

**Contributions to Air Quality**

**Is the project or program expected to reduce carbon monoxide or PM-10 (e.g. road dust) emissions?**

Yes

**How is the project or program expected to reduce carbon monoxide or PM-10 (e.g. road dust) emissions?**

Attachments for the equipment can be used to sweep traction sand and other debris from the sidewalks and pathways making them more accommodating for active transportation use and improving air quality.

**Is the project or program expected to reduce other air pollutants like PM 2.5 (fine particulate matter) or toxic air pollutant emissions?**

Yes

**How is the project or program expected to reduce other air pollutants like PM 2.5 (fine particulate matter) or toxic air pollutant emissions?**

Having the ability to remove snow on sidewalks and other non-motorized pathways increase the opportunity for winter commuting via walking, biking, and taking transit, thereby reducing vehicle idle times and emissions.

## **Effectiveness in Reducing Congestion and/or Travel Times**

**Is the project or program expected to enhance connectivity (e.g. does it complete a missing link in the trails plan, providing a new key transit enhancement that significantly improves the system as a whole)?**

Yes

**How is the project or program expected to enhance connectivity (e.g. does it complete a missing link in the trails plan, providing a new key transit enhancement that significantly improves the system as a whole)?**

Having a reliable fleet of essential equipment will allow for more opportunity for improved connectivity. The ability to remove snow on sidewalks and other non-motorized pathways enhances community connectivity with safe, convenient, year-round non-motorized travel routes within and between neighborhoods, commercial centers, and public facilities.

**Is the project or program expected to reduce traffic congestion and/or traffic delay?**

Yes

**Is the project or program expected to reduce congestion and/or traffic delay in a cost effective way?**

Yes

**How is the project or program expected to reduce traffic congestion and/or traffic delay in a cost effective way?**

Better maintained facilities will provide an opportunity for travelers to shift from vehicle use to active transportation modes of travel. Having essential equipment would enable maintenance crews the ability to provide consistently maintained facilities that provides comfort of corridor use for pedestrians, wheelchair users, transit users, and bicyclists. With more comfortable and reliable alternate transportation options available, reliance on single occupancy vehicles is reduced thereby reducing traffic congestion.

## **Alternative Transportation**

**Is the project or program expected to encourage the use of alternative transportation methods and/or discourage the use of single occupancy vehicles?**

Yes

**How is the project or program expected to encourage the use of alternative transportation methods and/or discourage the use of single occupancy vehicles?**

Anchorage is seeing more roadways built to meet complete street goals by including facilities that meet offer alternate transportation modes of travel. Having essential equipment complements the goals of complete streets by providing functional and comfortable facilities. Purchasing essential equipment to improve accessibility of non-motorized facilities is a major step in encouraging active transportation use and thereby reducing the reliance on single occupancy vehicles.

## **Reducing Delay**

**Is the project or program expected to be cost effective in reducing delay (vehicle hours of delay)?**

Yes

**Is the project or program expected to incorporate TDM (Traffic Demand Management) techniques?**

No

**How is the project or program expected to incorporate TDM techniques?**

**Required by or Support an Approved Plan**

**Is the project or program expected to directly implement an air quality control measure committed to in the State Implementation Plan (SIP) during the time period covered by the TIP?**

No

**Please identify the section in the SIP where this commitment is made.**

**Is the project or program expected to support a required SIP measure?**

Yes

**Please identify the required SIP measure.**

The ability to efficiently remove snow from non-motorized facilities will provide increased access within transit supported corridors. With increased transit use, emission reductions come from congestion relief. Spenard Road is an example of a corridor that is identified as transit supported and is an example of a corridor that would benefit from improved maintenance. Spenard Road was specifically named in the SIP.

**Does the project or program appear in an adopted plan such as the Comprehensive Plan (Anchorage 2020), Trails Plan, State or Municipality of Anchorage Long Range Transportation Plan, AMATS Metropolitan Transportation Plan, Transit Plan (Transit on the Move 2020 Transit Plan), Congestion Mitigation Plan, or a District Plan?**

Yes

**Please identify which adopted plan the project or program appears in.**

AMATS Complete Streets Policy encourages the purchase of operations and maintenance vehicles that are well suited for current and proposed infrastructure. 2020 Spenard Corridor



Plan Policy 3.1 identifies the goal for establishing a network of primary and secondary active transportation connections and lists snow storage and management as an important factor in enabling active transportation.

### **Support for the Project**

**Is there significant public support (i.e. community councils, user groups, elected officials, etc.) and/or government agency support for the project or program?**

Yes

**Are there resolutions or endorsements from the public and/or government agencies?**

Yes

**Please identify which resolutions or endorsements have been made for the project or program.**

Spenard Community Council letter dated 2/2/2022 expresses the need for winter maintenance of the roadway and non-motorized facilities planned for the Spenard Road Rehabilitation, Benson Boulevard to Minnesota Drive. The letter states, "We want all seasons of the year to be considered and snow is a problem for everyone: the Municipality snow removal and maintenance crews, vehicle traffic and especially pedestrians and bicyclists. We do not want to see snow storage in bicycle lanes or on sidewalks."

### **Project Readiness**

**Is the project a certain and deliverable project?**

Yes

**Are there obstacles to construction, such as permitting issues, right of way acquisition or utility relocation issues?**

No

**How soon after obligating funds can the project be completed?**

A procurement package would be prepared immediately to solicit bids/quotes from equipment vendors.

**Contributions to Public Safety**

**Is the project or program expected to have a positive effect on public safety (e.g. vehicle-pedestrian or vehicle-vehicle accident rates?)**

Yes

**How is the project or program expected to have a positive effect on public safety (e.g. vehicle-pedestrian or vehicle-vehicle accident rates?)**

Having the ability to clear snow from more sidewalks would provide a safer place for winter commuters and get the pedestrians off the roadway.

**Use of ITS or Other Innovation Technology**

**Is the project or program expected to involve the use of ITS or other innovative technology?**

No

**How is the project or program expected to involve the use of ITS or other innovative technology?**

## **Other**

### **Are there other special considerations regarding the project or program that should be considered by AMATS?**

There is an adopted AMATS Complete Streets policy, MOA is committed to eliminating deaths and serious injuries on its roadways per the Vision Zero Action Plan, and MOA is creating a Climate Action Plan that will focus on reducing greenhouse gas emissions. This nomination for non-motorized facility maintenance equipment aligns with the above goals to enable safe travel for all users and encourage an alternative transportation mode to improve public health and improve air quality.

# **Congestion Mitigation Air Quality (CMAQ) Project Nomination Form**

**Submitted By: Krista Scott**

**Submitted Time: February 14, 2022 11:57 AM**

## **Date**

February 14, 2022

## **Time**

10:49

## **Project Information**

### **Project Name**

Electric School Buses for ASD

### **Name of Person Submitting the Nomination**

Krista Scott

### **Affiliation**

University Area Community Council

### **Phone Number**

907-306-7834

### **Email Address**

kleigh.scott@gmail.com

### **Description & Categorization of Project or Program**

**In your own words, briefly describe the Project, Program or Study proposed for CMAQ funding.**

Purchase electric buses for ASD to replace some or all of the 28 diesel busses in current operation which are over 20 years old (8-1998, 7-1999, and 13-2001). Since the 1990s, due to the cold morning air coming down the Chester Creek area from the Chugach Mountains, emissions from the current Bus Barn cannot dissipate into higher elevations because they are held down and trapped by atmospheric inversions and slowly drift into surrounding residential areas. Also in the TIP. Sec 5339 Bus and Bus Facilities Program - This program includes capital projects to replace, rehabilitate and purchase buses, vans, and related equipment, and to construct bus-related facilities, including technological changes or innovations to modify low or no emission vehicles or facilities. Transitioning to Electric Battery-Powered Buses with Infrastructure Upgrades - Project will upgrade electric infrastructure in Anchorage's Bus Barn and Maintenance Building to accommodate electric vehicles.

**There are four categories of CMAQ nominations. Please check the box that applies to your proposal.**

Multi-year program planned for at least 3 years of continuous operation

**Economic Benefits**

**Draw a line to represent the general path of your project.**



**Is the project or program expected to provide economic benefits during and after completion?**

Unknown

**How will the project or program provide economic benefits during and after completion?**

### **Operations & Maintenance**

**Is the project expected to reduce existing operations and maintenance costs?**

Yes

**How is the project expected to reduce the existing operations and maintenance**

Maintenance and operation costs of the new electric buses is less than the cost of maintaining the older diesel busses.

**Is the project expected to increase existing operations and maintenance costs?**

**How is the project expected to increase the existing operations and maintenance ?**

### **Population Served**

**Describe who is expected to be served by the project or program?**

Lower emissions from the school buses and the cost savings in maintenance and operations will be a benefit to Anchorage citizens at large.

**Is the project expected to serve a large geographic area?**

Yes

**Is the project expected to serve a disadvantaged or minority population?**

Yes

**How is the project or program expected to serve a disadvantaged or minority population?**

These school buses would be used to serve some of Anchorage's disadvantaged and minority students.

**Multimodal Contribution**

**Is the project expected to promote the use of transit, bicycle, or pedestrian modes of travel or otherwise reduce dependence on single occupancy vehicles?**

Yes

**How is the project or program expected to promote the use of transit, bicycle, or pedestrian modes of travel or otherwise reduce dependence on single occupancy vehicles?**

The project could the promote the use of more students taking the bus to school and fewer families driving students to school in private vehicles.

**Contributions to Air Quality**

**Is the project or program expected to reduce carbon monoxide or PM-10 (e.g. road dust) emissions?**

Yes

**How is the project or program expected to reduce carbon monoxide or PM-10 (e.g. road dust) emissions?**

The electric school busses would reduce carbon monoxide and also PM-10.

**Is the project or program expected to reduce other air pollutants like PM 2.5 (fine particulate matter) or toxic air pollutant emissions?**

Unknown

**How is the project or program expected to reduce other air pollutants like PM 2.5 (fine particulate matter) or toxic air pollutant emissions?**

### **Effectiveness in Reducing Congestion and/or Travel Times**

**Is the project or program expected to enhance connectivity (e.g. does it complete a missing link in the trails plan, providing a new key transit enhancement that significantly improves the system as a whole)?**

Unknown

**How is the project or program expected to enhance connectivity (e.g. does it complete a missing link in the trails plan, providing a new key transit enhancement that significantly improves the system as a whole)?**



**Is the project or program expected to reduce traffic congestion and/or traffic delay?**

Unknown

**Is the project or program expected to reduce congestion and/or traffic delay in a cost effective way?**

**How is the project or program expected to reduce traffic congestion and/or traffic delay in a cost effective way?**

### **Alternative Transportation**

**Is the project or program expected to encourage the use of alternative transportation methods and/or discourage the use of single occupancy vehicles?**

Yes

**How is the project or program expected to encourage the use of alternative transportation methods and/or discourage the use of single occupancy vehicles?**

The new electric buses will encourage more students to travel by bus and discourage single occupancy vehicle travel.

### **Reducing Delay**

**Is the project or program expected to be cost effective in reducing delay (vehicle hours of delay)?**

Unknown

**Is the project or program expected to incorporate TDM (Traffic Demand Management) techniques?**

Unknown

**How is the project or program expected to incorporate TDM techniques?**

**Required by or Support an Approved Plan**

**Is the project or program expected to directly implement an air quality control measure committed to in the State Implementation Plan (SIP) during the time period covered by the TIP?**

Unknown

**Please identify the section in the SIP where this commitment is made.**

**Is the project or program expected to support a required SIP measure?**

Unknown

**Please identify the required SIP measure.**

**Does the project or program appear in an adopted plan such as the Comprehensive Plan (Anchorage 2020), Trails Plan, State or Municipality of Anchorage Long Range Transportation Plan, AMATS Metropolitan**

**Transportation Plan, Transit Plan (Transit on the Move 2020 Transit Plan),  
Congestion Mitigation Plan, or a District Plan?**

Unknown

**Please identify which adopted plan the project or program appears in.**

**Support for the Project**

**Is there significant public support (i.e. community councils, user groups, elected officials, etc.) and/or government agency support for the project or program?**

Yes

**Are there resolutions or endorsements from the public and/or government agencies?**

Yes

**Please identify which resolutions or endorsements have been made for the project or program.**

The University Area Community Council has long supported and recommended projects to reduce emissions from the current ASD bus barn.

**Project Readiness**

**Is the project a certain and deliverable project?**

Yes

**Are there obstacles to construction, such as permitting issues, right of way acquisition or utility relocation issues?**

No

**How soon after obligating funds can the project be completed?**

There is already a project in the TIP for new charging infrastructure to be built. With charging infrastructure this project could be built immediately.

**Contributions to Public Safety**

**Is the project or program expected to have a positive effect on public safety (e.g. vehicle-pedestrian or vehicle-vehicle accident rates?)**

Yes

**How is the project or program expected to have a positive effect on public safety (e.g. vehicle-pedestrian or vehicle-vehicle accident rates?)**

One school district in Miami Dade County FL, found the electric busses to be safer due to quieter engine, the driver was able to hear street noises more easily.

**Use of ITS or Other Innovation Technology**

**Is the project or program expected to involve the use of ITS or other innovative technology?**

Yes

**How is the project or program expected to involve the use of ITS or other innovative technology?**

Electric Vehicles, batteries, and charging are all uses of ITS.

## **Other**

**Are there other special considerations regarding the project or program that should be considered by AMATS?**

It could be possible to match funds from the TIP with state and federal budgets such as the State CAPSIS program for this project.

# Transportation Alternative Program (TAP) Nomination Form

Submitted By: Nicolette Dent

Submitted Time: February 14, 2022 4:38 PM

## Date

February 14, 2022

## Time

15:07

## Project Information

### Project Name

Improving Winter Maintenance on Anchorage's Greenbelt Trails

### Name of Person Submitting the Nomination

Nicolette Dent

### Affiliation

Anchorage Parks and Recreation

### Phone Number

907-917-6663

### Email Address

nicolette.dent@anchorageak.gov

### Description of Project

## What is your project? Please describe it in your own words.

The Anchorage Parks and Recreation Department (PRD) seeks new equipment to increase the frequency, efficiency, and quality of winter maintenance on greenbelt trails: 1 Nordic/all-season groomer + shipping (SR3X SnowRabbit) \$210,000 2 Trackless vehicles \$150,000 ea. 4 snowmobiles (Ski-doo Skandic SWT) \$15,000 ea. 2 tow-behind groomers w/ hydraulic down pressure tool \$9,000 ea. 2 tow-behind groomers for winter biking (SnowBlaster 33) \$5,000 ea. 1 truck + flatbed trailer (Ford F450) \$75,000 These trails and other PRD-managed assets like Safe Routes to Schools are essential non-motorized transportation corridors. This project meets Goal 4 of the Non-Motorized Transportation Plan to optimize maintenance in all seasons and will allow PRD to meet a growing demand for winter recreation and multi-modal transport. Greenbelt trail counts increased 15% in 2020 compared to 2014 - 2019. In a survey of 1,469 Anchorage residents, 55% reported using parks and trails more often than before COVID-19.

## Size: What is the relative size of the population that will directly benefit from this project?

The Anchorage population, approx. 291,000

## Draw a line to represent the general path of your project.



## Preservation of Existing Facilities

### **Is the project expected to significantly preserve an existing facility?**

Yes

### **How is the project expected to significantly preserve an existing facility?**

PRD manages 250 miles of trails in the Municipality and currently grooms the Coastal, Campbell Creek, and Chester Creek Trails for use by winter bikers, skiers, and walkers. Daily average counts on the greenbelt trails can range between 300 and 1,000, but grooming operations are currently only two days per week. The requested equipment will improve the efficiency of maintenance operations, allowing PRD to increase the frequency of winter trail maintenance and preserve the quality of greenbelt trails and non-motorized pathways as transportation and recreation corridors. In early spring, Trackless machines can plow snow and improve shoulder season transportation conditions. In summer, the same machines can clear leaves, gravel, and debris from trails and pathways. In winter, increased passes by PRD grooming machines can reduce ice build-up and preserve the quality of snowpack.

### **Is it immediately needed, based on recommendations of maintenance staff, and/ or observations from field investigation?**

Yes

## **Quality of Life**

### **Is the project expected to improve quality of life by addressing problems such as flooding, noise, pollution, crime, unsightliness, etc?**

Yes

### **How is the project expected to improve quality of life?**

Spending time outdoors improves people's health and quality of life. In a 2021 survey about park and trail use among Anchorage residents, two-thirds said they use parks and trails regularly to exercise and improve mental health. Additionally, many residents said that access to parks and trails is a main reason they choose to live in Anchorage. By upgrading and expanding equipment for winter trail maintenance, PRD will be able to provide more frequent



grooming resulting in a higher quality trail experience. This results in safer trail conditions so that residents can access the health benefits of trails year-round. Further, PRD is already equipped to share grooming and snow clearing information with the public through a new interactive online map that is updated multiple times per week.

## **Improves Safety**

### **Is the project expected to promote the safe movement of pedestrians and bicyclists?**

Yes

### **How is the project expected to promote the safe movement of pedestrians and bicyclists?**

Increased grooming capacity will improve the safety and condition of the greenbelt trails for pedestrians and winter bicyclists. Trail volumes typically peak in mid-summer and taper during winter. However, the recent popularity of winter biking has significantly increased the number of people using trails through shoulder seasons and during winter. Through more efficient and frequent winter maintenance, PRD can better support increased use of the trail system for winter non-motorized transportation. This project fulfills objectives described under Goal 4 of the Non-Motorized Transportation Plan, including: to expand and enhance maintenance in all seasons; to prioritize winter maintenance on the most traveled routes; and to prioritize winter maintenance on a citywide network of routes for people of all ages and abilities.

### **Is the project expected to correct a documented safety issue related to pedestrians/bicyclist and vehicle conflicts?**

Yes

### **How is the project expected to correct a documented safety issue related to pedestrians/bicyclist and vehicle conflicts?**

A well-maintained, high-quality winter greenbelt trail provides a safe non-motorized transportation alternative and reduces the need for pedestrians and bicyclists to use busy roads and unmaintained sidewalks for transportation. Keeping more non-motorized transport users on the trail system will reduce interactions and potential conflicts between pedestrians/bicyclists and vehicles.

## **Economic Benefits**

**Is the project expected to encourage economic development, or a recreational, educational or tourism activity through improved access and transportation opportunities?**

Yes

**How is the project expected to encourage economic development, or a recreational, educational or tourism activity through improved access and transportation opportunities?**

Anchorage's greenbelt trails are one of the city's greatest assets. They are a draw for tourists and contribute to a high quality of life that attracts and retains a talented workforce. Both residents and visitors alike enjoy the wide range of recreational opportunities found in Anchorage's parks and on trails. Specifically, the greenbelt trail system provides non-motorized transportation corridors that link directly to public transit, business districts, and major employment areas like Downtown and the UMED District. Improved winter trail maintenance facilitates non-motorized access to important economic centers, draws tourists to stay and explore Anchorage, and provides enhanced quality of life for Anchorage residents.

## **Operations & Maintenance Budget Commitment**

**Does the project have a commitment from the responsible agency to operate and maintain the proposed project?**

Yes

**What is the name of the responsible agency?**

Anchorage Parks and Recreation

## **Support of Project**

**Is there significant public support (i.e. community councils, user groups, elected officials, etc) and/or government agency support for the project?**

Yes

**Are there resolutions or endorsements from the public and or government agencies?**

Yes

**Describe and explain the public support for the project.**

Recreation user groups, organizations and individual trail users have expressed support for increased grooming and winter maintenance. PRD has also documented support for trail maintenance through city-wide surveys, master planning projects, and Community Council project nominations in the Capital Improvements Program/Capital Improvements Budget. The pandemic has also raised awareness of trails as essential infrastructure. In a PRD survey of 1,469 Anchorage residents, 62% said they value parks and trails more than they did before COVID-19. This feedback also aligns with goals and objectives for greenbelt trails/shared-use pathways outlined in the Anchorage Non-Motorized Plan, which reflects a multi-year public engagement process. Two recently nominated AMATS projects – the Downtown Connector Trail (Ship Creek to Coastal Trail) and the Fish Creek to Coastal Trail Connection – illustrate the Anchorage community’s strong support for greenbelt trails and non-motorized connections.

## **Intermodal / Multimodal Characteristics**

**Is the project expected to promote intermodal or multimodal (transit, bicycle or pedestrian) use of the transportation system?**

Yes

**How is the project expected to promote intermodal or multimodal (transit, bicycle or pedestrian) use of the transportation system?**

The greenbelt multi-use trail system is one of Anchorage's strongest assets and connects many parts of the city. Weekly and hourly trail count patterns confirm that Anchorage's trails are used for both recreation and travel/commuting. In winter, groomed multi-use trails support many types of non-motorized winter transportation, including cross-country skiing, winter biking, and walking. Cyclists can also seamlessly transition from riding on the trails to loading their winter or summer bike on the People Mover. Enhanced winter maintenance operations will expand the usability and safety of the trails.

### **Funding Efficiency**

**Is the project expected to encourage pursuit of additional non-federal /non-bond matching funds for capital projects and discourage loss of funding due to expenditure time traps?**

Yes

**If so what is the amount of co-funding relative to the total estimated project cost? Describe and explain.**

N/A, this project is expected to support PRD maintenance and operations. By investing in new grooming machines and replacing some aging equipment, PRD will be able to better take care of existing assets and reduce future maintenance costs. This reduces wear and tear and helps to extend the life of trail facilities and maintenance equipment.

### **Improves Connectivity**

**Is the project expected to provide pathway or sidewalk connections by constructing missing links?**

Yes

**How is the project expected to provide pathway or sidewalk connections by constructing missing links?**

Anchorage's trail system provides critical links to neighborhoods and business districts. Additionally, PRD maintains Safe Routes to Schools and other shared use pathways throughout Anchorage. Many of the identified equipment support different types of attachments for trail and shared use pathway maintenance in all seasons. In winter, the increased ability to clear snow and groom trails will reduce barriers for trail users to connect into neighborhoods and commercial areas. In summer, keeping trails and pathways clear of debris is essential for supporting increased recreation and non-motorized transportation.

### **Cost/Benefit Value**

**Does the completed design work demonstrate that the project is clearly buildable with a comparably low cost?**

Yes

**Do Not Score Past This  
Point**

**Project moved to the  
Complete Street category for  
scoring**

# Congestion Mitigation Air Quality (CMAQ) Project Nomination Form

Submitted By: [sholti.66@gmail.com](mailto:sholti.66@gmail.com)

Submitted Time: January 18, 2022 11:28 AM

## Date

January 18, 2022

## Time

10:18

## Project Information

### Project Name

Parent Parking at Bus Stop

### Name of Person Submitting the Nomination

None

### Affiliation

Retiring Law Enforcement Officer who can identify unsafe conditions. -None

### Phone Number

None

### Email Address

sholti.66@gmail.com

## Description & Categorization of Project or Program



**In your own words, briefly describe the Project, Program or Study proposed for CMAQ funding.**

Create specific right and left-turn lanes at the bottom (south end) of W Skyline Drive in Eagle River. To create 8-10 diagonal parking spaces (5-7) across the street from the community mailboxes and 3 more just north of the mailboxes on the mailbox side of the street.

**There are four categories of CMAQ nominations. Please check the box that applies to your proposal.**

Study or Plan

**Economic Benefits**

**Draw a line to represent the general path of your project.**



**Is the project or program expected to provide economic benefits during and after completion?**

No

**How will the project or program provide economic benefits during and after completion?**

### **Operations & Maintenance**

**Is the project expected to reduce existing operations and maintenance costs?**

No

**How is the project expected to reduce the existing operations and maintenance**

**Is the project expected to increase existing operations and maintenance costs?**

Unknown

**How is the project expected to increase the existing operations and maintenance ?**

### **Population Served**

**Describe who is expected to be served by the project or program?**

Community of: W Skyline Dr, Jamie Dr, McCarry Dr, Upper Skyline Dr and all subsidiary roads. Recreational people who park near the intersection. People who check their mail and commute through the intersection.

**Is the project expected to serve a large geographic area?**

No

**Is the project expected to serve a disadvantaged or minority population?**

Unknown

**How is the project or program expected to serve a disadvantaged or minority population?**

### **Multimodal Contribution**

**Is the project expected to promote the use of transit, bicycle, or pedestrian modes of travel or otherwise reduce dependence on single occupancy vehicles?**

Yes

**How is the project or program expected to promote the use of transit, bicycle, or pedestrian modes of travel or otherwise reduce dependence on single occupancy vehicles?**

There are many parents who feel that the intersection is so unsafe that they transport their children to/from school every day rather than have them stand roadside waiting for the bus. The others sit there and wait in their cars for an accident to happen.

### **Contributions to Air Quality**

**Is the project or program expected to reduce carbon monoxide or PM-10 (e.g. road dust) emissions?**

Unknown

**How is the project or program expected to reduce carbon monoxide or PM-10 (e.g. road dust) emissions?**

**Is the project or program expected to reduce other air pollutants like PM 2.5 (fine particulate matter) or toxic air pollutant emissions?**

Unknown

**How is the project or program expected to reduce other air pollutants like PM 2.5 (fine particulate matter) or toxic air pollutant emissions?**

**Effectiveness in Reducing Congestion and/or Travel Times**

**Is the project or program expected to enhance connectivity (e.g. does it complete a missing link in the trails plan, providing a new key transit enhancement that significantly improves the system as a whole)?**

No

**How is the project or program expected to enhance connectivity (e.g. does it complete a missing link in the trails plan, providing a new key transit enhancement that significantly improves the system as a whole)?**

**Is the project or program expected to reduce traffic congestion and/or traffic delay?**

Yes

**Is the project or program expected to reduce congestion and/or traffic delay in a cost effective way?**

Unknown

**How is the project or program expected to reduce traffic congestion and/or traffic delay in a cost effective way?**

### **Alternative Transportation**

**Is the project or program expected to encourage the use of alternative transportation methods and/or discourage the use of single occupancy vehicles?**

Yes

**How is the project or program expected to encourage the use of alternative transportation methods and/or discourage the use of single occupancy vehicles?**

There are many parents who feel that the intersection is so unsafe that they transport their children to/from school every day rather than have them stand roadside waiting for the bus. If the school bus went even a couple of miles further up the hill more parents would have their children ride the school bus. (However, stops should be made on side roads.)

### **Reducing Delay**

**Is the project or program expected to be cost effective in reducing delay (vehicle hours of delay)?**

No

**Is the project or program expected to incorporate TDM (Traffic Demand Management) techniques?**

No

**How is the project or program expected to incorporate TDM techniques?**

**Required by or Support an Approved Plan**

**Is the project or program expected to directly implement an air quality control measure committed to in the State Implementation Plan (SIP) during the time period covered by the TIP?**

Unknown

**Please identify the section in the SIP where this commitment is made.**

**Is the project or program expected to support a required SIP measure?**

Unknown

**Please identify the required SIP measure.**

**Does the project or program appear in an adopted plan such as the Comprehensive Plan (Anchorage 2020), Trails Plan, State or Municipality of Anchorage Long Range Transportation Plan, AMATS Metropolitan Transportation Plan, Transit Plan (Transit on the Move 2020 Transit Plan), Congestion Mitigation Plan, or a District Plan?**

Unknown

**Please identify which adopted plan the project or program appears in.**

## **Support for the Project**

**Is there significant public support (i.e. community councils, user groups, elected officials, etc.) and/or government agency support for the project or program?**

Unknown

**Are there resolutions or endorsements from the public and/or government agencies?**

**Please identify which resolutions or endorsements have been made for the project or program.**

## **Project Readiness**

**Is the project a certain and deliverable project?**

I am nominating a program or study

**Are there obstacles to construction, such as permitting issues, right of way acquisition or utility relocation issues?**

Unknown

**How soon after obligating funds can the project be completed?**

? Summer 2022

## **Contributions to Public Safety**

**Is the project or program expected to have a positive effect on public safety (e.g. vehicle-pedestrian or vehicle-vehicle accident rates?)**

Yes

**How is the project or program expected to have a positive effect on public safety (e.g. vehicle-pedestrian or vehicle-vehicle accident rates?)**

This intersection is a safety hazard. It is the ONLY school bus stop for all k-12 schools in this portion of the Eagle River hillside. Parents (& students) are constantly idling on the (narrow) roadside. There is no space for parents who feel they MUST wait for their child to be picked up by a bus. The traffic gets backed up parents drop off children then make dangerous u-turns, pull into the Eagle River Lp Rd intersection to then immediately "u-turn back" up W Skyline Dr. Drivers have "naturally" created non-designated turning lanes that are too narrow to suffice for safety. With the improvement of Eagle River Loop Rd traffic travels faster now. It makes it harder to make left turns off W Skyline as the traffic comes up the hill faster than it used to. To make matters worse residents are checking their mail and sometimes recreational hikers/bikers park there to get those extra few miles to Mt Baldy. For my tax \$ I'd rather see buses run a couple of extra miles up the hill.

**Use of ITS or Other Innovation Technology**

**Is the project or program expected to involve the use of ITS or other innovative technology?**

Unknown

**How is the project or program expected to involve the use of ITS or other innovative technology?**

**Other**



**Are there other special considerations regarding the project or program that should be considered by AMATS?**

Probably not a big air quality issue. Cars will likely idle in parking spaces just as they do roadside. Just saw the opportunity to point out a safety issue that running an already purchased school bus with automatic chains a couple of miles up a hill could resolve.