

Introduction to the 2027 LRTP Revisions

The new Chapter 12 and the accompanying modifications of the Anchorage Bowl 2025 Long-Range Transportation Plan (LRTP) update and revise the previously adopted Anchorage Metropolitan Area Transportation Solutions (AMATS) LRTP and amend the plan to include the Knik Arm Crossing project.

The Anchorage Bowl LRTP was last updated and adopted by AMATS in December 2005. According to federal requirements, AMATS must update the plan every 4 years or sooner. The federal requirements also mandate that the transportation plan include transportation projects for the next 20 years. This revised plan—the Anchorage Bowl 2027 Long-Range Transportation Plan—was adopted by the AMATS Policy Committee on April 12, 2007.

The LRTP revisions build on the existing former planning effort. All recommendations of the 2025 LRTP were shown to be still needed and are still included; the significant difference between the 2025 LRTP and the 2027 LRTP is the inclusion of the Knik Arm bridge. The revised LRTP was developed with much assistance from the Knik Arm Bridge and Toll Authority (KABATA).

The 2025 LRTP included the environmental and preliminary design phases of the Knik Arm Crossing, but stopped short of including the construction phase until information and analysis for the Knik Arm Crossing environmental impact statement (EIS) were made available to the public, transportation planning staff, and policy makers.

This LRTP revision includes the construction phase of the Knik Arm Crossing. Population and employment projections were updated to 2027 and included changes in regional population and employment distribution that would be induced by the opening of the Knik Arm Crossing. These new projections were developed by the Institute of Social and Economic Research for the Knik Arm EIS. The subsequent analysis for this LRTP revision considered fiscal issues, traffic impacts, and the impacts on the community and the environment from the Knik Arm Crossing. To address some of these concerns, the Knik Arm Crossing was included in the LRTP with a number of conditions identified on page 13 of the new Chapter 12.

The public review draft 2027 LRTP and the Air Quality Conformity Determination Report were released by the AMATS Technical Advisory Committee for a 30-day public comment period. The LRTP, the Air Quality Conformity

Determination Report, and comments were subsequently reviewed by the AMATS Air Quality Advisory Board, the Municipality of Anchorage Planning and Zoning Commission (acting as the AMATS Citizens Advisory Committee), the Anchorage Assembly, and the AMATS Technical Advisory Committee. The aforementioned committees held public hearings on the revised LRTP and the air quality report and forwarded their committees' recommendations to the AMATS Policy Committee.

Following a public hearing, the AMATS Policy Committee adopted the LRTP and the Air Quality Conformity Determination Report on April 12, 2007.

Also incorporated into the revisions to the 2025 LRTP is a minor amendment to the LRTP that was adopted by the AMATS Technical Advisory Committee on April 26, 2007. This amendment defined the timeframe of the Lake Otis Parkway and Tudor Road intersection improvement as a short-term project.

This update to the LRTP extends the planning horizon to 2027 and results in the need for a future update no later than 2011.

