



# MTP2040

LINK - CONNECT - MOVE

*Anchorage Bowl & Chugiak-Eagle River*

*Executive Summary*

*June 2020*



ANCHORAGE  
TRANSPORTATION  
PLANNING

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# Metropolitan Transportation Plan Executive Summary

How we grow matters. MTP 2040 is the blueprint document of recommended transportation improvements over the next twenty years. MTP 2040 will create a safe and efficient transportation network that will provide transportation choices, support the local economy, and enhance our quality of life.

MTP 2040 addresses transportation needs that reflect our region's changing population and demand for housing, land use, and transportation choices. The plan identifies transportation and mobility needs, opportunities, policies and strategies needed to support the multi-modal transportation system.

MTP 2040 was developed by the Anchorage Metropolitan Area Transportation Solutions (AMATS). AMATS is the federally designated Metropolitan Planning Organization (MPO) responsible for transportation planning for the Anchorage Bowl, and Chugiak-Eagle River. One of AMATS' most important roles is

the preparation and adoption of the MTP, which is the guiding document for identifying and prioritizing transportation projects in the region.

As an MPO, AMATS is authorized to receive Federal Highway Trust Fund dollars. Federal planning regulations require MPO's to develop an MTP, with a planning horizon of at least 20 years. AMATS must update the MTP every 4 years. The updates address changes in traffic and transportation needs, growth in population and development, and changes in funding levels.

The plan includes:

- A summary of public involvement in creating the plan (See Chapter 2)
- Goals, objectives, and performance measures (see Chapter 3)
- Overview of existing conditions (See Chapter 4)
- Evaluation of future needs (See Chapter 5)
- A financial plan (See Chapter 6)

- Recommended short-term and long-term projects (See Chapter 7)
- Implementation strategies (See Chapter 8)
- Air quality conformity information (See Chapter 9)

To coordinate land use and transportation planning, the MTP incorporates transportation and land use guidance and strategies from other plans such as the Anchorage Bowl Comprehensive Plan and Chugiak-Eagle River Comprehensive Plan. When adopted by the Anchorage Assembly, the MTP becomes an element of the Municipality of Anchorage's Comprehensive Plan. Federal guidance and state plans provide input as well.



## MTP 2040 Goals

### Goals



**GOAL 1 Preserve the Existing System:** Maintain the transportation system in a state of good repair.



**GOAL 4 Support the Economy:** **Develop a transportation system that supports a thriving, sustainable, broad-based economy.**



**GOAL 2 Improve Safety:** Increase the safety and security of the transportation network.



**GOAL 5 Promote Environmental Sustainability:** In developing the transportation network, protect, preserve, and enhance the community's natural and built environment and quality of life, including the equity of all users and social justice, while considering our northern climate and supports planned land use patterns.



**GOAL 3 Improve Travel Conditions:** Develop an efficient multi-modal transportation system to reduce congestion, promote accessibility, and improve system reliability.



**GOAL 6 Quality Decision-Making:** Make sound public investments.



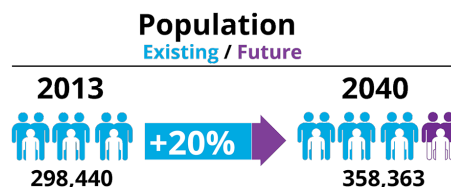


## Demographic Overview

Anchorage is growing: by 2040, Anchorage's population is expected to grow by 20 percent and employment is expected to grow by 21 percent. The population is not just growing – its demographics are also changing. In the future, we can expect greater ethnic and racial diversity, more households with 65 and older residents, and households with fewer children. The overall population is expected to be less transient and families will be increasingly

multi-generational. With Anchorage's changing demographics there are expected to be corresponding changes in transportation needs and preferences. This MTP builds on previously adopted transportation and related plans, including

the recently adopted Anchorage Bowl 2040 Land Use Plan, to facilitate multi-modal transportation improvements, with an emphasis on preservation of the existing system, connectivity, mobility, and consideration of land use.

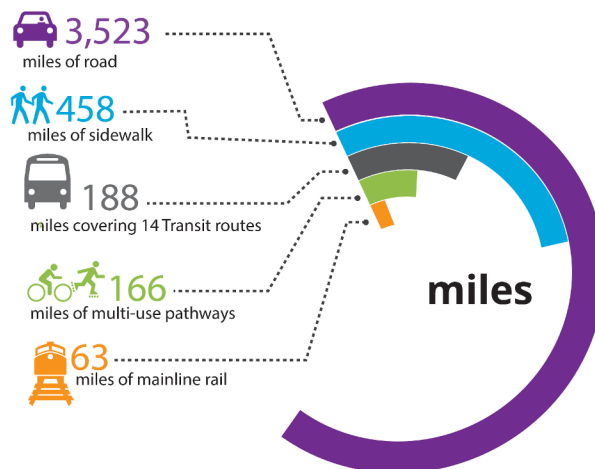


## Existing Transportation System

The Anchorage transportation system is made up of a network of roadways, transit facilities and services, rail and goods movement facilities, airports, a seaport, and bicycle and pedestrian facilities.

According to the AMATS Travel Model, auto travel is the dominant mode of transportation in Anchorage with biking and transit being the least used modes.

### Miles of Existing System by Mode



## Future Needs and Deficiencies

MTP 2040 addresses future needs and deficiencies including anticipated roadway congestion, gaps in the sidewalk/bicycle network, and freight shipment and distribution issues. Roadway congestion needs were modeled using future population and employment growth and recently adopted land use plan changes. Transit improvements reflect recent transit updates and funding projections. The plan recommends monitoring changing technological advances such as autonomous vehicles and car sharing to prepare for how these changes may affect how we travel in the future.

## Funding Strategy

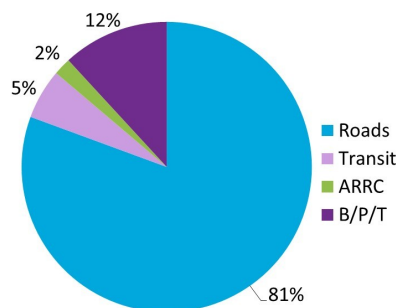
The MTP 2040 calculates the projected funding available for transportation improvements over the next 20 years. The cost of planning improvements must fit within projected revenues; i.e. improvements must be fiscally constrained.

The recommended program will cost approximately \$4 billion to design, construct, operate and maintain.

The recommended program is largely funded by federal sources such as the Federal Highway Administration and Federal Transit Administration. Other funding sources include federal and state funds.

AMATS estimates there will be sufficient revenues to cover project implementation and maintenance costs to the year 2040.

### Revenue Sources



## Financial Constraint Analysis (\$ in Millions)

2018-2040 ALL Projects	Short Term (2018-2030)	Long Term (2031-2040)
<b>Road, Bike/Ped/Trail, Railroad, Transit</b>		
<b>Project Costs</b>	1,104.7	1,203.9
<b>Inflation Amount on Project Costs</b>	148.6	139.9
<b>Total Project Costs</b>	1,253.3	1,343.8
<b>Revenue</b>	1,254.4	1,357.8
<b>Total</b>	<b>(1.1)*</b>	<b>(14.0)**</b>

## Recommended Projects by Time Frame





Transportation Mode	Short Term (2018-2030)*	Long Term (2031-2040)**	Illustrative (Beyond 2040)
<b>Roadway</b>	37 Projects (\$979.6M)	17 Projects (\$1,132.3M)	19 Projects (\$1,134.3M)
<b>Public Transportation</b>	9 Projects (\$76.5M)	9 Projects (\$66.9M)	0 Projects
<b>Railroad</b>	7 Projects (\$29.2M)	7 Projects (\$21.0M)	0 Projects
<b>Non-Motorized</b>	37 Projects (\$168.0M)	13 Projects (\$123.6M)	2 Projects (\$75.5M)

## Recommendations

MTP 2040 includes 137 short- and long-term regional transportation projects. These recommendations balance community welfare and quality of life with supporting a transportation system that is safe, efficient, and economically feasible. They represent a comprehensive set of transportation improvements based on a fiscally constrained regional transportation investment strategy.

Of the Short Term projects (2018-2030), 41 percent of the recommended projects are non-motorized projects while 42 percent are roadway projects. The remaining 17 percent are transit or rail projects. There is a similar distribution in the Long Term project list. This distribution reflects Anchorage's desire to become a more multimodal community while keeping the existing system functioning.

Roadways will continue to be an important part of the Anchorage transportation system. Roads provide mobility and access not just for cars, but also for transit and non-motorized users. Roadway improvements are needed for a variety of purposes. Maps of the recommended short- and long-term road

Number of Projects			
MTP2040 <small>L2NH • CONNECT • MOVE</small>	Short Term	Long Term	Illustrative
	38	17	20
	37	13	2
	9	9	0
	7	7	0

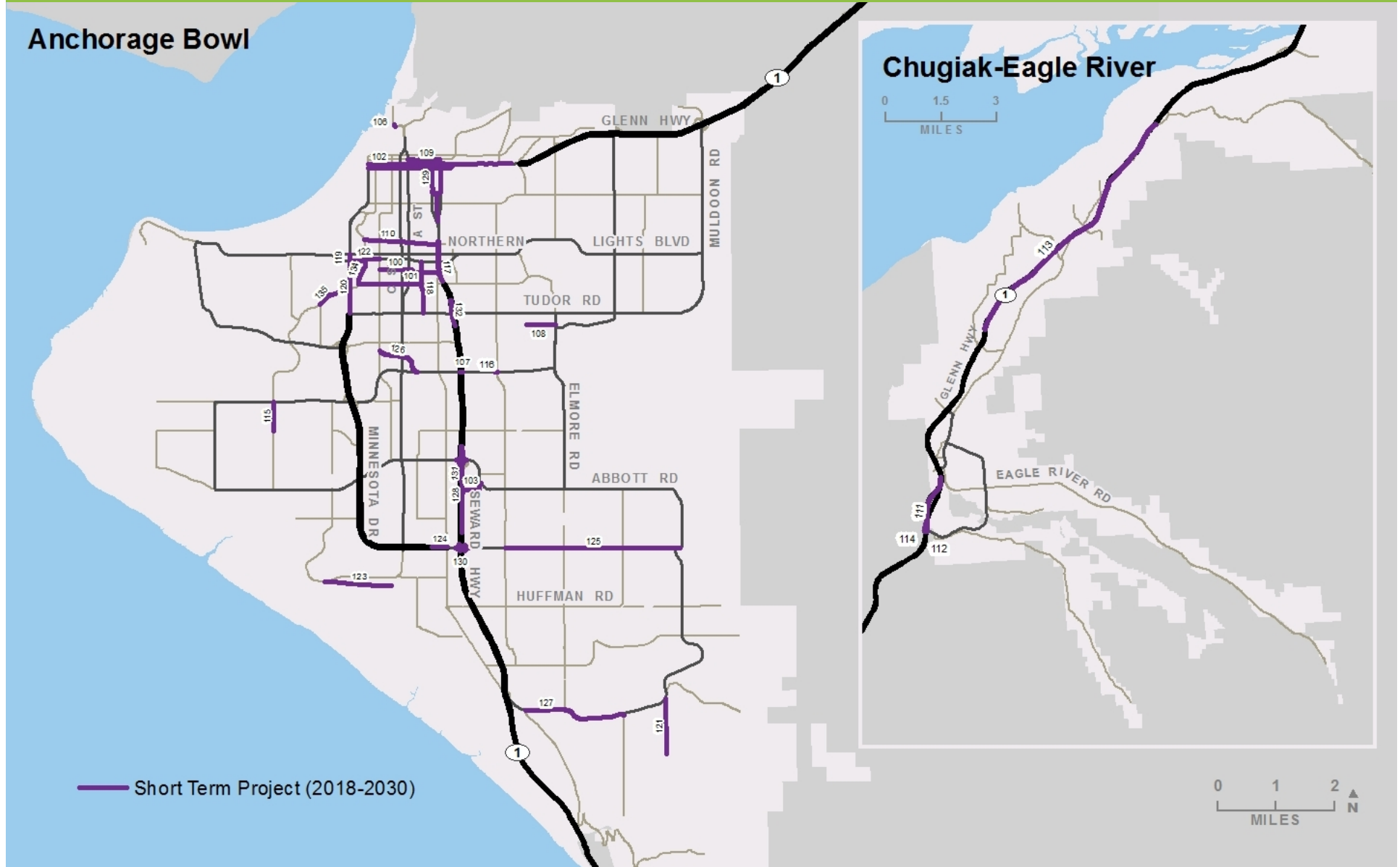
recommendations are shown on the following pages.

Non-motorized (pedestrian and bicycle) transportation is a low-cost and space-efficient way to travel. The non-motorized recommended projects focus on completing the missing pieces in the network, providing non-motorized

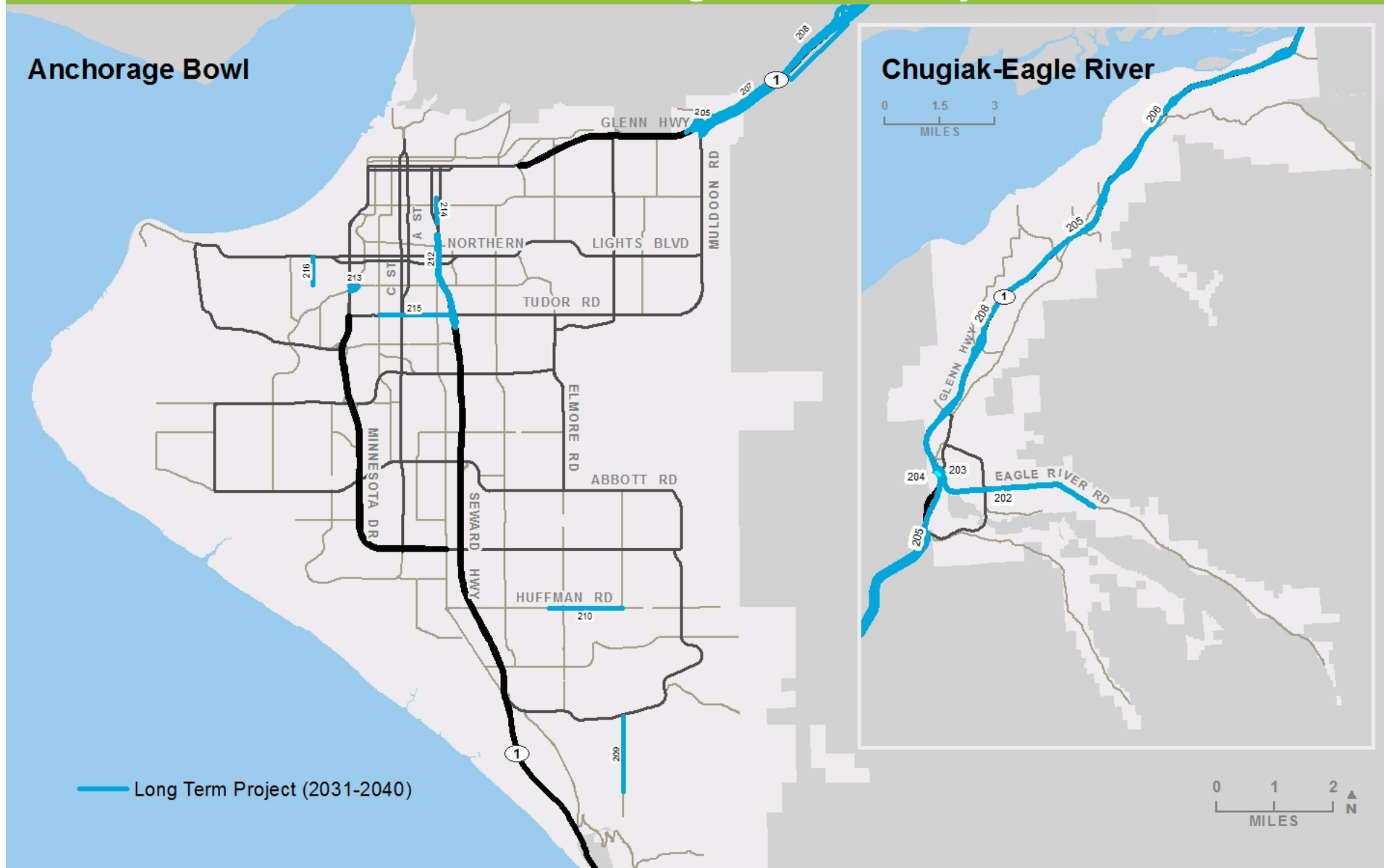
facilities in higher density areas, and making walking and biking a safe and convenient option for all ages and abilities. Non-motorized projects are shown on pages ES-8 and ES-9.

Please note that not all the projects are displayed on the maps as not all projects are location specific.

## Recommended Short-Term Road Projects

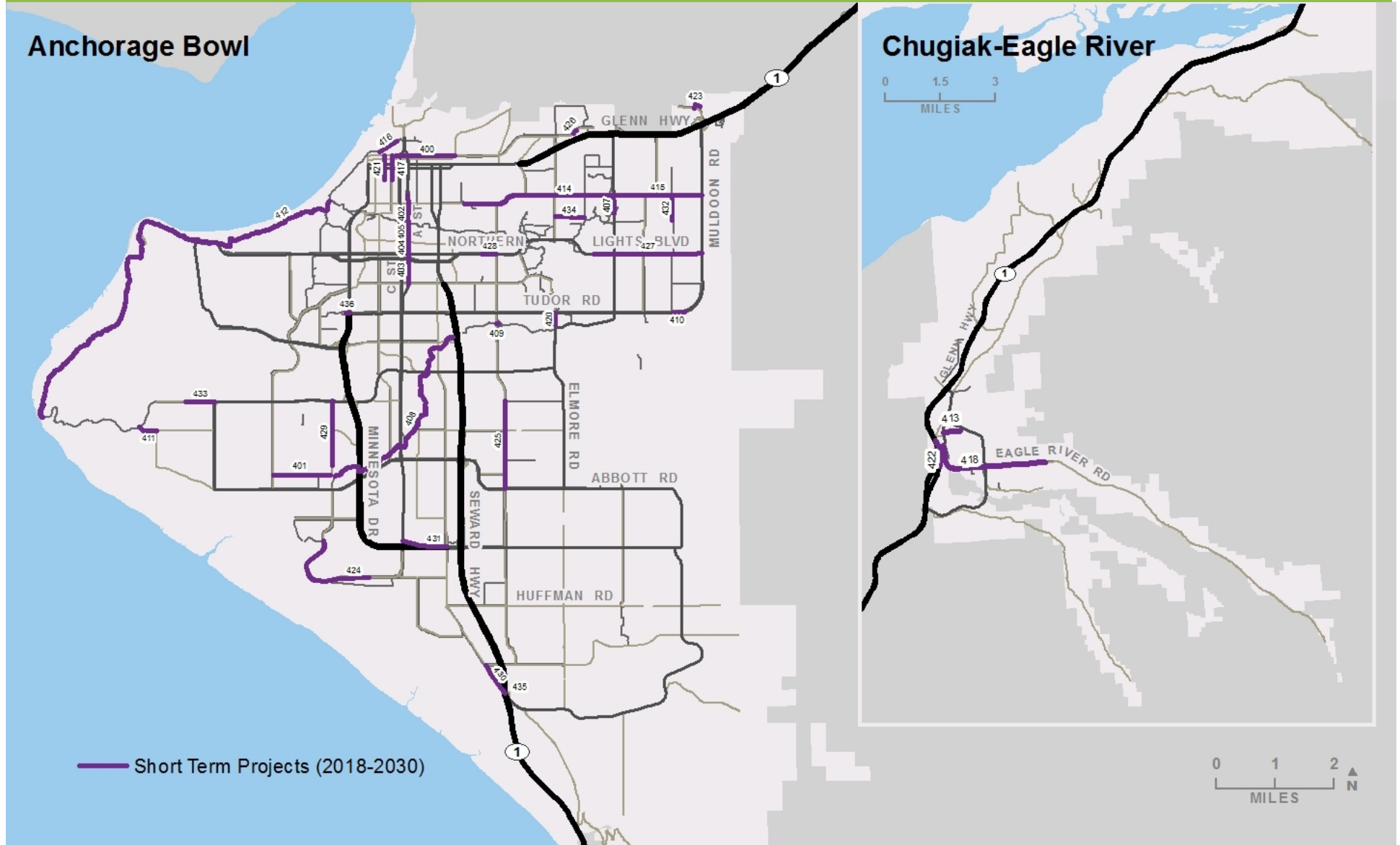


## Recommended Long-Term Road Projects

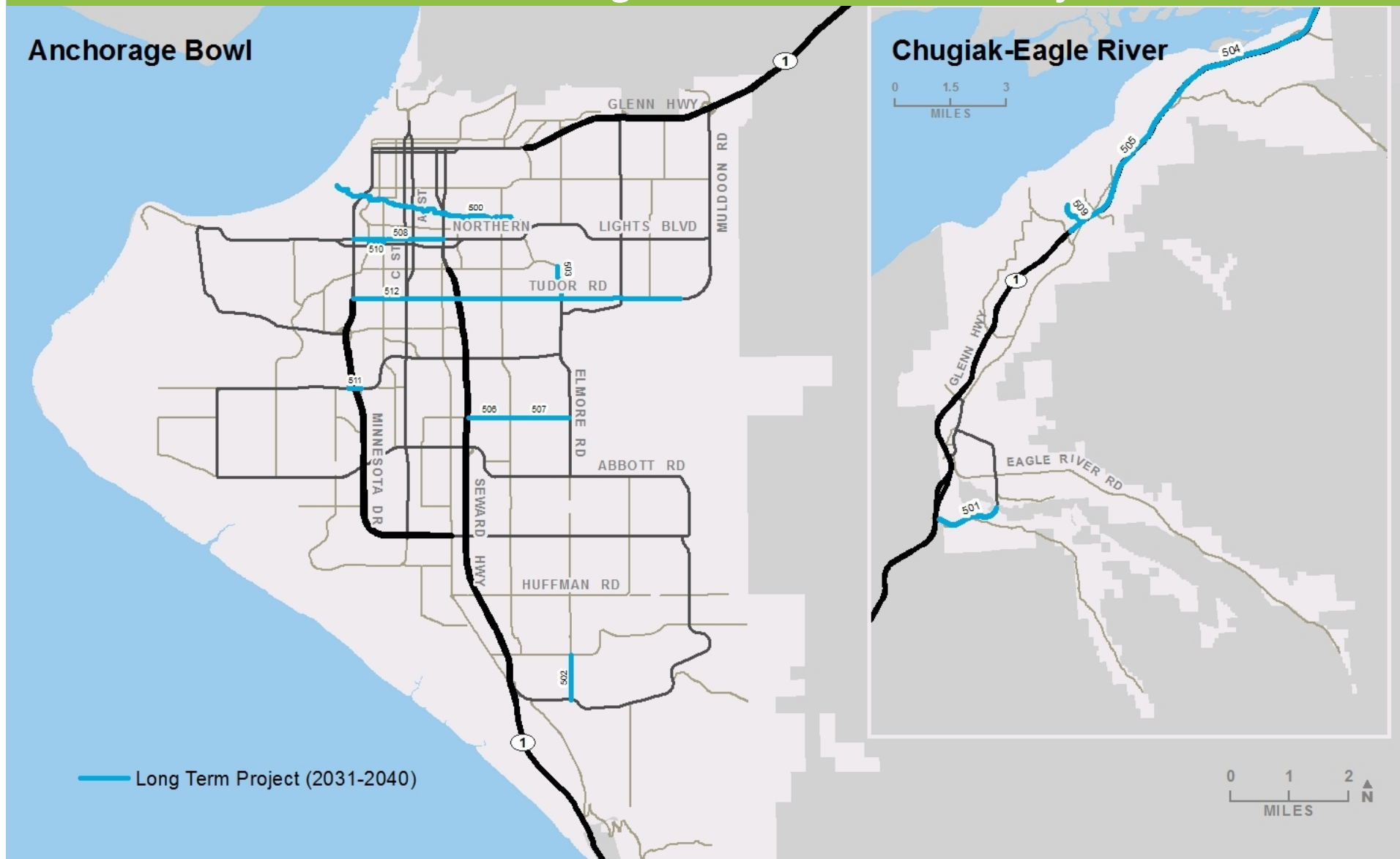




## Recommended Short-Term Non-Motorized Projects



## Recommended Long-Term Non-Motorized Projects



## Public Transportation

Great transit is an essential part of a multimodal transportation system. Anchorage's existing transit system has enough extra capacity to accommodate more riders than it currently serves. Recommended transit improvements include:

- Transit Intersection Signal Priority Improvements
- Bus Stop & Facility Improvements
- Transit Fleet Replacement Operations

- Fleet Replacement/Expansion
- Bus Stop Improvements/1% Section 5307 Transit Improvements
- Fleet Improvements/Support Equipment/Support Vehicle
- Transit Centers/Support Facilities
- Section 5310 Enhanced Mobility of Seniors & Individuals w/ Disabilities
- Section 5339 Bus and Bus Facilities Program



## Rail

The Alaska Railroad provides passenger and freight rail service from Anchorage to and from outlying areas. Passenger service provides an alternative mode of inter-city travel. Keeping passenger service safe and efficient will allow the ARRC to meet the needs of its passengers. Recommended rail projects include:

- 1% Transit Security on the Alaska Railroad Corporation projects
- Preventative Maintenance (5307)
- 1% Associated Transit Enhancements
- Track Rehabilitation (5307)
- Radio System
- Track Rehabilitation (5337)
- Preventative Maintenance (5337)

## Plan Implementation

Before they are constructed, projects or must be programmed in the MOA Capital Improvement Program (CIP) or the AMATS Transportation Improvement Program (TIP). The AMATS TIP is included the DOT&PF Statewide Transportation Improvement Program (STIP).

Each programming document identifies the most likely funding source and ranks the projects and programs by priority. The CIP is funded locally with general obligation bonds or state grants. The AMATS TIP and the DOT&PF STIP are funded primarily with federal transportation dollars and complemented by state or local matching funds.

The funding source determines the specific project development processes. It determines whether federal, state or local permitting processes apply to a project. Federally funded projects are required to be completed in accordance with a process defined by the Federal Highway Administration and in accordance with the the National Environmental Policy Act (NEPA).

Projects are also expected to conform to Anchorage land-use regulations (Title 21), as well as local guidance such as the Design Criteria Manual, A Strategy for Developing

Context Sensitive Transportation Projects (municipal projects), Alaska Highway Preconstruction Manual, and local plans.

In addition to projects, AMATS has identified policy guidance and action items to implement the plan. Regular reassessment of progress, system performance, and traffic congestion will aid in establishing priorities for implementation activities.



## Want More Information?

Check out the full MTP 2040 available online at [http://www.muni.org/Departments/OCPD/Planning/AMATS/Pages/1\\_MTP.aspx](http://www.muni.org/Departments/OCPD/Planning/AMATS/Pages/1_MTP.aspx)

Anchorage Metropolitan Area Transportation Solutions (AMATS) is the federally designated Metropolitan Planning Organization (MPO) responsible for transportation planning for the Anchorage Bowl, Chugiak, Eagle River, and coordination with Native Village of Eklutna, the federally recognized tribe within the AMATS planning area. For more information about AMATS, visit

<http://www.muni.org/Departments/OCPD/Planning/AMATS/Pages/Default.aspx>





## ANCHORAGE TRANSPORTATION PLANNING