

2024-25 UNIFIED PLANNING 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 and Environmental Justice, 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

The Unified Planning Work Program (UPWP) is developed biannually, documenting all metropolitan transportation planning activities performed with federal transportation funds. The UPWP is developed by Metropolitan Planning Organizations (MPOs) in cooperation with Federal and State agencies, local governments, and transit operators.

Anchorage Metropolitan Area Transportation Solutions (AMATS) is the MPO for the urbanized area including the Anchorage Bowl, Eagle River, and Chugiak as originally designated by Governor Jay Hammond on April 8, 1976. Additionally, in 1997 the U.S. Secretary of Transportation designated AMATS as a Transportation Management Area (TMA). It is AMATS' responsibility to meet the federal requirements for the Metropolitan Planning Area (MPA). These requirements call for the development of a multimodal transportation system that integrates with land use plans and meets Federal and State planning requirements.

The UPWP serves as a tool for coordinating federally-funded transportation planning activities to be conducted over the course of two federal fiscal years (October 1 to September 30). Included in the UPWP are detailed descriptions of the transportation planning tasks, various activities to complete the tasks, and a summary of the funds identified for each planning activity. The UPWP was 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).

UPWP FUNDING TYPES

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

FHWA SECTION 112 GRANT FUNDS ("PL," OR METROPOLITAN PLANNING FUNDS):

The MPO 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.

FHWA SURFACE TRANSPORTATION PROGRAM BLOCK GRANT (STBG) FUNDS:

The Surface Transportation Program provides the 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 primary purpose of these projects is to reduce congestion and improve safety and efficiency of regional multimodal transportation systems. STBG provides flexible funding that can be used for up to 90.97% of a project.

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). CMAQ grants supports two important goals of the Department of Transportation: improving air quality and relieving congestion. While these goals are not new elements of the program, they were strengthened in a new provision added to the CMAQ statute by SAFETEA-LU, establishing priority consideration for cost-effective emission reduction and congestion mitigation activities when using CMAQ funding. CMAQ funding can be used for up to 100% of a project.

FTA 5303 GRANT FUNDS:

FTA 5303 grants are federal funds designated for transit planning and research activities in the MPO area. 5303 funding can be used for up to 80% of a project.

FTA 5307 GRANT FUNDS:

FTA 5307 grants are federal formula funds designated to Urbanized Areas for Transit capital, planning, job access and reverse commute projects, as well as operating expenses in certain circumstances. 5307 provides funding that may be used for up to 80% of a capital project, 50% for operating assistance, and 80% for ADA non-fixed route paratransit service (up to 10% of a recipients apportionment).

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. Traditionally, federal grants cover a portion of the project expenses, while the remaining non-federal share is either matched by the state completely or partially matched by the state and the local entities.

The 2024-2025 UPWP will utilize in-kind match provided by the Municipality of Anchorage (MOA) Traffic 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 Department on the work they provide during the UPWP cycle and 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 in-kind match are only funded using MOA general funds and does not use federal funds.

FEDERAL REQUIREMENTS FOR TRANSPORTATION PLANNING

The FAST Act in concert with the Clean Air Act as Amended, envisions an integrated multimodal transportation system that facilitates the safe, reliable, and efficient movement of people and goods and protects the built and natural environments. This is achieved through a Continuing, Cooperative, and Comprehensive (3-C) transportation planning process that results in a long-range plan and short-range program of projects. The responsibility of the MPO is to ensure a 3-C approach for transportation planning for the metropolitan area, with effective coordination among:

- Local government, transit operators, and regional agencies;
- State agencies, including Alaska DOT&PF and Alaska Department of Environmental Conservation (ADEC); and
- Federal agencies, including FHWA and FTA of the United States Department of Transportation (U.S. DOT), and the U.S. Environmental Protection Agency (EPA).

Major components that feed into the development of the long-range plan and short-range program are listed below.

METROPOLITAN PLANNING FACTORS

The Infrastructure Investment and Jobs Act (IIJA) or Bipartisan-Infrastructure-Law (BIL) is the most recent federal transportation legislation passed by U.S. Congress and signed into law by President Biden in 2021. IIJA maintains

the FAST Act and MAP-21's focus on safety, keeps intact the established structure of the various highway-related programs we manage, continues efforts to streamline project delivery, and added a number of new federally funded grant programs.

AMATS began incorporating the MAP-21 planning requirements in the 2014-15 UPWP. The planning factors provide a means to ensure efficient investment of federal transportation funds, increase accountability and transparency, and improve investment decision-making. Current requirements call for MPOs to conduct planning that explicitly considers and analyzes, as appropriate, the ten planning factors as defined in federal legislation. The prior authorization, FAST Act, added two additional planning factors: Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation and Enhance travel and tourism.

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; and
10. Enhance travel and tourism.

The 2024-2025 UPWP was prepared around the ten planning factors; some have entire tasks devoted to them, while others have their intent woven throughout the fabric of various activities.

PLANNING EMPHASIS AREAS

Recent federal emphasis areas have been incorporated into the UPWP. At the federal level, this involves significant attention to the topics: Performance Management, Climate Change, Civil Rights, Development of Products, and Bike/Pedestrian Safety. Additionally, the metropolitan transportation planning process must also incorporate FHWA/FTA planning emphasis areas (PEA) these include:

MAP-21 Implementation, Transition to Performance Based Planning and Programming:

Further develop the MPOs performance management approach to transportation planning and programming. Performance-based planning and programming includes using transportation performance measures, setting targets, reporting performance, and programming transportation investments directed toward the achievement of transportation system performance outcomes. Appropriate UPWP work tasks could include working with local planning partners to identify how to implement performance-based planning provisions such as collecting performance data, selecting and reporting performance targets for the metropolitan area, and reporting actual system performance related to those targets. Consider the option to explore use of scenario planning to develop the metropolitan transportation plan. Use of the following resources are encouraged: [Performance Based](#)

[Planning and Programming Guidebook](#); [Model Long Range Transportation Plans Guidebook](#), and [Small Metropolitan Areas: Performance Based Planning](#).

Regional Models of Cooperation: Ensure a Regional Approach to Transportation Planning by Promoting Cooperation and Coordination across Transit Agency, MPO, and State Boundaries. To improve the effectiveness of transportation decision making, think beyond traditional borders and adopt a coordinated approach to transportation planning. A coordinated approach supports common goals and capitalizes on opportunities related to project delivery, congestion management, safety, freight, livability, and commerce across boundaries. Improved multi-jurisdictional coordination by State DOTs, MPOs, providers of Transit, and rural planning organizations (RPOs) can reduce project delivery times and enhance the efficient use of resources, particularly in urbanized areas that are served by multiple MPOs. Revisit the metropolitan area planning agreements to ensure that there are effective processes for cross-jurisdictional communication among State DOTs, MPOs, and providers of Transit to improve collaboration, policy implementation, technology use, and performance management. Explore the opportunity to partner with RPOs to conduct transportation planning in non-metropolitan areas. Use of FHWA's [Regional Models of Cooperation](#) and [Every Day Counts](#) are encouraged for more information.

Ladders of Opportunity, Access to Essential Services: Identify transportation connectivity gaps in accessing essential services. Essential services include employment, health care, schools/education, and recreation. Suggested UPWP work tasks include developing and implementing analytical methods to identify gaps in the connectivity of the transportation system and developing infrastructure and operational solutions that provide the public, especially the traditionally underserved populations, with adequate access to essential services. Other effective work tasks could include: evaluating the effectiveness of public participation plans for engaging transportation disadvantaged communities in the transportation decision making process; implementing the Coordinated Transportation Plan; assessing the safety and condition of pedestrian and bicycle facilities; and evaluating compliance with Americans with Disabilities Act, particularly around schools, concentrations of vulnerable populations, social services, medical, and transit facilities.

AMATS OVERVIEW

AMATS is entering its 46th year as the MPO and 25th year as the TMA for the Municipality of Anchorage (MOA). Federal and state law requires several metropolitan planning boundaries be defined in the region for different purposes. These boundaries include: Urban Growth Boundary, Urbanized Area Boundary, Metropolitan Planning Area Boundary, and Air Quality Maintenance Area Boundary (AQMA). Maps for these boundaries can be found in the Appendix. Based on the 2020 Census the urbanized area has a population of 291,247 in a 246 square mile land area.

ORGANIZATION

AMATS' transportation planning process has two basic organizational units: policy and technical. Both utilize a committee structure to provide a cooperative process for planning.

POLICY COMMITTEE:

The Policy Committee (PC) consists of five equal voting members. The PC has the authority to act on all matters relating to the continuing, comprehensive, and cooperative transportation and air quality planning process for the area. In general, the Committee: 1) provides overall direction to Technical Advisory Committee and AMATS staff; 2) ensures adequate public involvement throughout the planning process; and 3) directs the preparation of transportation plans, programs, and studies.

TECHNICAL ADVISORY COMMITTEE:

The Technical Advisory Committee (TAC) consists of eleven equal voting members. The TAC is subordinate to and shall report to the PC on transportation and air quality planning matters. The TAC: 1) prepares and maintains all AMATS plans, technical studies, and programs for the area; 2) provides recommendations to the PC regarding effects of transportation and air quality plans and programs and on the plans of other agencies; and 3) provides recommendations to the PC in its review of federal and state funded transportation projects and programs.

ADDITIONAL ADVISORY COMMITTEES:

Established to advise the TAC on specific elements of the transportation planning process. Current committees acting in an advisory capacity to the Technical Advisory Committee are the Community Advisory Committee (CAC), the Air Quality Advisory Committee (AAQAC), the Freight Advisory Committee (FAC), the Bicycle and Pedestrian Advisory Committee (BPAC), and the Anchorage Municipal Assembly.

AMATS STAFF:

AMATS is housed within the Municipality of Anchorage and functions under the Planning Department, Transportation Planning Division. Other Municipal departments provide expertise and added support. These agencies include the Project Management & Engineering Department, the Traffic Department, the Planning Department, the Health Department (Environmental Services Division), and the Public Transportation Department. The State of Alaska supports AMATS through its Department of Transportation & Public Facilities and Department of Environmental Conservation.

CONSULTANT SERVICES:

AMATS plans to perform most of the 2024-25 UPWP tasks utilizing staff with assistance from partner entities. However, depending on local resources and federal funding AMATS and the Public Transportation Department may hire professional services to perform specialized work.






FEDERAL PLANNING CERTIFICATION

AMATS completed its Federal Certification review in September 2019. 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 2019 Certification Review were incorporated into the 2024-25 UPWP work plan by element. The next Federal Planning Certification is scheduled for 2023.

FEDERALLY REQUIRED PRODUCTS

As the MPO, AMATS is responsible for carrying out and maintaining the following products: Unified Planning Work Program (UPWP), Transportation Improvement Program (TIP), Metropolitan Transportation Plan (MTP), and Public Participation Plan (PPP). Additionally, AMATS is subject to special requirements regarding congestion management systems, project selection, and certification as a TMA.

Throughout the 2024-25 UPWP the following icons indicate a federally required product and any activities associated with the required products. Each icon links to the appropriate product or activity.

-  Federally required product or activity
-  Activity identified in the MTP
-  Activity identified in the SIP
-  Activity identified in the PPP
-  Activity identified in the TIP

LOOKING FORWARD: 2024-25

During the next two years of the UPWP, AMATS will continue to develop and implement performance-based planning in response to the FAST Act, further establish opportunities for local, regional, and statewide coordination, and improve transportation connectivity in an effort to provide equitable and accessible travel choices for all. The efforts below outline some of the key activities necessary to accomplish the goals outlined in FAST Act.

- [2050 Metropolitan Transportation Plan](#): AMATS will focus a portion of activities during 2024 on finishing the major update to the Metropolitan Transportation Plan (MTP).
- [Air Quality](#): An important companion document to the AMATS MTP and Transportation Improvements Program (TIP) is the Air Quality Conformity Determination Report that demonstrates, based on monitoring, whether the MTP/TIP is in conformance with the Alaska State Implementation Plan (SIP) for air quality, and meets conformity requirements.
- [Bicycle and Pedestrian Facilities](#): AMATS recognizes the importance of investing in the future of Anchorage by providing safe, convenient travel options for residents and visitors. AMATS will work to provide safety education through public outreach, training opportunities, and partnerships with state and local agencies.
- [Climate Action](#): FHWA is bringing to the forefront the importance of greenhouse gas emissions from the transportation sector. As such, AMATS will focus effort in the 24-25 UPWP to work on a Climate Action Plan and to integrate this plan into the planning process.
- [Complete Streets Policy and Street Typologies Plan/Map](#): During the 24-25 UPWP AMATS will develop a Street Typologies and Complete Streets Plan. This document will help coordinate the efforts of local and state agencies in the planning, construction and maintenance of streets that serve a multimodal purpose.
- [Coordinating Land Use and Transportation](#): Coordinating land use and transportation improvements are important given expected regional development patterns. AMATS will continue to work closely with current and long-range planning to encourage increases in transit use, while promoting sound land use practices and protecting the substantial investment in transportation projects.
- [Interactive TIP Tool](#): This web-based tool will provide information regarding the TIP in a flexible format that allows anyone to generate either the entire TIP document or a smaller custom designed document covering only those projects that are of particular interest. Using the three search options (Maps, Custom Reports, and the TIP Search) visitors to this website can locate and learn about projects by road name, by road designation, by program number, by political jurisdiction, or by geographic location.
- [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 pre-MPO, and the Native Village of Eklutna.
- [Modeling and Scenario Planning](#): AMATS will continue updating and improving the land use and travel demand model. The model will be used to predict future land development patterns and travel

behaviors based on trends, and to evaluate the performance of alternative land use scenarios and transportation investments to help guide policy discussions.

- **Performance Standards as Part of MAP-21 Compliance:** AMATS recognizes that an important part of MAP-21 and FAST Act compliance entails earnest efforts to implement performance measures. AMATS and Alaska DOT&PF continue to engage in productive dialogue about the development of performance measure targets. These targets will enable AMATS to evaluate the impact and cumulative progress of projects in terms of system operations, efficiency and community benefit.
- **Public Involvement and Outreach:** AMATS is always looking for ways to provide for a proactive two-way public involvement process and ensure complete and accurate information and documentation, timely public notice, equal and full access to public information and decision-making. In 2023, AMATS started using Public Input, a public participation platform, to create a centralized portal to expand outreach efforts and track public participation across planning efforts.
- **Safety Plan:** A safety plan for AMATS is currently underway and is anticipated to be finished during the 2024 year. This plan will coordinate with state and local partners to develop a plan to help reduce traffic deaths and improve the safety of streets within the AMATS area.
- **Transit:** The Public Transportation Department will continue short-range and long-range transit planning efforts, transit marketing activities, and the rideshare program to improve mobility, accessibility and air quality in the Anchorage community. A strong Transit system is critical to our nation's transportation system and is essential to the economic and social quality of life for the community.
- **Transportation Demand Management Study:** Implementing strategies, programs, and coordinating investments to enhance traveler opportunities to walk, bike, take transit, share rides, and telecommute. These strategies provide additional solutions to system capacity issues; while helping create a balanced, efficient, multimodal transportation system that promotes choices and influences demand.
- **Transportation Systems Management and Operations Study:** The AMATS TSMO plan underway will look to maximize the performance of existing infrastructure through multimodal and multi-agency programs and projects. During the development of a TSMO plan, management and operations stakeholders and planners work together to define a common vision for transportation system operations in the region, develop operations objectives to guide the selection of M&O strategies, and identify performance measures that will enable them to track progress toward their objectives. Participants also develop strategies and potential projects or programs to reach those objectives. They then seek out resources to support the projects often by working within the region's planning and programming processes. This plan will work on developing an integrated Intelligent Transportation Systems (ITS) and Congestion Management Process (CMP) implementation plan for AMATS with identified projects that can be integrated in the TIP and MTP.

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, as described in the 3-C Memorandum of Understanding. The development of all planning documents will be undertaken in accordance with the metropolitan planning requirements set forth in federal regulations, and as further established through the USDOT metropolitan planning regulations.

100 ELEMENT TASKS & FUNDING SUMMARY: The following tasks will be performed to achieve the objectives of this element. The objectives of each task are listed in detail with individual descriptions on the following pages.

R TASK 110 UNIFIED PLANNING WORK PROGRAM & FISCAL REPORTS

OBJECTIVE: The Unified Planning Work Program (UPWP) describes the scope of work anticipated over a two-year period by AMATS staff and partner agencies, including MOA Public Transportation Department, MOA Department of Health, MOA Traffic Division, Alaska DOT&PF, and private sector consultants.

EXPECTED PRODUCTS & SCHEDULE

Ongoing:

- Monitor the 2024-2025 UPWP.

As required:

- Coordinate the 2024-2025 UPWP with the MOA Planning Department Operating Budget development.
- Revise UPWP as necessary, to meet changing conditions.
- Amend as needed, the Inter-governmental Transportation and Air Quality Planning Operating Agreement.

2025:

- Draft the 2026-2027 UPWP for review and approval during first and second quarters of 2025, with adoption by August 2025.

R TASK 120 TRANSPORTATION IMPROVEMENT PROGRAM

OBJECTIVE: AMATS is responsible for developing, maintaining, and tracking implementation of a Transportation Improvement Program (TIP) that serves and reflects the needs of the Municipality of Anchorage and complies with pertinent federal and state requirements. These efforts include implementing a criteria-based project selection process, improving project tracking mechanisms, and continued coordination between member agencies.

2019 CERTIFICATION REVIEW:

Topic	CFR	Corrective Action	Recommendations/Comments	Status
TIP	23 CFR 450.326	The TIP must provide documentation that describes the planning and programming processes used to develop and adopt the TIP as described in 23 CFR 450.326, including how performance-based planning targets are addressed, a description of public, local agency, involvement and the disposition of any public comments received, tribal consultation, and a financial plan that meets 23 CFR		✓

		450.326(j) including the MPO’s ability to operate and maintain the existing and proposed transportation system.		
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EXPECTED PRODUCTS & SCHEDULE:

As required:

- Monitor/revise the TIP, 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.

2024:

- Develop an Interactive TIP Tool aligned with new 2023-2026 TIP

2025:

- Review capital budget bills for consistency with adopted AMATS Plans and Programs.



TASK 130 METROPOLITAN TRANSPORTATION PLAN

OBJECTIVE: Develop, maintain, and update a multimodal Metropolitan Transportation Plan (MTP) for AMATS, while keeping a 20-year horizon. The MTP creates one comprehensive planning document which maintains sub-regional priorities and details common concerns and issues needing to be addressed in the Anchorage Bowl and Chugiak-Eagle River.

2019 CERTIFICATION REVIEW:

Topic	CFR	Corrective Action	Recommendations/Comments	Status
MTP	23 CFR 450.324	None	AMATS’ 2040 MTP must be completed by November 2020 and fully meet the requirements of 23 CFR 450.324. This includes using the latest available estimates and assumptions for population, land use, travel, employment, congestion, and economic activity and incorporating the requirements for transportation performance management.	The 2040 MTP was adopted June 25, 2020
MTP	23 CFR 450.324	None	AMATS, in coordination with planning partners, should develop an MTP update schedule and process that ensures the next MTP and subsequent updates meets federal requirements within the federally required MTP update cycle.	The 2050 MTP update is on track to meet all federal requirements and schedules.

EXPECTED PRODUCTS & SCHEDULE:

Ongoing:

- Continue to monitor and implement the 2040 Metropolitan Transportation Plan which was adopted by the PC in June of 2020.

2024:

- Finalize 2050 MTP update. Anticipated work during 2024 is final plan review, air quality conformity determination, and appropriate approvals.

2025:

- Monitor and implement the 2050 MTP and begin planning for the next interim update.

R **TASK 140** **FEDERAL PLANNING CERTIFICATION**

OBJECTIVE: 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 & 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 UPWP.

R **TASK 150** **PUBLIC PARTICIPATION PLAN**

OBJECTIVE: The Public Participation Plan (PPP) describes how AMATS projects are planned and funded; and how, when and where members of the public can be involved. It recommends strategies and informs the public at an early stage and continues to engage the public prior to key decisions. The PPP ensures that AMATS is reaching out to populations who are typically underserved and/or economically depressed such as limited-English proficiency, minority, and low-income populations. The AMATS PPP should be updated on a 4-year cycle.

EXPECTED PRODUCTS & 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 build AMATS' contact database for underserved populations through public outreach.
- Continue expanding Environmental Justice outreach contacts through AMATS planning efforts.

2024:

- Engage Anchorage public through PPP guidelines on AMATS planning efforts.
- Start update of the AMATS PPP with anticipated completion by the end of 2024.

2025:

- Engage Anchorage public through PPP guidelines on AMATS planning efforts.
- Continue expanding Environmental Justice outreach contacts through AMATS planning efforts.

R **TASK 160** **TITLE VI PROGRAM**

OBJECTIVE: AMATS has prepared a nondiscrimination policy and procedures, also referred to as the AMATS Title VI Non-Discrimination Implementation Plan, which addresses how AMATS is integrating nondiscriminatory practices in its 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 takes reasonable steps to provide

meaningful access to programs for persons with limited English proficiency. Administration of AMATS' Title VI program is integrated throughout the key program areas, including public participation.

EXPECTED PRODUCTS & SCHEDULE:

Ongoing:

- Conduct AMATS activities in conformance with the adopted Title VI policy statement and assurances contained in the plan.
- Conduct research and outreach to agencies and organizations.
- Identify, investigate, and eliminate discrimination when found to exist in connection with MPO program areas.
- Incorporate Title VI policy statement in all documents.

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.
- Prepare the Annual Title VI Report for review by Alaska DOT&PF Title VI Specialist.

2024:

- Develop the Title VI plan as part of the Public Participation Plan Update, with input from Title VI groups.
- Conduct annual evaluation assessments of the Title VI Program.
- Prepare Annual Title VI Report.
- Staff to attend Title VI training.
- Work closely with the Alaska DOT&PF Title VI Specialist to identify new resources to support Title VI outreach.

2025:

- 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 Title VI Report.



TASK 170 PERFORMANCE MEASURES

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

EXPECTED PRODUCTS & 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.

2024:

- Develop a dashboard for AMATS performance measures.

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 MTP and TIP. 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.

200 ELEMENT TASKS & FUNDING SUMMARY: The following tasks will be performed to achieve the objectives of this element. The objectives of each task are listed in detail with individual descriptions on the following pages.

MTP TASK 210 OFFICIAL STREETS & HIGHWAYS PLAN: MONITORING & IMPLEMENTATION

OBJECTIVE: The Official Streets & Highways Plan (OS&HP) is an implementation tool of Anchorage 2020 Comprehensive Plan.

EXPECTED PRODUCTS & SCHEDULE:

Ongoing:

- Implement the street typology project called for in the OS&HP.

As required:

- Monitor and amend the OS&HP, as necessary, to meet changing needs of the community and to remain consistent with other planning documents.

MTP TASK 211 COMPLETE STREETS AND STREET TYPOLOGY

OBJECTIVE: 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 & SCHEDULE:

2024:

- Hire consultant to work on the AMATS Complete Streets and Street Typologies Plan. Includes creating scope of work, RFP, team interviews and firm selection.
- 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.

2025:

- 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).

MTP TASK 212 CLIMATE ACTION

OBJECTIVE: 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 & SCHEDULE:

2024:

- Hire consultant to work on the AMATS Climate Action Plan. Includes creating scope of work, RFP, team interviews and firm selection.
- Work with applicable MOA departments/divisions/sections and the public/communities on the climate action planning process.
- Finalize Climate Action Plan.

2025 and ongoing:

- 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

OBJECTIVE: Review of planned and programmed transportation projects, coordinated transportation, and land use development review, and assessments of transportation impact analyses.

EXPECTED PRODUCTS & SCHEDULE:

Ongoing:

- Review of planned and programmed transportation projects, coordinate transportation and land use development review, assessments of transportation impact analyses.

As required:

- Review transportation project plans proposed by Municipal and State agencies for consistency with adopted AMATS plans and programs, on an as-submitted basis, review plans and/or proposals of other public agencies or private developers for impacts on the transportation system, review TIAs and proposed development plans for impacts on the AMATS area transportation system, on an as-submitted basis.
- 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

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

EXPECTED PRODUCTS & 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.

2024:

- Hire consultant to create an AMATS Recreational Trails Plan.
- Work with MOA Parks & Recreation to manage the AMATS Recreational Trails Plan process while in development.
- Manage implementation of the AMATS Non-motorized Plan.

2025:

- Implement elements of the AMATS Non-motorized Plan.
- Complete work on the AMATS Trails Plan.

TASK 243 **AMATS SAFETY PLAN**

OBJECTIVE: The AMATS Safety Plan develops a comprehensive safety plan to address emerging safety issues and concerns within the AMATS area. The plan implements and analyzes the most current crash data to address improvements to all modes of transportation.

EXPECTED PRODUCTS & SCHEDULE:

2024:

- Finalize work on the AMATS Safety Plan to facilitate approval and adoption.
- Oversee implementation of the AMATS Safety Plan.
- Incorporate Safety Plan goals and objectives into the AMATS Safety Campaign.

2025:

- Oversee implementation of the AMATS Safety Plan.

TASK 260 **FREIGHT MOBILITY**

OBJECTIVE: Continue to prioritize and implement recommendations of the adopted 2017 Freight Mobility Study, 2040 Metropolitan Transportation Plan, and the future recommendations of the 2050 Metropolitan Transportation Plan (when complete) with assistance of the Freight Advisory Committee.

EXPECTED PRODUCTS & 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.

2024:

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

2025:

- Implement Freight Mobility Study and recommendations from the MTP.
- Continue data collection efforts for freight performance measures.
- Apply for appropriate federal grants.

MTP **TASK 280** INTELLIGENT TRANSPORTATION SYSTEMS

OBJECTIVE: Provide support to managers of Intelligent Transportation Systems (ITS) projects to enable them to comply with federal requirements. Continue local support for ITS.

EXPECTED PRODUCTS & SCHEDULE:

Ongoing:

- 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, including autonomous/connected vehicles.
- Implement the Transportation System Management and Operations (TSMO) plan, which integrates ITS options.

R **MTP** **TASK 290** CONGESTION MANAGEMENT PROCESS (CMP)

OBJECTIVE: The CMP provides a mechanism for monitoring system-wide and link-based performance for recurring and nonrecurring congestion. The CMP uses performance data to determine the causes and severity of congestion in the region. The CMP is used at various levels of planning and operational analysis from the MTP to the TIP to the development of individual projects. A CMP that is integrated into the metropolitan transportation planning process provides comprehensive information on the performance of the transportation system so citizens, elected officials, and partner agencies will have up-to-date information regarding congestion levels and implemented strategies. AMATS updated and approved the CMP to be compliant with MAP-21 legislation and guidance in 2016. The CMP task also includes Transportation Demand Management (TDM) and Transportation System Management and Operations (TSMO) activities.

EXPECTED PRODUCTS & SCHEDULE:

Ongoing:

- Track AMATS Performance Measures and update Status of the System report as needed.
- Work with partners to help implement TDM strategies.

MTP **TIP** **TASK 291** **IMPLEMENTATION STRATEGIES: SIGNAL TIMING**

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

EXPECTED PRODUCTS & SCHEDULE:

Ongoing:

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



TASK 293 Transportation Systems Management & Operations (TSMO) Plan

OBJECTIVE: This plan will work on developing an integrated ITS and CMP implementation plan for AMATS with identified projects that can be integrated in the TIP and MTP.

EXPECTED PRODUCTS & SCHEDULE:

2024:

- Finish the AMATS TSMO Plan.

300 ELEMENT AIR QUALITY PLANS, PROGRAMS, & 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. Although Anchorage frequently violated the federal standard for Carbon Monoxide (CO) in the 1970’s and 1980’s, concentrations have declined by over 70% since then. No violations have been measured since 1996. The EPA has now reclassified the Anchorage Bowl as a maintenance area for CO.

300 ELEMENT TASKS & FUNDING SUMMARY: The following tasks will be performed to achieve the objectives of this element. The objectives of each task are listed in detail with individual descriptions on the following pages.



TASK 310 AIR QUALITY MONITORING/ ANALYSIS/ REPORTING

OBJECTIVE: Continue monitoring for CO, Particulate Matter up to 10 micrometers in size (PM-10) and other air pollutants and submit data, as required by EPA. Research levels of air pollution in Anchorage to provide data for required transportation planning (i.e. conformity documents, SIP amendments, etc.).

2019 CERTIFICATION REVIEW:

Topic	CFR	Corrective Action	Recommendations/Comments	Status
Air Quality	450.312, 320, 322, 324, 326, & 334	None	AMATS should closely monitor the air quality in Eagle River. To avoid exceeding the allowable 5-year concentration of PM10 particulate matter, maintenance forces or contractors should perform mitigation measures such as street sweeping and application of dust palliative in the spring when the dust problem is the worst.	

EXPECTED PRODUCTS & 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.

2024:

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

2025:

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

SIP **TASK 320 AIR QUALITY PLANNING & SIP REVISIONS**
OBJECTIVE: Continue to prepare plans/implement strategies for reducing CO, PM-10 and other pollutants as required to maintain compliance with federal clean air standards.

EXPECTED PRODUCTS & SCHEDULE:

Ongoing:

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

As required:

- Prepare new plans.

R **MTP** **TASK 330 AIR QUALITY CONFORMITY ANALYSES**
OBJECTIVE: Perform analyses required for air quality conformity determinations by AMATS long range transportation plans and improvement programs.

EXPECTED PRODUCTS & SCHEDULE:

As required:

- Prepare analyses required for the MTP, TIP, and amendments.

SIP **TASK 340 EVALUATION OF TRANSPORTATION-RELATED AIR POLLUTION CONTROLS**
OBJECTIVE: 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 & SCHEDULE:

As required:

- Evaluate effectiveness of magnesium chloride PM-10 control.

TIP **SIP** **TASK 350 AIR QUALITY PROMOTION & PUBLIC AWARENESS PROGRAMS**
OBJECTIVE: 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 & SCHEDULE:

2024:

- 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.

2025:

- 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: Collection and analysis of basic data, such as traffic counts and trends, and specific issues (i.e., intersection delays) help identify possible problems within the existing transportation system. This information is also used to calibrate computer simulation models that are designed to project future transportation needs and identify potential areas of concern. The traffic data is also used to develop vehicle miles of travel in the Anchorage Area, which is a requirement of the Clean Air Act Amendments. Computer modeling provides estimates of future travel, analyzes transportation demand and supply management strategies, and provides estimates of air quality emission levels for the various transportation strategies/alternatives.

400 ELEMENT TASKS & FUNDING SUMMARY: The following tasks will be performed to achieve the objectives of this element. The objectives of each task are listed in detail with individual descriptions on the following pages.



TASK 410 TRAFFIC & TRANSPORTATION DATA

OBJECTIVE: 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 & 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

OBJECTIVE: 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. The AMATS household travel survey is complete and the model now reflects current travel patterns and socio-economic data.

EXPECTED PRODUCTS & SCHEDULE:

As required:

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

2024:

- Review, collect, and conduct quality control reviews on housing and employment data for the transportation demand model and the 2050 MTP update.
- Work with agency partners to develop population growth control totals.
- Partner with MOA Planning Department and the Public Transportation Department to integrate land use and zoning with transportation projections.
- Analyze and evaluate transportation cost/benefit analysis and socioeconomic programs to establish whether such a program is needed for AMATS.

2025:

- Review, collect, and conduct quality control reviews on housing and employment data for the transportation demand model and the 2050 MTP update.
- Work with agency partners to develop population growth control totals.
- Partner with MOA Planning Department to integrate land use and zoning with transportation projections.
- Determine an appropriate transportation benefit/cost analysis (BCA) and socioeconomic programs and purchase.



TASK 450 PROJECT MODELING

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

EXPECTED PRODUCTS & 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.

2024:

- Draft Model request process.
- Draft Model request materials.

2025:

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

TASK 480 TRANSCAD SIMULATION MODEL

OBJECTIVE: 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 & SCHEDULE:

Ongoing:

- Activities within this task include any/all work necessary to run and execute the model for all MTP 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 is 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 provides the administrative tools for the organizational structure of AMATS and provides the means by which MOA and Alaska DOT&PF staff can continue their efforts to meet the goals stated in the MTP.

In order to provide an effective community information process, this element implements an active public involvement program. This element includes public education regarding AMATS process so informed decision-making occurs at the appropriate times in the process. AMATS must ensure that its programs, plans, and policies are carried out in a manner that is not discriminatory, regardless of race, color, national origin, or sex (gender) and in that regard has approved a Title VI Implementation Plan.

The goal is to increase public awareness of transportation and air quality programs, using existing information methods (Municipal webpage, Public Input portal, social media outlets, community council newsletters, Municipal page in the newspaper, public speaking opportunities, forums, quarterly newsletters to the public, and so forth) to present information on a regular basis, which matches with program timeframes. The majority of our efforts will use minimal cost methods of communications, but additional publication and printing costs will be necessary. Staff is also responsible for the public review process of various plans and documents as noted in other sections of this UPWP. (Review of locally funded projects or meeting attendance related to other PL funded tasks in this work program, such as the MTP update, will be charged to that respective task.) Staff will respond to requests from the public, civic groups and legislators concerning the AMATS transportation planning process, plans, programs, and projects. Advertisements for other transportation planning issue related meetings will be charged to the respective task. Staff provides ongoing support and effective disclosure of AMATS project and federal program information to specific Municipal advisory boards, community councils, civic groups, local and state legislators, as well as the general public.

TASKS & FUNDING SUMMARY: The following tasks will be performed to achieve the objectives of this element. The objectives of each task are listed in detail with individual descriptions on the following pages.



TASK 510 AMATS PROGRAM ADMINISTRATION, COORDINATION, & SUPPORT

OBJECTIVE: 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.

2019 CERTIFICATION REVIEW:

Topic	CFR	Corrective Action	Recommendations/Comments	Status
Transportation Planning Process	23 CFR 450.310 & 318	None	AMATS and DOT&PF should work together to better support a continuing, cooperative and comprehensive, performance-based multimodal transportation planning and decision-making process	

			described under 23 CFR 450.306. This includes developing a regional approach to planning and programming for the entire Metropolitan Planning Area and the multimodal transportation system, and includes developing a consensus process on how federal-aid transportation projects are determined and funded within the AMATS planning area	
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EXPECTED PRODUCTS & 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 Port of Alaska.

As required:

- Provide support to the PC, TAC, CAC, FAC, and BPAC.
- Prepare and disseminate 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 & 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

OBJECTIVE: In accordance with applicable federal requirements and adopted public participation procedures, AMATS provides the general public with opportunities to participate in the metropolitan planning process by providing information on specific issues through a variety of channels. AMATS has developed the Public Participation Plan (PPP) to identify specific stakeholders and methods to gather and disseminate project-specific or plan-specific information. Additionally, this task provides for continuous outreach to resource agencies, freight operators, security agencies, inter-regional transit, rail providers, and air cargo carriers to integrate them into the metropolitan transportation planning process. An important component of public outreach involves the online maintenance and continual improvement of the AMATS website, Facebook, Twitter, and Instagram accounts.

EXPECTED PRODUCTS & SCHEDULE:

Ongoing:

- Provide and consider how information can be disseminated so individuals can access meeting minutes and other public documents and assess how public comments can be handled to meet the needs of the public.
- Maintain comprehensive contact databases for potential stakeholders to be used to disseminate information on the MPO's activities and projects.
- Provide information to the public through the website, public input platform, meetings, social media, and other media.
- Coordinate and implement public involvement procedures and public participation plans.
- Maintain working relationships and coordinated planning efforts.
- Facilitate and encourage information-sharing between partner agencies.
- Coordinate with local governments, state agencies, Native Village of Eklutna, community groups, military, and other stakeholders in reestablishing regional priorities, implementing projects, and identifying funding.
- Continue to host quarterly staff-level regional planners' meetings to build relationships with our planning partners.
- Continue efforts toward implementing a safety campaign and educational materials to meet FHWA outreach safety initiatives.
- Update and maintain an attractive, easy-to-use, informative, and up-to-date website that allows members of the public to view final AMATS projects and documents and informs users of upcoming meetings, public comment periods, and other AMATS activities.
- Develop and utilize informative and interesting social media sites such as Facebook, Twitter, Instagram pages, online ads, and any other technology or social media options that could be effectively used to reach members of the public.
- Update and enhance the AMATS website and social media sites as needed to increase ease of use and the range of information available.
- Continue to centralize public participation on the Public Input platform.
- Evaluate website and social media insights.

As required:

- Participate and/or host open houses and public meetings that encourage discussion between the agency and members of the public and to solicit public comment.
- Utilize stakeholder groups in agency transportation sub-area and other studies.
- Alternate methods of communication for those who do not have access to the Internet.

- Purchase brand related items to help promote AMATS plans, programs, and activities at outreach events.

2024:

- As part of the PPP update, refine the Title VI Non-discrimination Implementation Plan.

600 ELEMENT TRANSIT

OBJECTIVE: The MOA Public Transportation Department (PTD) receives funding for planning activities from the FTA Section 5303 program. These funds are passed from FTA to Alaska DOT&PF and administered through AMATS as part of a consolidated planning grant. Supplemental planning funds may be provided from the FTA Section 5307 program. Funding from FTA is to be used to conduct planning activities related to the operation and development of mass transportation services, facilities, and equipment. The program is expected to support the basic transportation planning process in place within the urbanized area; including capital planning, financial planning, and operations related planning essential to the provision of transit service, facilities, and equipment.

600 ELEMENT TASKS & FUNDING SUMMARY: The following tasks will be performed to 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 AND ADMINISTRATION

OBJECTIVE: 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 & 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.
- Continue planning and delivery of coordinated transportation for senior citizens, people with disabilities, and low-income people.
- Administer and ensure compliance for Title VI, Limited English Proficiency (LEP), Disadvantaged/Women Owned Business Enterprise (DBE/WBE), Affirmative Action, 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

OBJECTIVE: 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 & 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.
- 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 attitude/awareness surveys, monthly 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.

2024/25:

- Assist with implementation of new ITS programs, software, applications, and rider tools.
- Conduct an onboard origin-destination study.
- Produce end of year system reports cards for 2023 and 2024.
- Incorporate ADA compliance data at the bus stop level into the MOA ArcGIS database for transit facility planning activities.
- Conduct a non-rider survey to identify barriers for new riders and help inform the planning process.
- Research and provide technical support for new farebox technology.

TASK 630 TRANSIT LONG RANGE SYSTEM LEVEL PLANNING

OBJECTIVE: 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 Metropolitan Transportation plan.

EXPECTED PRODUCTS & 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.

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.

2024/25:

- Participate in the development of the AMATS 2050 Metropolitan Transportation Plan.
- Participate in the update to the AMATS Regional Travel Demand Model.

TASK 640 TRANSIT LONG RANGE PROJECT LEVEL PLANNING

OBJECTIVE: Support long-range project and/or corridor level planning and analysis. This task involves coordinating transit elements into transportation and site developments and investments; coordinating transportation investments, land use development, and transit facility needs.

EXPECTED PRODUCTS & 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.
- 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 2040 Land Use Plan.
- Plan and develop/improve transit centers and transfer facilities.
- Review and identify key transfer locations and make recommendations for improvement.

As required:

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

2024/25:

- Conduct/participate in Transportation Demand Management (TDM) plans and studies.
- Update Chapter 7 of the MOA Design Criteria Manual (DCM).
- Update the Transit Amenity Distribution Guidelines.
- Update the FTA required Bus Stop Improvement Plan.
- Participate in AMATS studies/plans, like TSMO, Safety Plan, Complete Streets Plan, Climate Action Plan, and corridor studies.
- Conduct a Transit Center Site Selection Study for Downtown/Midtown.

- Conduct a Muldoon Transit Hub Study focused at the intersection of Muldoon and Debarr.

TASK 650 TRANSIT SHORT-RANGE TRANSPORTATION PLANNING

OBJECTIVE: Provide short-range transit system and project planning and analysis proposed within five years. To implement specific programs, projects, and recommendations contained in long-range policies and plans. Proposed transit projects will be reviewed for their potential impacts on the regional transportation network and for consistency with the PTD's strategic goals, plans, and policies.

EXPECTED PRODUCTS & 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.

2024/25:

- Conduct a fare analysis study to make recommendations for future fare structure.
- Research and plan the implementation of microtransit service within the urbanized area.
- Update PTD's transit plan, Transit on the Move.

TASK 660 TRANSIT TRANSPORTATION IMPROVEMENT PROGRAM

OBJECTIVE: Develop, monitor, and update the Municipal Capital Improvement Program and the Transportation Improvement 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 & 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

OBJECTIVE: Implement a ridesharing program aimed at reducing single occupant vehicle travel by providing an efficient and cost-effective alternative to Anchorage-area commuters. Develop/implement

comprehensive marketing strategies that promote public transportation, increase fixed-route bus ridership, build institutional and service identity, and increase awareness of Transit’s role and contribution to the community. Provide RideShare and Transit Marketing program administration and management in an efficient and effective manner. Encourage and support alternatives to single occupant vehicle (SOV) drivers by coordinating with employers, sponsoring vanpool services and disseminating rideshare information. Build marketing partnerships and attend events aimed to increase brand awareness and encourage transit ridership.

EXPECTED PRODUCTS & 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.
- 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.
- 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:

- Create a business development position aimed at establishing partners within the community to build brand loyalty and attract new riders.
- Expand U-Pass and employers' benefits program.
- Develop new rider tools including maps, ride guides, brochures, and other uses for new technology.

APPENDIX A: ACRONYMS

ACRONYMS

3C	<u>Continuing, Comprehensive & Cooperative Planning Process</u>
ADA	<u>Americans with Disabilities Act</u>
Alaska DOT&PF	<u>Alaska Department of Transportation & Public Facilities</u>
AMHTA	<u>Alaska Mental Health Trust Authority</u>
ATP	<u>Areawide Trails Plan</u>
BPAC	<u>Bicycle and Pedestrian Advisory Committee</u>
CAAA	Clean Air Act Amendments
CAC	<u>Citizens Advisory Committee</u>
CMAQ	<u>Congestion Mitigation Air Quality</u>
CMP	<u>Congestion Management Process</u>
CO	<u>Carbon Monoxide</u>
DOH	Department of Health
EJ	<u>Environmental Justice</u>
EPA	<u>Environmental Protection Agency</u>
FAC	<u>Freight Advisory Committee</u>
FAST Act	<u>Fixing America’s Surface Transportation Act</u>
FHWA	<u>Federal Highway Administration</u>
FTA	<u>Federal Transit Administration</u>
GIS	<u>Geographic Information System</u>
GPS	<u>Global Positioning System</u>
ITS	<u>Intelligent Transportation System</u>
MAP-21	<u>Moving Ahead for Progress in the 21st Century Act</u>
MOA	<u>Municipality of Anchorage</u>
MOU	<u>Memorandum of Understanding</u>
MPA	<u>Metropolitan Planning Area</u>
MPO	<u>Metropolitan Planning Organization</u>
MTP	<u>Metropolitan Transportation Plan</u>
PC	<u>Policy Committee</u>
PL	<u>Planning Funds</u>
PM-10	<u>Particulate Matter</u>
PPP	<u>Public Participation Plan</u>
RPO	Regional Planning Organization
SAFETEA-LU	<u>Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users</u>
STBG	<u>Surface Transportation Block Grant Program</u>
STIP	<u>State Transportation Improvement Program</u>
TAC	<u>Technical Advisory Committee</u>
TAP	<u>Transportation Alternative Program</u>
TDM	<u>Travel Demand Management</u>
TIP	<u>Transportation Improvement Program</u>
TOD	<u>Transit Oriented Development</u>
TMA	<u>Transportation Management Area</u>
USDOT	<u>United States Department of Transportation</u>
UPWP	<u>Unified Planning Work Program</u>

APPENDIX B: POLICY & TECHNICAL ADVISORY COMMITTEE MEMBERS

POLICY & TECHNICAL ADVISORY COMMITTEE MEMBERS

POLICY COMMITTEE:

Wolfgang Junge, Chair
Alaska DOT&PF Central Region Director

Mayor Dave Bronson, Vice Chair
Municipality of Anchorage

Emma Pokon
Deputy Commissioner, ADEC

Daniel Volland
Municipal Assembly

Meg Zalatel
Municipal Assembly

Alternate:
Kevin Cross
Municipal Assembly

TECHNICAL ADVISORY COMMITTEE:

Brad Coy, Chair
MOA Traffic Engineer

Todd VanHove, Vice Chair
Alaska DOT&PF Anchorage Field Office Chief of
Planning

Melinda Kohlaas
MOA Director, PM&E Dept.

Stephen Rafuse
MOA Parks and Recreation Dept

Matthew Stichick
MOA Department of Health

Steve Ribuffo
Port of Alaska

Craig Lyon
MOA Planning Director

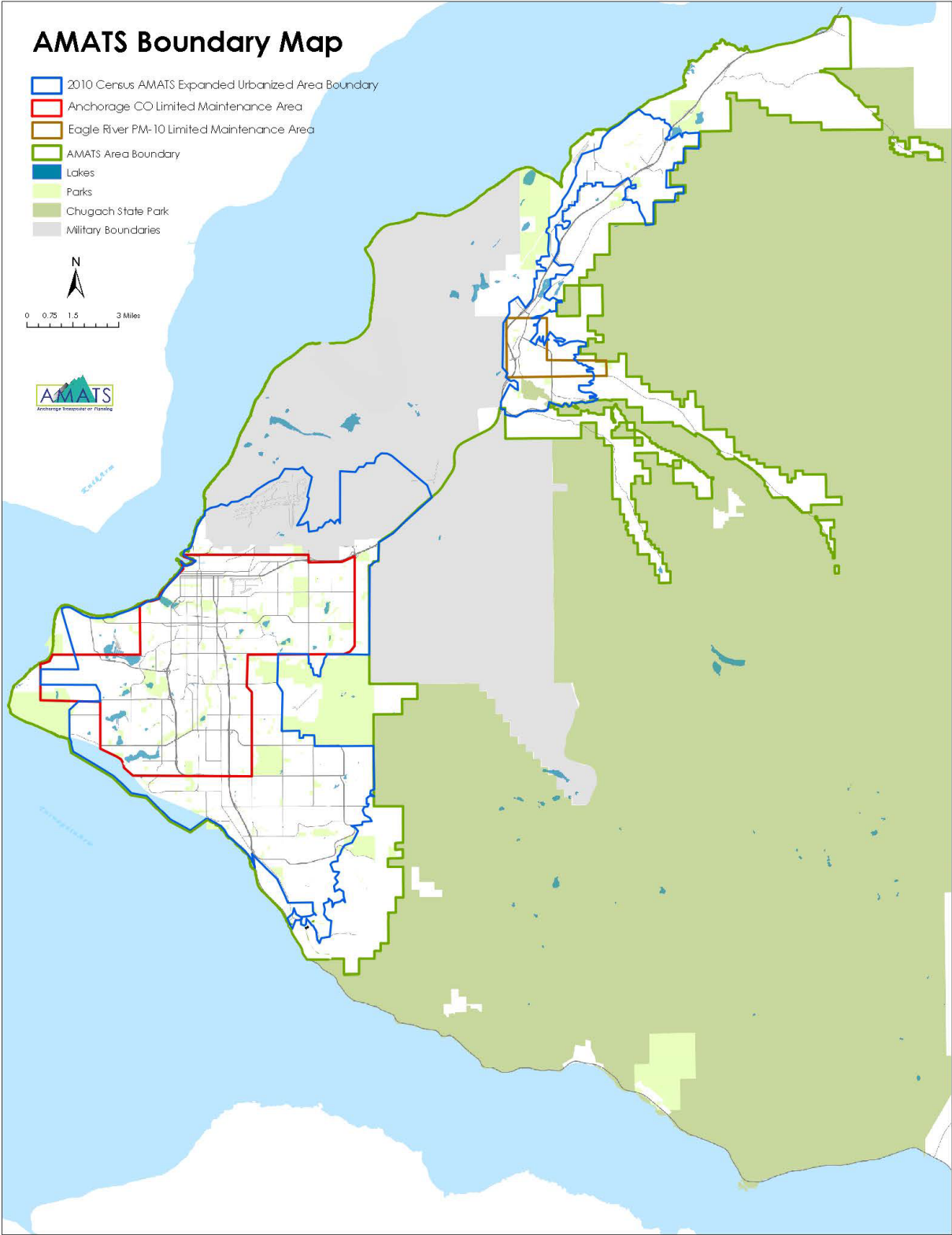
Brian Lindamood
Alaska Railroad Corporation
Vice President, Chief Engineer

Luke Bowland
Alaska DOT&PF Central Region

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

Jamie Acton
MOA Transit Director

APPENDIX C: METROPOLITAN AREA BOUNDARY MAP



APPENDIX D: UPDATING THE UPWP

UPDATING THE UPWP

Unified Planning Work Program Update

The UPWP is developed every two years and is amended as needed. The UPWP update is reviewed by the CAC (program only), Alaska DOT&PF, and the TAC (program and budget). The UPWP update is approved by the PC, FHWA, and the FTA (program and budget). The 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.

Unified Planning Work Program Major Amendments

A major amendment includes cumulative budget adjustments at the element level, when amounts exceed 20% of original element budgets, or changes of \$25,000 or more to element budgets, or significant changes to the scope of individual tasks. UPWP major amendments are approved by the TAC, the PC, the Alaska DOT&PF, FHWA and the FTA.

There is no public comment period for UPWP major amendments.

Unified Planning Work Program Minor Amendments

A minor amendment includes a cumulative budget adjustment when the estimate is less than 20 percent of the original budget. UPWP minor amendments are approved by the TAC only. A notice of the UPWP minor amendment is distributed to the PC, Alaska DOT&PF, FHWA, and FTA.

There is no public comment period for UPWP minor amendments.