2010-2011 UNIFIED PLANNING WORK PROGRAM

UPWP

ANCHORAGE METROPOLITAN AREA TRANSPORTATION SOLUTIONS

Municipality of Anchorage, Alaska
17 December 2009

AMATS CY 2010-2011 UNIFIED PLANNING WORK PROGRAM

PREPARED BY
Anchorage Metropolitan Area Transportation Solutions
Municipality of Anchorage, Department of Traffic
Transportation Planning Division

IN CONSULTATION WITH
State of Alaska, Department of Transportation & Public Facilities
Central Region Project Development

The preparation of this document was financed in part by funding provided by the United States Department of Transportation, Federal Highway Administration and Federal Transit Administration

PURPOSE AND SCOPE OF THE UPWP

The Unified Planning Work Program [**UPWP**] identifies all transportation planning and/or air quality planning or programming activities within the metropolitan area of the Municipality of Anchorage [**MOA**], Alaska, regardless of funding source. It delineates tasks for which federal assistance is sought from the Federal Highway Administration [**FHWA**] and the Federal Transit Administration [**FTA**] of the U.S. Department of Transportation.

The purpose of this document is two-fold. It is a management tool identifying the nature, timeline, staffing needs, cost, and funding sources of all planning activities during calendar years 2010-11. It also fulfills the planning requirements of the *Safe. Accountable, Flexible, and Efficient Transportation Equity Act – a Legacy for Users* [**SAFETEA-LU**], the national transportation act.

The UPWP is used to justify the award of federal metropolitan Planning [**PL**] assistance to support the proposed planning projects. The UPWP also identifies transportation planning activities to be financed with assistance derived from the Statewide Planning and Research Program [**SPRP**], and other federal assistance derived from FHWA such as Congestion Mitigation and Air Quality [**CMAQ**] or Surface Transportation Program [**STP**], to ensure that all planning in the metropolitan area for which federal assistance is being requested is fully coordinated with remaining FHWA, FTA, and other planning work elements or activities for which federal assistance has already been provided.

HISTORICAL PERSPECTIVE OF REGULATORY REQUIREMENTS

All urbanized areas over 50,000 population must have a metropolitan planning organization [**MPO**] to carry out a continuing, comprehensive, and cooperative [3-C] transportation planning process, stipulated in the *Federal Highway Act of 1962*. On April 8, 1976, the Governor designated the Municipality as the MPO for the urbanized area.

The 1977 Clean Air Act mandated an air quality planning process be established and closely coordinated with the existing transportation planning process, in areas of non-attainment with national ambient air quality standards [**NAAQS**].

On January 27, 1978, the Administrator of the U. S. Environmental Protection Agency [**EPA**] designated Anchorage as a moderate non-attainment area for carbon monoxide. The Governor then designated the Municipality as the Air Quality Planning Agency for the Non-attainment Area. The Municipality and the State enacted a Memorandum of Understanding for Air Quality on September 25, 1978.

President George H. Bush signed the *1990 Clean Air Act Amendment* [**CAAA**] on November 15, 1990. The purpose of this law is to protect and enhance the Nation's air resources and requires States to submit plans for attaining and maintaining ambient air quality standards.

President Bush then signed the *Intermodal Surface Transportation Efficiency Act* [**ISTEA**] into law on December 18, 1991. ISTEA provided for disbursement of federal funds for highways, highway safety, and mass transit through FFY 1997. Under provisions of that Act, the U.S. Secretary of Transportation designated the Anchorage Metropolitan Area as a Transportation Management Area [**TMA**]. TMAs are subject to special requirements regarding congestion management systems, project selection, and certification.

The Act stated its purpose as: "to develop a National Intermodal Transportation System that is economically efficient, environmentally sound, provides the foundation for the Nation to compete in the global economy, and will move people and goods in an energy efficient manner."

The initial reauthorization of ISTEA was in the form of **TEA-21** in June 1998, when President Bill Clinton signed *the Transportation Equity Act for the 21st Century*. Pending enactment of a law reauthorizing TEA-21, the U.S. Congress passed the *Surface Transportation Extension Act of 2003* [**STEA03**].

President George W. Bush signed into law the *Safe, Accountable, Flexible, and Efficient Transportation Equity Act – a Legacy for Users* [**SAFETEA-LU**] on August 10, 2005. The $286.4 billion law reauthorizes federal surface transportation programs through FFY 2009. The law came after twelve temporary extensions of the TEA-21, which expired September 30, 2003. SAFETEA-LU represents an historic high in federal transportation spending.

SAFETEA-LU essentially maintains the programmatic structure and funding balance established in 1991's ISTEA and continued in TEA-21. SAFETEA-LU extends the five previous core programs and added another. The six programs are: 1) interstate maintenance [IM], 2) national highway system [NHS], 3) surface transportation program [STP], 4) bridge and bridge maintenance, 5) congestion mitigation and air quality [CMAQ], and the new 6) highway safety improvement program [HSIP]. The law provides an approximate 80:20 ratio of highway to transit spending, a level similar to TEA-21.

A provision of federal regulations requires annual or biennial development of a Unified Planning Work Program. The UPWP must include: 1) discussion of the area's important transportation issues; 2) description of all proposed transportation and transportation-related planning activities, including corridor planning, regardless of funding sources; 3) description of transportation-related air quality planning activities, regardless of funding sources or which agency conducts them; and 4) documentation of work performed with planning assistance under various Federal programs.

The AMATS Inter-Governmental Operating Agreement for Transportation and Air Quality Planning [**Operating Agreement**] governs the local transportation planning function. The Operating Agreement was approved by Resolution of the Anchorage Municipal Assembly [AR 2002-119] on April 23, 2002, subsequently signed by the Governor on October 16, 2002, and placed into effect January 1, 2003. It supersedes its predecessor of October 21, 1993. The Operating Agreement is to be reviewed and updated as necessary by the AMATS Policy Committee. The Operating Agreement appears as Appendix 'A' in this document.

AMATS
ORGANIZATIONAL STRUCTURE

The Municipality fulfills its dual roles as the recognized MPO and Air Quality Planning Agency for the Anchorage Non-attainment Area through the Anchorage Metropolitan Area Transportation Solutions [AMATS]. The participant groups in the AMATS planning and decision-making process are: 1) the AMATS Policy Committee, 2) the AMATS Technical Advisory Committee [TAC], 3) the AMATS Freight Advisory Committee [FAC], 4) the municipal Planning and Zoning [P&Z] Commission, 5) the AMATS Air Quality Advisory Group, 6) the Municipal Assembly, and 7) AMATS staff. Each group plays a specific role in the process. ***Figure 1*** on the following page illustrates the organizational structure.

Policy Committee

The AMATS Policy Committee consists of five equal voting members: two municipal Assembly members, appointed by Assembly and serving at its pleasure in accordance with Anchorage Charter §12.03; the Mayor of Anchorage, or his designee; the Commissioner of the Alaska Department of Transportation and Public Facilities [ADOT&PF], and the Commissioner of the Alaska Dept of Environmental Conservation [ADEC] or their designees. The Policy Committee 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 the AMATS Technical Advisory Committee and to staff; 2) ensures adequate public involvement throughout the AMATS process; and 3) directs the preparation of transportation plans, programs, and studies. The detailed duties of the Policy Committee are included in Section 5.2 of the Operating Agreement [Appendix 'A'].

Technical Advisory Committee

The AMATS Technical Advisory Committee consists of eleven equal voting members: the Directors of the Municipal Departments of Health & Human Services, Planning, Port of Anchorage, Project Management & Engineering, Public Transportation, and Traffic [or their designees]; the ADOT&PF Chief of Central Region Planning and Administrative Services, ADOT&PF Regional Pre-Construction Engineer, the Alaska Department of Environmental Conservation (ADEC) Manager of the South-central Region Air Quality Program, a representative from the Alaska Railroad Corporation (ARRC), and a member of the AMATS Air Quality Advisory Group.

The Technical Advisory Committee is subordinate to and shall report to the Policy Committee 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 Policy Committee regarding effects of transportation and air quality plans and programs on the plans of other agencies; and 3) provides recommendations to the Policy Committee in its review of federal and state funded transportation projects and programs. The detailed duties of the TAC are shown in Section 5.3 of the Operating Agreement [Appendix 'A'].

Municipal Planning and Zoning Commission

The P&Z Commission provides a public forum for and advisory reports to other AMATS committees, groups, and officials in its review and consideration of citizen comments and recommendations on suggested transportation and air quality plans and programs. The P&Z Commission is composed of nine citizens, appointed by the Mayor, as a body representative of the community at large. The P&Z provides advice primarily regarding the refinement and integration of transportation plans and policies with land use plans and policies to ensure implementation of the Comprehensive Plan and transmits advisory recommendations on the AMATS LRTP and the TIP to the Assembly and the AMATS Policy Committee, prior to final Assembly review/recommendations and Policy Committee final approval. The P&Z Commission also considers the Official Streets and Highways Plan; the Air Quality Plan; the UPWP; and other relevant transportation plans to include but not limited to trails, congestion management, and freight mobility.

Air Quality Advisory Group

The AMATS Air Quality Advisory Group (AQAG) is a technical forum consisting of members with scientific, professional or technical training and experience with air quality issues and members of the general public. Specific functions of the Committee are to assist in facilitating public participation in the air quality planning process and to review and submit advisory recommendations to the Technical Advisory and Policy Committees regarding air quality planning proposals developed by the AMATS TAC.

Freight Advisory Committee

The AMATS Freight Advisory Committee was created to advise AMATS on freight-related issues. It consists of eleven equal voting members representing the following areas of expertise or affiliation: Parcel Delivery, Haulers, Shippers, Air Cargo, The Alaska Railroad, the Port of Anchorage, The Alaska Trucking Association, Academic member, public member, Anchorage International Airport and ADOT – Commercial Vehicle Enforcement.

Figure 1:
AMATS Organizational Structure

[graphic to be included in hard-copy]

see link on webpage

Municipal Assembly

The Anchorage Municipal Assembly is a group of eleven elected public officials. Among its many transportation/land use responsibilities are to adopt an Official Streets and Highways Plan [OS&HP], a transportation element of the Comprehensive Development Plan, and the local component of the State Implementation Plan for Air Quality [SIP]. The Assembly reviews and adopts by resolution the Transportation Improvement Program and Long-Range Transportation Plans. The Assembly has two members on the AMATS Policy Committee.

AMATS Staff

Principal staff for AMATS is the Municipal Traffic Department's Transportation Planning Division, a unit of the Office of Community Planning & Development. Other municipal departments provide their expertise and added support. These agencies include the Project Management & Engineering Department, the Planning Dept, the Dept of Health & Human Services (Environmental Services Division), the Public Transportation Dept., and the Dept of Cultural & Recreational Services. The State of Alaska supports AMATS through its Department of Transportation & Public Facilities and Department of Environmental Conservation.

METROPOLITAN PLANNING AREA

The Metropolitan Planning Area encompasses a major portion of the political boundaries of the Municipality of Anchorage. As depicted in *Figure 2* on the following page, the Metro Planning Area is bounded on the north by Knik Arm, on the east by the Chugach Mountains, on the south by Turnagain Arm, and on the west by Cook Inlet. When first designated as a metropolitan planning area in 1976, AMATS only included the Anchorage Bowl. But the Metro Area was expanded in the late 1980s to include the rapidly developing area of Eagle River/Chugiak/ Birchwood/Eklutna and the predominantly residential area south of Rabbit Creek Road. The only population centers within the Municipality that are outside of the AMATS Study Area are the Turnagain Arm communities of Girdwood, Bird, and Indian.

ANCHORAGE MAINTENANCE AND NON-ATTAINMENT AREAS FOR AIR QUALITY

Carbon Monoxide Maintenance Area

The U.S. Environmental Protection Agency first declared Anchorage a nonattainment area for carbon monoxide (CO) in January 1978. Since that time, Anchorage prepared CO plans in 1982, 1990 2001, and 2004 that were subsequently included as amendments to the Alaska State Implementation Plan (SIP) for air quality and approved by the EPA. The Anchorage vehicle inspection and maintenance program, Share-A-Ride and Vanpooling, and engine block heater promotional campaigns are among the control measures that were implemented as a result of these plans.

Anchorage has not violated the NAAQS since 1996. In 2004 the EPA approved a new CO maintenance plan that demonstrates that Anchorage has reduced CO emissions sufficiently to achieve compliance with the federal air quality standard. It also shows that Anchorage can maintain compliance with this standard through the year 2023. In 2009 AMATS staff prepared a revised plan that extended the new car I/M testing exemption from four to six years. The revised plan was adopted by the Assembly in May 2009 and submitted to ADEC for inclusion in the SIP. Staff are currently working on another plan revision that, if adopted, will remove I/M as a primary control measure in the SIP but allow it to continue as a "local option."

Particulate Matter

The EPA designated a portion of the downtown Eagle River community as a non-attainment area for particulate matter [PM-10] in 1987. The Eagle River PM-10 Control Plan was adopted by the Anchorage Assembly in February 1990 and amended in September 1991. The Eagle River PM-10 Non-Attainment area is also shown on Figure 2. Eagle River has not violated the federal standard for over 15 years; AMATS staff completed a draft PM-10 Maintenance Plan in September 2009, it is slated for local adoption in late 2009.

AMATS FISCAL YEAR

The AMATS fiscal year for the Unified Planning Work Program is the municipal calendar year of January 1 through December 31. This is reiterated in the Inter-Governmental Operating Agreement for Transportation Planning and Air Quality Planning.

Figure 2

Metropolitan Planning Area, and CO Maintenance and PM10 Nonattainment Areas

[graphic to be included in hard-copy]

see link on webpage

MAJOR ISSUES FACING ANCHORAGE

Significant transportation issues face Anchorage. Among the issues being addressed by AMATS are:

Accessibility – The *1991 Americans with Disabilities Act* [ADA] set standards by which the MOA strives to meet the needs of those impaired or with limited physical mobility. AMATS complies with ADA with adoption of the 1997 ADA Paratransit Plan. Capital projects are scheduled in the AMATS Transportation Improvement Program to bring existing facilities into compliance with ADA standards. We examined pedestrian needs as a travel mode in developing the Areawide Trails Plan (adopted in 1997). A comprehensive inventory of facilities was completed in 2006, and AMATS adopted a new Pedestrian Plan in 2007, in order to further assure adequate accessibility.

Air Quality: Carbon Monoxide [CO] and Particulate Matter [PM-10] – Anchorage has not violated federal air quality standards since 1996. Nevertheless, due to our sub-arctic climate, Anchorage still experiences elevated CO concentrations during winter temperature inversions. AMATS adopted a new CO maintenance plan that will help ensure that future violations of the air quality standard will not occur. Vehicle emissions are the source of 77% of all CO emissions in the Anchorage Bowl. The maintenance plan continues programs aimed at reducing these emissions. These include programs for Vehicle Inspection and Maintenance, Share-A-Ride and Vanpool, and expanded transit service. The plan also promotes control of vehicle cold start emissions through the use of engine block heaters. Cold starts were identified as an important component of the CO problem in Anchorage.

PM-10 problems in Eagle River were remedied by paving or surfacing local unpaved roads in the area. PM-10 remains a concern along major paved roadways throughout the Municipality. Concentrations often approach federal standards in March and April, during spring break-up, when a large accumulation of pulverized traction sand and other materials are exposed by receding snow and ice. During dry periods, this fine-grained material is stirred up by passing traffic or wind and creates elevated concentrations of PM-10. Municipal Street Maintenance and Dept of Health and Human Services staff is working on ways to address this air quality issue.

Congestion -- As the metropolitan area grows in population, the transportation system feels increased pressure. Along with the air quality impacts of increased congestion and its consequent effects on public health, the transportation network will experience reductions in level of service. The public pays a real cost in lost time and productivity when the transportation system is congested and inefficient. AMATS adopted a Status of the System Report in 2000 to monitor the changes in congestion, develop system management strategies, and implement policies to reduce demand during peak periods. The 2007 Status of the System Report, in conjunction with the Long-Range Transportation Plan update, reinforced and reemphasized the need for further monitoring. A new Status of the System report will be completed in conjunction with the next update to the LRTP, due in April, 2011.

Emergency Preparedness and Homeland Security – As a direct result of the devastating terrorist attacks of Sept 11, 2001, on New York City and Washington DC, and concern that further incidents could occur elsewhere in the US, along with potential natural disasters such as major earthquakes, volcanic eruptions and/or wildfires on nearby public lands, AMATS staff has teamed with the municipal Office of Emergency Operations (OEO), to address evacuation routes and other transportation-related aspects of emergency operations management.

Maintenance -- Inclement weather and fiscal constraints together hamper efforts of the Municipality to maintain the integrity of its transportation system. AMATS is assisting in the search for answers and funding needed for on-going roadway maintenance, as well as

snow/ ice removal from roads, sidewalks, and bus stops.

Safety and Neighborhood Integrity -- Concerns with pass-through traffic and police intervention of drug-related crime prompted AMATS to address neighborhood circulation issues. Traffic patterns in Fairview and Mountain View areas were assessed, alterations recommended, and improvements programmed. Special studies of Airport Heights, Russian Jack, and Rogers Park communities followed. These subarea studies provided the basis for the Traffic Calming Protocols Manual [TCPM]. The TCPM addressed how individual neighborhoods can request evaluation for program techniques to be applied in their areas. AMATS may explore CPTED (crime prevention through environmental design) methodologies as an adjunct to this endeavor, in the interest of development of a safe community protocol for the Municipality.

Safety of pedestrians and bicycles is an increasing concern as traffic volumes increase across the Municipality. It is a particular goal to enable and encourage safe travel for pedestrians and cyclists to and within urban centers as an alternative to vehicle travel; as well as safe travel to schools from the surrounding neighborhoods.

Protection of neighborhood integrity and cohesion is an increasing concern as transportation corridors are expanded and connected. Context-sensitive studies are a key strategy to ensure that location and design of road upgrades have minimal visual and noise impacts and do not become barriers between neighborhoods.

Strategic Highway Safety Program – A federal mandate specified in SAFETEA-LU to identify ways to decrease the numbers of lives lost in traffic fatalities. Primarily spearheaded by the Alaska Dept of Transportation and Public Facilities (ADOT&PF) Headquarters/ Juneau, the AMATS MPO will be working with the State to develop policies and procedures by which the local community can save lives.

AMATS CY 2010 - 2011 UNIFIED PLANNING WORK PROGRAM

PROGRAM ELEMENT DESCRIPTIONS

The Unified Planning Work Program is organized into a series of five elements [100, 200, 300, 400, and 500], which are further categorized into tasks [110, 120, 130] and subtasks [131, 132, 133]. The elements are generally described as follows:

100 - AMATS PLANS & PROGRAMS

These tasks provide the overall plans and programs for the area. Under this element, the AMATS Unified Planning Work Program, Transportation Improvement Program, Long-Range Transportation Plans [LRTPs], together with rideshare, transit marketing, and transit planning programs, are prepared, monitored and administered.

200 - SUBAREA / SPECIAL STUDIES, & LOCAL TRANSPORTATION

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 LRTP and Transportation Improvement Program. Special studies focus on specific transportation modes, the effects of transportation system operations, or transportation system issues. Efforts include non-motorized transportation, freight mobility, traffic calming, congestion management, and Intelligent Transportation Systems (ITS).

In addition, both Municipal and ADOT&PF staff are required to perform functions that relate to local transportation planning issues. Staff interprets the Official Streets and Highways Plan, reviews specific transportation projects, analyzes zoning and platting [subdivision] cases, other potential developments, and ordinance amendments.

300 - AIR QUALITY PLANS, PROGRAMS AND STUDIES

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. While Anchorage enjoys good air quality with regard to these pollutants, carbon monoxide (CO) and airborne particulate matter (PM) levels are of concern. Although Anchorage has been in compliance with CO standards since 1996, concentrations of CO are still among the highest in the U.S. Concentrations of coarse particulate matter, called PM-10, can approach federal standards in the dusty, spring break-up period. In addition, there is concern about air toxics such as benzene. Motor vehicles are a major source of these emissions. Tasks included under this element include air quality monitoring and analysis, development of strategies to control the emission of air pollution from transportation sources, and the development and adoption of the local amendments to the State Implementation Plan for Air Quality [SIP].

400 - DATA COLLECTION / ANALYSIS AND COMPUTER MODELING

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 CAAA [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.

500 - PROGRAM ADMINISTRATION AND PUBLIC INVOLVEMENT/ INFORMATION

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 ADOT staff can continue their efforts to meet the goals stated in the Long-Range Transportation Plan.

In order to provide an effective citizen information process, this element implements an active public involvement program. This element includes public education regarding the AMATS process so informed decision-making occurs at the appropriate times in the process. In 2009, AMATS adopted a major update to its public information program, entitled AMATS Public Participation Plan, A Plan, A Program, A Process which ensures compliance with SAFETEA-LU provisions.

AMATS CY 2010 - 2011 UNIFIED PLANNING WORK PROGRAM

SUMMARY TABLE OF TASKS

100 AMATS PLANS AND PROGRAMS

- 110 Unified Planning Work Program (UPWP)
- 120 Transportation Improvement Program (TIP)
- 130 Consolidated Long-Range Transportation Plan
  - 131 Anchorage Bowl LRTP
  - 132 Chugiak/ Eagle River LRTP
  - 133 Regional Planning (including intergovernmental coordination with NVE*)
- 140 Certification of the AMATS Planning Process / Compliance with SAFETEA-LU
- 150 Public Transportation (Transit) Operations Planning
- 160 Transit Marketing
- 170 Rideshare Work Program

200 SUBAREA/SPECIAL STUDIES AND LOCAL TRANSPORTATION PLANNING

- 210 Official Streets & Highways Plan (OS&HP)
- 220 Local Transportation Planning Coordination
- 230 Non-Motorized Transportation Studies and Plans
  - 231 Pedestrian Plan
  - 232 Bicycle Plan
  - 233 Areawide Trails Plan
  - 234 Safe Routes to School Program [no federal funding yet programmed]
- 240 Comprehensive Development Plan and LRTP Implementation
  - 242 Eagle River Central Business District Circulation Study
  - 243 Midtown Anchorage District Plan
  - 244 Anchorage Hillside District Plan
  - 245 Highway to Highway Connection Subarea Study
  - 247 West District Plan
  - 248 East District Plan
- 260 Freight Mobility
- 270 Emergency Transportation Management
- 280 Intelligent Transportation Systems (ITS)
- 290 Congestion Management Program / Status of the System
  - 291 Implementation Strategies: Signal Timing
  - 292 Implementation Strategies: Travel Options Program

300 AIR QUALITY PLANS, PROGRAMS, AND STUDIES

- 310 Air Quality Monitoring/Analysis/Reporting
- 320 Air Quality Planning and SIP Revisions
- 330 Air Quality Conformity Analyses
- 340 Evaluation of Transportation-Related Air Pollution Controls
- 350 Air Quality Promotion and Public Awareness Programs
- 360 EPA Air Pollutant Emission Model Implementation (MOVES)

400 DATA COLLECTION/ANALYSIS AND COMPUTER MODELING

- 410 Traffic and Transportation Data
- 440 Socio-Economic / Employment Data
- 450 Computer Modeling for SAFETEA-LU Projects
- 470 Computer Modeling in support of Air Quality Tasks
- 480 MOA Transportation Demand Model

500 PROGRAM ADMINISTRATION AND PUBLIC INVOLVEMENT/INFORMATION

- 510 AMATS Program Administration, Coordination and Support
- 520 AMATS Staff Development and Training
- 530 Public Participation, Information, and Response

100 AMATS PLANS AND PROGRAMS

Objective: Maintain the interrelated planning documents necessary to sustain a continuing and comprehensive transportation planning process, carried out in cooperation with the State of Alaska and transit operators in the AMATS area. This includes:

1. Prepare and revise, as necessary, the current biennial Unified Planning Work Program;
2. Prepare and submit to ADOT&PF and FHWA all AMATS Fiscal Progress Reports;
3. Review and revise, as necessary, the prioritization procedure for projects to be included in the Transportation Improvement Program [TIP];
4. Review the Ridesharing work program;
5. Prepare and submit the Ridesharing Quarterly and Annual Reports;
6. Provide a transit planning program that monitors the current system and provides operational/system improvements;
7. Implement portions of Anchorage Bowl 2027 Long-Range Transportation Plan [LRTP] and Chugiak / Eagle River 2027 LRTP;
8. Begin preparation of the next updates to the Anchorage Bowl 2027 LRTP and Chugiak / Eagle River 2027 LRTP, to be conducted concurrently; and
9. Monitor current plans and programs; prepare amendments, as necessary.

Current Work Efforts and Adopted Documents Related to this Element

- Unified Work Programs, TIP, and Ridesharing Programs have been developed annually. The CY 2000-2001 UPWP was the first biennial Program document.
- Anchorage Bowl 2027 Long-Range Transportation Plan, adopted by the Anchorage Assembly [AO 2005-115] as an element of the Comprehensive Plan, and approved by the AMATS Policy Committee in April 2007, replaced the 1991 LRTP for the Anchorage Bowl.
- Chugiak/Eagle River 2027 Long-Range Transportation Plan, approved by Anchorage Assembly Resolution 2007-77, May 2007, and approved with changes by the AMATS Policy Committee June 2007. Continued work efforts in 2010 will focus on garnering local support in order to re-incorporate deleted appendices into the final document.
- AMATS Triennial Certification Reports, November 1996, November 1999, November 2002; and April 2006; self-certification occurring in 1997, 1998, 2000, 2001, 2003, 2004, 2005, 2007, 2008, 2009.
- Public Transportation Development Plan [PTDP], approved 1999 (replaced the Transit Development Plan [TDP], approved 1993).
- People Mover Blueprint, approved 2002.
- Origin and Destination Study, October 1996.
- On-going transit operations and service planning.
- Review/participation in Alaska Public Transportation Management System.

Scheduled 2010 - 2011 Work Tasks

110 UNIFIED PLANNING WORK PROGRAM [UPWP]

Background: AMATS Unified Planning Work Programs were prepared, adopted, and amended on an annual basis. The 2000-2001 UPWP was the first biennial effort. The 2010-2011 UPWP continues the trend of two-year documents.

Objectives: Monitor the 2010-2011 Unified Planning Work Program and revise it, as necessary, to meet changing conditions. Prepare and adopt the AMATS 2011 Annual Fiscal Element to the UPWP. Abide by, and amend as needed, the Inter-governmental Transportation and Air Quality Planning Operating Agreement. Coordinate the 2010-2011 UPWP with the CY2010 and 2011 MOA Traffic Department Operating Budget development. Participate in the biennial work program audit process for 2008-2009. Timely completion of quarterly fiscal reports and PL billings during Calendar Years 2010-2011.

Performance Plan: Prepare the draft 2011 Annual Element of the UPWP for review by November 2010; final 2011 UPWP Element for adoption by December 2010. Prepare

draft 2012-2013 UPWP for review and approval during third and fourth quarters of 2011. Prepare quarterly reports for submission to ADOT and annual AMATS fiscal reports for submission to FHWA. The reports document progress toward achieving the various tasks programmed in the UPWP. Annual Fiscal Reports summarize the quarterly reports.

Primary Responsibility: MOA Traffic Department, Transportation Planning Division, with assistance and support from MOA Finance Dept, Accounting.

120 TRANSPORTATION IMPROVEMENT PROGRAM [TIP]

Background: Transportation Improvement Programs [TIPs] are prepared, adopted, and amended on an on-going basis. The Policy Committee approved the FFY 2006-2009 TIP in June 2006, the first 4-year TIP. The PC approved the 2010-13 TIP in November of 2009.

Objectives: Monitor the AMATS FFY2010-2013 TIP and amend, as necessary. Review and coordinate the AMATS TIP with the MOA Capital Improvement Program, the ADOT&PF Statewide Transportation Improvement Program [STIP], and capital budget requests to the Legislature/Governor.

Performance Plan: Review/revise the TIP, as necessary, to meet project development scheduling and funding. Prepare any necessary major amendments to the Program. Review and compare highway, transit, pedestrian, and other projects contained in the MOA CIP & ADOT&PF STIP, as well as capital requests to the Alaska Legislature. Review capital budget bills for consistency with adopted AMATS Plans and Programs. Incorporate the FTA notification process into the TIP, as recommended by FTA. Deliver 2010-13 TIP to the Alaska Legislature in January.

Primary Responsibility: Coordination and document preparation by MOA Traffic Dept, Transportation Planning Division, with input from MOA Departments of Project Management & Engineering, Public Transportation, and Health & Human Services [DHHS], MOA Office of Management & Budget [OMB] Capital Improvement Officer, The Alaska Railroad Corporation [ARRC], and the State of Alaska Department of Transportation and Public Facilities [ADOT&PF], Central Region.

130 LONG-RANGE TRANSPORTATION PLAN

130 CONSOLIDATED ANCHORAGE LONG RANGE TRANSPORTATION PLAN (LRTP)

Background: The AMATS Policy Committee adopted the Anchorage Bowl 2025 Long-Range Transportation Plan [LRTP] in December 2005. The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) recommended combining the Anchorage Bowl LRTP and the Chugiak/Eagle River LRTP's into one document during the next revision to the LRTP.

Objective: Implement the recommendations of the 2006 Triennial Federal Planning Process Certification to combine the Anchorage Bowl LRTP and the Chugiak-Eagle River LRTP into one document during the next revision to the AMATS LRTP, due April 2011.

Performance Plan: Continue development of the Combined Anchorage Bowl/ Chugiak ER LRTP.

Primary Responsibility: MOA Traffic Dept, Transportation Planning Division, with support from other MOA agencies and ADOT&PF, and with the assistance of consultants, through professional service contracts.

131 ANCHORAGE BOWL 2027 LONG-RANGE TRANSPORTATION PLAN (LRTP)

Background: The AMATS Policy Committee adopted the Anchorage Bowl 2025 Long-Range Transportation Plan [LRTP] in December 2005. The Anchorage Municipal Assembly had adopted the LRTP by ordinance [AO2005-115] in October 2005. SAFETEA-LU regulations require updates every four years, although the extent and depth of these updates varied. The Anchorage Bowl 2025 LRTP was the first major revision of the Plan in 14 years, with updates and amendments of the 1991 Plan adopted in 1994, 1997, 2001, and 2004. The AMATS Policy Committee adopted an amendment to the 2025 LRTP in April 2007, adding the Knik Arm Crossing Project into the plan.

For the Anchorage Bowl 2025 LRTP, goals and objectives were re-evaluated. A new transportation demand model was developed, along with an array of post-processors to provide staff additional tools to analyze transportation improvement alternatives. The planning process incorporated a substantial public involvement program utilizing a variety of public participation techniques. The resulting product is a fiscally-constrained program of both short- and long-range transportation improvement recommendations.

Several major planning efforts were completed in 2003, including the Glenn Hwy MIS/EIS, the Seward Highway MIS/EIS, and the East Anchorage Study of Transportation [EAST]. Each study produced major recommendations that were coordinated with analyses undertaken for the 2025 Anchorage Bowl 2025 LRTP. Anchorage 2020, the local Comprehensive Development Plan adopted by the Municipal Assembly in January 2001, contains numerous land use and transportation goals and policies that will significantly impact the distribution and density of housing and employment within the Bowl over the next 20 years. The 2025 LRTP update, as required by the metropolitan planning regulations, incorporated those land use assumptions.

Objective: Implement the recommendations of the Anchorage Bowl 2027 LRTP by incorporating projects recommended into updated Transportation Improvement Programs, and incorporating the planning studies recommended into the UPWP. The Anchorage Bowl LRTP and the Chugiak-Eagle River LRTP will be combined into one document during the next revision to the AMATS LRTP.

Performance Plan: Monitor and implement the adopted Anchorage Bowl 2027 Long-Range Transportation Plan. Continue development of the Combined Anchorage Bowl/ Chugiak ER LRTP, due in April 2011.

Primary Responsibility: MOA Traffic Dept, Transportation Planning Division, with support from other MOA agencies and ADOT&PF, and with the assistance of consultants, through professional service contracts.

132 CHUGIAK/EAGLE RIVER LONG-RANGE TRANSPORTATION PLAN

Background: The Chugiak/Eagle River 2027 Long-Range Transportation Plan [C/ER-LRTP] was recommended for approval with changes, to the AMATS Policy Committee by the Anchorage Municipal Assembly by resolution [AR2007-77] in May 2007, as an element of the Comprehensive Plan, and approved by the AMATS Policy Committee in June 2007. This plan addresses the geographic subarea of the Municipality encompassing the communities of Eagle River, Chugiak, Birchwood, and Eklutna, and replaces the previous Chugiak/Eagle River Transportation Plan of 2003. Like its Anchorage Bowl counterpart, the C/ER-LRTP is to be reviewed and updated every four years, utilizing the most current population and land use information. In response to Assembly direction, portions of the C/ER LRTP pertaining to the collector system and affecting the Official Streets and Highways Plan (OS&HP) were temporarily deleted, pending further review and approval by the CBERRRSA Board (local road board) by March 2008.

Objective: Complete work on the OS&HP portions temporarily deleted by the Policy Committee, and bring the approved final document to publication. Coordinate preliminary work on the next C/ER LRTP update with the planning for the concurrent Anchorage Bowl LRTP update. The Anchorage Bowl LRTP and the Chugiak-Eagle River LRTP will be combined into one document during the next revision to the AMATS LRTP.

Performance Plan: Work closely with the CBERRRSA Board to provide requested technical assistance. Follow appropriate public review process, and seek AMATS approval of final recommended OS&HP elements. Continue development of the Consolidated Anchorage Bowl/ Chugiak ER LRTP, due in April 2011.

Primary Responsibility: MOA Traffic Dept, Transportation Planning Division, with substantive input from the Chugiak/Birchwood/Eagle River Rural Road Service Area (CBERRRSA) Board, and support from the MOA Planning Department, MOA Public Transportation Department, MOA Health and Human Services, MOA Planning/Technical Services Division, ADOT&PF, and the C/ER-LRTP Citizen Advisory Group.

133 REGIONAL TRANSPORTATION PLANNING

Background: Over half of the State's population lives within the Municipality of Anchorage or the Matanuska-Susitna (Mat-Su) Borough. Multiple agencies have explored, pursued, and received funding for a wide range of transportation (road, rail, marine, and air) projects in the region. In the long-term economic, land-use, and transportation interests of all parties, a regional planning committee [including the MOA, the Mat-Su Borough (MSB), Native Village of Eklutna (NVE), military, Port of Anchorage, Anchorage International Airport, ADOT&PF, and Alaska Railroad] is a key component to coordinate regionally significant improvements.

Objective: Assess the regional planning effort, and develop a set of common goals or a guiding principle that the MOA, the MSB, and the tribal government can agree to.

Performance Plan: The MOA, the MSB, the Native Village of Eklutna, the Alaska Railroad, and ADOT&PF must work together to establish regional priorities to implement both special project funding and general increases in transportation

funding. This regional planning effort should address efficiency, cost effectiveness, financial and environmental sustainability and phasing of regional transportation projects.

Primary Responsibility: MOA Traffic Dept, ARRC, and ADOT&PF.

140 CERTIFICATION OF THE AMATS PLANNING PROCESS

Background: The Municipality fulfills its federally-mandated role as the recognized Metropolitan Planning Organization through Anchorage Metropolitan Area Transportation Solutions [AMATS]. AMATS participated in its first triennial planning process certification by FHWA/FTA in 1996. The report by FHWA/FTA was completed in October 1996 with recommendations to enhance the current planning process; no corrective actions were required. In 1999, 2202 and 2006, FHWA and FTA revisited and reviewed the AMATS planning process. Findings in 1999, and in 2006 again concluded that no corrective actions were required.

However, in the 2002 Review, corrective actions were noted (and were also resolved). It was determined that a TIP/LRTP conformity was not completed in a timely fashion for the PM10 area in Eagle River, although that is required whenever there is an air quality issue. The review recommended that a transportation conformity be done for that.

Objective: Ensure compliance with SAFETEA-LU requirements. Prepare annual Self-Certifications for intervening years between federal recertifications by FHWA and FTA.

Performance Plan: Review, endorse, and monitor the planning process against federal requirements, regulations, and any formal recommendations by FHWA/FTA. The next Federal Triennial Certification / Endorsement will be conducted before September 2010.

Primary Responsibility: MOA Traffic Dept, Transportation Planning Division, with support from ADOT&PF and other provider agencies.

150 PUBLIC TRANSPORTATION (TRANSIT) OPERATIONS PLANNING

The Municipal Public Transportation Department receives funding for planning activities from the Federal Transit Administration [FTA] Section 5303 program. These funds are passed from FTA to the State of Alaska Department of Transportation & Public Facilities [ADOT&PF]. The MOA receives these funds from ADOT&PF in the form of a Transfer of Responsibilities Agreement [TORA]. 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.

151 Program Support and Administration

Background: The MOA Public Transportation Department administered and monitored transit planning functions, conducted public meetings and solicited citizen input into development and maintenance of transit operations, and provided staff input/support for various AMATS projects on an on-going basis.

Objective: Provide the necessary administration to effectively manage transit planning grants; encourage public participation in the transit planning function; develop transit elements of the AMATS Unified Planning Work Program; provide interagency coordination.

Performance Plan: Produce quarterly progress reports; annual progress reports; submit input for the biennial UPWP; solicit public participation for transit plans, programs, and services; provide staff support to the AMATS process and plans.

Primary Responsibility: MOA Public Transportation Department.

152 General Development/Comprehensive Transit Planning

Background: Developed an on-going data collection and analysis program, gathered data on transit ridership trends; conducted attitude/awareness surveys of transit riders; developed monthly and annual ridership reports, completed origin-destination studies of area residents.

Objective: Continue to maintain up-to-date databases to support the transit planning function. Information gathered and analyzed will address bus stop inventory; ridership data by time of day and route segment, by fare category; on-time performance; and schedule reliability and adherence.

Performance Plan: Utilizing ITS technologies and new data collection tools implemented in 2008, begin accurate studies of running times and passenger activities. Continue study of transit ridership, collect and analyze transit information including bus stop activity, maximum ridership load, route segment analysis, and schedule adherence. Annually, at minimum, conduct an intensive three-week passengers and passenger miles data collection effort to obtain information on the entire People Mover system or conduct a sampling survey using FTA sampling methodology. Produce monthly/annual ridership reports analyzing service and seasonal ridership trends by route. Maintain an on-going system to aggregate and analyze farebox ridership data. Collect data as requested/required to support special planning studies.

Utilize ITS technology in passenger counting activity. Automated Passenger Counters were implemented in 2008. Develop programs to verify, analyze and disseminate data collected.

Integrate the MOA Geographic Information System [GIS] into the transit planning function. Provide staff resources to collect, manage, and maintain a geo-database of all bus stop locations with associated amenities, a photo of each bus stop, mapping of bus routes and bus stop locations, and bus stop information signage.

Primary Responsibility: MOA Public Transportation Department.

153 Transit System Level Planning / LRTP

Background: Provided staff support in the development of the transit element of the AMATS Long-Range Transportation Plans.

Objective: Ensure transit development is incorporated into area-wide long-range transportation plans.

Performance Plan: Review and endorsement of the LRTP(s), plan updates and priority projects.

Assist in the development of the transit element of the Highway 2 Highway project. Provide transit perspective to planning and alternative analysis of area wide plans and projects. Provide input and encourage land use and transit interface in project planning. Perform a feasibility study for a Dimond Intermodal Transit Facility.

Primary Responsibility: MOA Public Transportation Dept and MOA Traffic Dept, Transportation Planning Division.

154 Transit Project Level Planning / LRTP

Background: Review plans for roadway and development construction, recommended facilities for transit and pedestrian necessities.

Objective: Coordinate transit elements into transportation developments and investments; coordinate transportation investments, land use development, and transit facility needs.

Performance Plan: Review plans/proposals of other public agencies or private developers that impact the public transportation system, particularly as they influence transit operations and services. Construct bus stop facilities consistent with adjacent land uses. Develop and analyze transit capital facilities and equipment; transit campus facilities needs assessment; safety and security assessment; Tudor Road campus master plan update; develop specifications for transit vehicles; audit/upgrade bus stops for compliance with the ADA, and the TFDG.

Provide staff resources and data for transit elements of local projects.

Plan for transit-oriented, pedestrian-friendly improvements, including bus stop shelters, stop relocations, pathways to bus stops, and crossing improvements. Plan and develop/improve transit centers in support of Anchorage's 2020 Comprehensive Plan recommendation of Town Center development.

Primary Responsibility: MOA Public Transportation Department/Contracted Transportation Professionals.

155 Short-Range Transportation Planning: Transit

Background: Assembly adoption of the 1999-2003 Public Transportation Development Plan [PTDP]; developed and implemented route and schedule adjustments recommended in the East Anchorage, South Anchorage and West Anchorage transit studies; designed transit service levels required for preparation of annual operating budgets, and implemented required service levels. The People Mover Blueprint, a five year plan to restructure People Mover, was adopted and implemented in 2002, 2003 & 2004. A Five-Year People Mover Blueprint Plan Update was completed in 2009.

Objectives: Continue focus on management analysis of internal operations and service planning. Evaluate transit service in terms of traveler demand, route performance and service level. Develop, propose, adopt, and coordinate implementation of route/service modifications, consistent with service design guidelines and plans.

Performance Plan: Perform service/operations planning activities which implement route restructure recommendations; complete sub-area studies and develop issues papers; develop/implement budget-mandated service adjustments.

Incorporate ITS technology in the SRTP Update to facilitate movement of transit buses in mixed traffic, improve communications, and enhance operational efficiencies, safety, and system performance. Provide support to new ITS activities including real-time bus arrival times, web-based customer information, and farebox policies and practices; install new card reading fareboxes that will make boarding the buses faster and more convenient and improve passenger boarding data. These fareboxes will allow transit to increase businesses to enroll employees with passes similar to the current U-Pass program.

Utilize tools developed from the High-Priority Transportation Corridor Prototype Plan to analyze our system on a route by route performance basis.

Primary Responsibility: MOA Public Transportation Department.

156 Transportation Improvement Program: Transit

Background: Developed capital programs complying with the Long-Range Transportation Plan and the Public Transportation Development Plan.

Objective: Develop the Public Transportation component of the AMATS 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.

Performance Plan: Monitor, update, and amend as necessary, the Public Transportation component of the TIP and 6-year Municipal Capital Improvement Program.

Primary Responsibility: MOA Public Transportation Department.

157 Other Projects

Background: Developed the ADA Paratransit Plan and annual updates; developed and submitted the Title VI Compliance Report; analyzed private sector participation in transit projects and activities; implemented human services transportation coordination; facilitated agency coordination meetings.

Objective: Coordinate paratransit services with social service agencies and others to maximize efficiency and effectiveness. Incorporate ADA requirements in transit facilities and support regional air quality, economic vitality, and accessibility/mobility goals.

Performance Plan: Ensure transit facilities and practices follow FTA recommended Safety and Security procedures. Employ a Mobility Coordinator to actively grow coordination of transportation services and to continue planning and delivery of coordinated transportation for senior citizens, people with disabilities and low-income people; prepare periodic updates of the Human Services Transportation Coordination Plan; ensure public transportation services meet accessibility requirements of the Americans with Disabilities Act, to include vehicles, equipment, and communications; review air quality and environmental

plans as related to transit operations; private sector participation; Title VI compliance; Disadvantaged/Women-Owned Business Enterprise [DBE/WBE] compliance; integration and coordination of the public transportation systems of contiguous communities (MASCOT, from the Mat-Su Valley).

Primary Responsibility: MOA Public Transportation Department.

160 TRANSIT MARKETING

Background: Marketing is an integral part of transit management, as well as an AMATS Congestion Management Program strategy and an element of the Public Transportation Development Plan. Following development of the 2002 Route Restructure Study, the Public Transportation Dept worked with a marketing consultant to develop goals and objectives for introducing new riders to the system, increasing frequency of use, and continuing successful programs (U-Pass, Class Pass and Employer Sponsored Pass).

Public transportation marketing in Anchorage includes the People Mover fixed bus route system; AnchorRIDES curb-to-curb Paratransit service; and the existing Share-A-Ride carpool/vanpool efforts.

Objective: Marketing functions for public transportation services are to build ridership, build institutional and service identity, and build awareness of public transportation's role and contribution to the community. Transit marketing seeks to:

- Build usage and market share for transit and rideshare services
- Increase user quality and friendliness of People Mover services
- Enhance People Mover's image and brand
- Build community support for People Mover and alternative modes

Performance Plan: Conduct an audit analysis of marketing programs, strategies, materials and resource allocation to examine the effectiveness of current marketing initiatives. 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. Design marketing campaigns and materials to address key target audiences including "Choice Riders", Downtown commuters, large employers, commercial centers, and the Glenn Hwy corridor. Implement marketing actions and monitor/report both quantitative and qualitative results. Continue to implement Marketing Plan strategies to meet established goals through the 2010-2011 Work Program.

Primary Responsibility: MOA/Public Transportation Department.

170 RIDESHARING WORK PROGRAM

Background: The Anchorage Share-A-Ride program receives federal funding each year to manage a car/van pool-matching program for the residents of Anchorage and its commute areas. The program is a division within the MOA Public Transportation Department. FHWA and ADOT&PF/Central Region monitor and approve the annual Work Program.

Objective: The primary objective of the ridesharing program is to encourage and support alternatives to solo-driver commuting by coordinating with employers, disseminating information, sponsoring vanpool services, and providing rideshare matching services.

Performance Plan: The FY2010-2011 Work Program primary emphasis is to strengthen the Employer Transportation Coordinator Program at Anchorage and Mat-Su Valley business and government organizations. This includes presentation regarding the carpool and vanpool alternatives and staff effort toward Employer-Sponsored Ridesharing, Applicant Services, VanPooling efforts, development/distribution of information, match lists, and surveys.

171 Program Administration

Background: Reviewed/approved previous work programs and monitored their annual progress. Development and implementation of the program is funded with federal capital monies [Surface Transportation Program (STP)].

Objective: Design and execute Share-A-Ride and People Mover continuing program efforts. Monies allocated to this task are for administrative expenses.

Performance Plan: Manage Share-A-Ride Work Program, monthly reporting and administration.

Primary Responsibility: MOA PTD and ADOT&PF.

172 Networking

Background: Maintained contacts with agencies in the US and Canada. Attended the 2007 Association for Commuter Transportation conference in Boston, Massachusetts. [Share-A-Ride continues to be an active member of ACT, which supports individual mobility management professionals and organizational members in their efforts to reduce traffic congestion, conserve energy and improve air quality.].

Objective: Leverage knowledge transfer and best practices from experience of peer organizations.

Performance Plan: Continue contacts with other rideshare agencies to obtain information on marketing strategies and promotional materials. Modify the Anchorage program to incorporate best practices and provide the most efficient and cost effective marketing approaches. Develop working relationships with Mat-Su Valley governmental agencies to Foster ridesharing and vanpooling to Anchorage. Provide information to local agencies interested in promoting rideshare activities. Present information to TAC and Policy Committee, at least once per year, as well as other interested groups.

Primary Responsibility: MOA Public Transportation Dept / Share-A-Ride.

173 Employer-Sponsored Ridesharing

Background: More than 305,000 employees at 338 area locations received commuter surveys since 1986. As of fall 2009, 119 Employer Transportation Coordinators (ETCs) work with Share-A-Ride to distribute information to employees.

Objective: Support Anchorage employers in encouraging and promoting ridesharing.

Performance Plan: Contact twenty-five (25) major employers/employment locations to enlist employer support of ridesharing in the municipality and commute areas, including the Mat-Su Borough. Encourage appointment of ETCs and provide training, support, materials, and periodic communications.

Work with the University of Alaska Anchorage, Alaska Pacific University and Charter College to expand vanpooling and carpooling by their staff, complementing the current U-Pass program. Reach out to other U-Med District agencies including Alaska Pacific University, Alaska Psychiatric Institute, Alaska Native Medical Center, Alaska Native Health Tribal Consortium, McLaughlin Youth Center, Southcentral Foundation, Providence Alaska Hospital and U.S. Geological Survey to expand vanpooling and carpooling by their staff.

Primary Responsibility: MOA/Public Transportation / Share-A-Ride.

174 Advertising and Public Information

Background: Provided incentives for carpoolers and vanpoolers, including free gasoline, I/M services, timers for engine block heaters, or parking, and reduced rates in Anchorage Parking Authority garages. Provided posters to businesses to inform their employees/ patrons about carpooling. Co-sponsored Care-About-Air activities with People Mover, ADEC, and municipal Dept of Health & Human Services.

Objective: Expand awareness and enrollment in Share-A-Ride.
Performance Plan: Develop cost-effective promotions and promotional and/or informational materials for distribution to targeted groups as well as the general public.

Provide incentives for ridesharing in conjunction with promotional activities, and cooperative efforts with private businesses and government agencies. Through vanpool contractor, provide "start-up" incentives for new vanpools. Recognize cooperative employers through press releases and feature media articles. Conduct program outreach at major employer sites and community events.

Primary Responsibility: MOA Public Transportation Dept / Share-A-Ride.

175 Applicant Services

Background: Matching applicants is an ongoing function of the Share-A-Ride program. As of Summer 2009, 4,563 applicants were registered with the program, with 361 commuters sharing rides in 179 carpools and fifty-two (52) vanpools transported 845 daily riders.

Objective: Provide ongoing services to applicants, monitor and evaluate the rideshare program.

Performance Plan: Rideshare participant updates and applicant match-lists are ongoing functions of the program. Conduct Commute Surveys at various businesses in the Anchorage and Mat-Su commute areas. Reach out to database applicants to ensure their continual interest in the program and update their information in an effort to match them with other commuters.

Primary Responsibility: MOA Public Transportation Dept / Share-a-Ride.

176 Vanpooling

Background: The Vanpool Program was initiated in February 1995; by October 2005 there were 24 vans in operation; by August 2009 there were 52 vans in operation with six (6) vans held for contingency. In November 2005, ten (10) vans were received and a new contractor was selected. In 2006, 32 (thirty-two) new vehicles were put into service to replace older vehicles. Spanning over 2008 and 2009, eleven (11) new vans were purchased to expand the fleet. Over 12 million vehicle miles were saved by vanpoolers in 2008.

Objective: Expand the vanpool operation and provide a cost-effective and efficient commute option to Anchorage-area commuters.

Performance Plan: Primary emphasis will be on expanding the active vanpools the Anchorage and Mat-Su commute area and fully utilizing all available vehicles in the fleet. Vanpool program administration, marketing, ride matching, employer outreach, customer satisfaction review, user charges and budget will be closely managed.

Primary Responsibility: MOA Public Transportation Dept / Share-A-Ride.

177 Office Management

Background: The 2009 Program was implemented on schedule and within budget.

Objective: Provide staffing for the Rideshare office and conduct the 2010-2011 Programs in an efficient, effective manner.

Performance Plan: Operate the Share-A-Ride office weekdays 8:00am - 5:00pm. Provide telephone and web information and coordination, as required. Maintain sound internal procedures; monitor and document performance; produce timely and accurate statistical reports.

Provide grant management/reporting to ADOT&PF and FHWA, including employee supervision, issuance of quarterly and annual reports, budget oversight and liaison.

Primary Responsibility: MOA Public Transportation Dept / Share-A-Ride.

178 Ridesharing Quarterly/Annual Reporting

Background: Preparation and submittal of fiscal reports is an on-going task.
Objective: Prepare and submit quarterly reports/billings to ADOT&PF and FHWA to document the ridesharing program.

Performance Plan: Prepare, review and submit Quarterly Progress Reports and Billings; Annual Reports for Fiscal Years 2009 and 2010.

Primary Responsibility: MOA Public Transportation Dept / Share-A-Ride, with support from ADOT&PF Central Region Planning.

200 SUBAREA/SPECIAL STUDIES AND LOCAL PLANNING COORDINATION

Objectives: (1) Examine specific transportation system improvements in a geographic area and identify needed roadway, transit, and bikeway improvements for inclusion in the AMATS TIP and LRTP; and (2) examine specific environmental conditions associated with the operation of the transportation system, specific design features of such systems [i.e., landscaping], or specific transportation functions and/or impacts.

Ensure that local transportation planning needs continue to be met. Coordination of local transportation networks with the National Highway System is critical to achieve a balanced system that provides for both through traffic movement and local access. Ensure that proposed transportation projects remain consistent with adopted AMATS Plans and Programs and are reviewed by the appropriate municipal boards and commissions. Coordinate transportation and land use development throughout the Municipality. Assess impacts on the transportation system that may result from new development. Ensure consistency between municipal and AMATS documents such as between the Official Streets and Highways Plan [OS&HP] and the Long-Range Transportation Plan. Commit to reinforcing Context-Sensitive Design protocols adopted in October of 2008 to enable local residents to participate during scoping and design phases in assessing the impacts of projects on local land use and help in identifying low-impact design solutions.

Current Work Efforts and Adopted Documents Related to this Element

- Areawide Trails Plan [ATP], adopted by AO 96-140, April 1997.
- Pedestrian Plan, Adopted by AO 2007-96, October 2007.
- Bicycle Plan, to be adopted early 2010.
- Hillside District Plan, to be adopted in early 2010.
- Official Streets & Highways Plan [OS&HP], adopted by AO 96-97(s), December 1996.
- Review of subdivisions, zoning amendments, conditional uses, and variance requests.
- U-Med District Plan, 2004-2005; Providence/University Area Transportation Study, 1998.
- Transportation / Land Use draft goals /objectives for Anchorage 2020.
- Other transportation planning efforts principally supported by non-federal funds, including sub-area circulation studies, and Anchorage CBD Parking & Circulation Study.

Scheduled 2010 - 2011 Work Tasks

210 OFFICIAL STREETS AND HIGHWAYS PLAN [OS&HP]: MONITORING AND IMPLEMENTATION

Background: The most recent OS&HP was adopted by the municipal Assembly in August 1996, and was endorsed and incorporated into the LRTP by AMATS in December 1996. The OS&HP was updated by amendment, concurrent with the process of adopting the Anchorage Bowl 2025 Long-Range Transportation Plan (subtask task 131), in October 2005. Pending adoption of an updated Design Criteria Manual, and Context Sensitive Design protocols, an additional amendment package, primarily affecting collectors in the Bowl, will be subjected to agency scrutiny and public review before introduction to the Assembly.

Objective: Monitor and amend the OS&HP, as necessary, to meet changing needs of the community. The OS&HP is an implementation tool of Anchorage 2020 and of the Long-Range Transportation Plan. Review and prepare the 2010 OS&HP Amendment package, both in print and electronic versions, for review and approval.

Performance Plan: Continue to monitor the OS&HP and provide interpretation of the adopted plan maps. Prepare amendments in first quarter of 2010, in accordance with the recommendations of Anchorage 2020 and the Long-Range Transportation Plan with adoption by December of 2010.

Primary Responsibility: MOA Traffic Dept, Transportation Planning Division.

220 LOCAL TRANSPORTATION PLANNING COORDINATION

Transportation Project Plan Reviews

Background: The MPO is responsible for the review of all local transportation-related projects, proposed land development applications are reviewed for transportation-related impacts, review of traffic impact analyses resulting from land development generating substantial traffic volumes

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

Performance Plan: 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 that have an impact on the transportation system, review TIAs and proposed development plans for impacts on the Anchorage transportation system, on an as-submitted basis. This task also encompasses review and update of existing project review agreements between the MOA and ADOT with regards to staff, P&Z and Urban Design Commission reviews of ADOT&PF projects.

Primary Responsibility: MOA Traffic Dept, Transportation Planning and Traffic Safety Divisions, Project Management & Engineering, and ADOT&PF.

230 NON-MOTORIZED TRANSPORTATION STUDIES AND PLANS

231 Pedestrian Plan

Background: Pedestrian safety is a paramount objective to our transportation system. Many corridors do not currently have adequate sidewalks and paths. The Municipal Assembly adopted the Pedestrian Plan in October 2007.

Objective: Implement the recommendations in the Pedestrian Plan.

Performance Plan: Continue implementation of Pedestrian Plan utilizing the 2010-13 Transportation Improvement Program.

Primary Responsibility: MOA Traffic Dept, Transportation Planning Division, with assistance through contractual professional services.

232 Bicycle Plan

Background: Safety is a prime objective of our multi-modal transportation system. Missing links have been identified in our bicycle facility network.

Objective: Identify and prioritize corridors necessary to complete the bicycle facility system in Anchorage.
Performance Plan: Complete the public involvement process on the Bicycle Plan, including adoption by the Anchorage Municipal Assembly and the AMATS Policy Committee by second quarter of 2010.
Primary Responsibility: MOA Traffic Dept, Transportation Planning Division, with assistance through contractual professional services.

233 Areawide Trails Plan

Background: The Municipal Assembly adopted the Areawide Trails Plan (ATP) in April 1997. A consultant and MOA Planning Dept staff developed the Plan, with assistance of AMATS staff. The Plan replaced the Anchorage Trails Plan, and sub-plans for the Anchorage Bowl, Girdwood/Turnagain Arm, and Eagle River areas, adopted in 1985. AMATS incorporates the ATP as an element of the LRTP The Trails Oversight Committee was formed to assist in implementing the Plan.

Objective: Begin development of an update to the 1997 Areawide Trails Plan in second quarter of 2010.

Performance Plan: Prepare a prioritized inventory of roadway corridors that have been identified as deficient in providing an integrated system of trails that permit and encourage travel by modes other than the automobile and that offer a variety of recreational opportunities, to be used in programming such improvements in the 2010-13 TIP.

Primary Responsibility: MOA Traffic Dept, Transportation Planning Division, with assistance through contractual professional services.

234 Safe Routes to School

Background: Pedestrian safety is a paramount objective to our transportation system. Many corridors do not currently have adequate sidewalks and paths.
Objective: Identify corridors that are deficient in providing safe walking routes to schools.
Performance Plan: Prepare a prioritized inventory of roadway corridors that have been identified as deficient in providing adequate pedestrian facilities, to be used in programming such improvements in the 2010-13 TIP.
Primary Responsibility: MOA Traffic Dept, Transportation Planning Division, with assistance through contractual professional services.

240 COMPREHENSIVE DEVELOPMENT PLAN IMPLEMENTATION

Background: AMATS staff work efforts need to interface with those of the MOA Planning Dept to implement Anchorage 2020, the currently adopted comprehensive plan, ensuring that land use/transportation interrelationship issues are identified and addressed in any implementation process. An extensive public process was utilized in updating the Comp Plan, indicating that the Plan has wide support and endorsement of the community.

Objective: Continue to coordinate land use and transportation planning efforts through the implementation of recommendations of Anchorage 2020. Elements to be examined may include planning and development for town centers, transit corridors, and district plans, revisions to Municipality of Anchorage parking requirements, and updates to the street design guidelines and standards.

Performance Plan: Review and develop specific plans and implementation measures recommended in the Anchorage Bowl Comprehensive Plan. Provide adequate public review of draft recommendations.

Primary Responsibility: MOA Traffic Dept Transportation Planning Division, and MOA Planning Dept, Land Use Planning Division, with assistance from ADOT&PF.

242 Eagle River Central Business District Circulation Study

Background: The Chugiak / Eagle River 2027 LRTP recommends a comprehensive circulation study for the entire road network within the downtown core of Eagle River. Traffic along the Old Glenn Highway between Eagle River Road and North Birchwood Loop Road is expected to increase substantially through 2027. More improvements to the local street network, including providing new roadway connections, are likely to be needed in the future to solve downtown core congestion at intersections. The study will include an assessment of pedestrian improvement needs, access management alternatives, the need for improved connectivity between the Old Glenn Highway and Business Boulevard, and traffic flow along the Old Glenn Highway, including the movement of freight vehicles. A rigorous alternatives analysis will also address improved connections between the Powder Reserve and the Central Business District (CBD.) The proposed study should reference and utilize the suggestions from the Eagle River CBD Circulation Study.

Objective: Promote more efficient vehicular and pedestrian circulation within the Eagle River business community, and reduce congestion.

Performance Plan: Work with consultants to oversee the Study to successful completion. Incorporate recommendations of the CBD Circulation Study into the C/ER LRTP.

Primary Responsibility: MOA Traffic Dept, Transportation Planning and Traffic Engineering Divisions, with consultant services assistance.

243 Midtown District Plan

Background: The Comprehensive Plan, Anchorage 2020, designates the Midtown area of Anchorage as a major employment center. According to the Comp Plan, employment centers "will provide efficient access to goods and services, enhance multi-modal transportation and create vital, attractive, urban environments. Important elements of employment centers include: (1) higher employment densities [50 to 75 employees per acre] to support more efficient transit service, (2) mixing supportive retail uses such as restaurants, banks, and shopping with office development, (3) enhancing the pedestrian environment, and (4) creating successful, public focal points such as plazas and parks.

Objective: Creation of a mixed use, high density, pedestrian-oriented employment center in midtown.

Performance Plan: Complete the Midtown District Plan by second quarter of 2010. Analyze land use changes needed to implement Anchorage 2020 policies regarding employment densities and mixed-use development. A market study analysis of retail, office, and housing potential for midtown will underpin the land use element. Analyze transportation system deficiencies and recommend transportation improvement not limited to new road connections needed to

create an adequate road grid system in midtown, transit improvements, and pedestrian enhancements.

Primary Responsibility: MOA Traffic Dept, Transportation Planning Division, and MOA Planning Dept, with consultant services assistance.

244 Hillside District Connectivity Plan

Background: The municipal Planning Department is undertaking a subarea study for the southeast portion of the Anchorage Bowl identified as the Hillside District. A solid public/private partnership has been established, encompassing a wide array of stakeholders, including residents, elected officials, and developers alike. The primary focus is to determine the necessary infrastructure needs for the area to support anticipated growth over the next twenty years. The Anchorage Hillside has its own specific challenges, in light of foothills, and mountainous terrain, particularly in regard to erosion and sediment control, and threats of wildland wildfire.

Objective: The primary scope of the transportation element of the overall Hillside District Plan is to focus on the coordination of future street and trail /pedestrian connectivity in the study area, with particular interest of connectivity between subdivisions, where applicable. The plan will also identify potential traffic related problems that may occur as a result of land use development related to location and density with recommendations to address those concerns. The effort will not address the need or scope of major arterial streets, as that has been addressed in the recently updated Anchorage Bowl Long-Range Transportation Plan. The study scope focused on the residential street network and address pedestrian connectivity within neighborhoods.

Performance Plan: Complete the Hillside District Plan by second quarter of 2010. Analyze transportation system deficiencies and recommend transportation improvements, not limited to new road connections needed to create an adequate road grid system in the area, as well as potential for provision of transit improvements, and pedestrian enhancements.

Primary Responsibility for transportation-related aspects of the project: MOA Traffic Dept, Transportation Planning, with consultant services assistance and the proposed Hillside area road and trails management entity.

245 Highway to Highway Connection

Background: The Glenn and Seward Highways together form Anchorage's longest and most multifaceted transportation corridor. Both highways are part of the National Highway System, the regional transportation network, the city street system, and the city and neighborhood landscape. Both highways provide critical links in support of state, regional, and local economies. Traffic at the junction of the Glenn and Seward highways is anticipated to exceed 100,000 vehicles per day by 2025, increasing faster than on other roads because of suburban growth and drivers' preference for higher-speed freeway travel. Finishing this highway connection is a top-priority to manage Anchorage congestion, according to the Anchorage Bowl 2027 LRTP. During 2008 and 2009 a broad public outreach effort took place. A draft Purpose and Need and alternative routes/ screening were developed.

Objective: Connect the Glenn and Seward Highways to provide needed capacity and more efficient freight distribution. Improve surface streets over and around

the Glenn and Seward Highway corridors to calm traffic and create opportunities for modes of travel other than the automobile.

Performance Plan: Alaska Dept of Transportation & Public Facilities, Central Region, is managing a contract for consultant services to examine the connection of Glenn Highway with Seward Highway, at or near the downtown business district of the Anchorage Bowl. An extensive public process is envisioned for this project, encompassing a wide array of stakeholders, including residents, elected officials, and developers alike. The primary focus is to determine the necessary infrastructure needs for the area to support anticipated growth over the next twenty years.

Primary Responsibility: ADOT&PF Central Region will have oversight authority of consultant services, with assistance of MOA Traffic Dept, Transportation Planning Division.

260 FREIGHT MOBILITY

Background: Planning factor #7 of federal Metropolitan Planning regulations requires that MPOs conduct freight mobility studies as part of the metro transportation planning process. In June 2001, AMATS adopted and approved a Freight Mobility Study. Regulations further state "supporting technical efforts should proceed from an analysis of goods and services movement problem areas, as determined in cooperation with appropriate private sector involvement, including, but not limited to, addressing interconnected transportation access and service needs of intermodal facilities". While initially established in 2006, the AMATS Freight Advisory Committee was reconvened in January 2009 and quarterly meetings along with freight workshops were held throughout 2009.

Objective: Continue to prioritize and implement recommendations in both the 2025 Long-Range Transportation Plan and the June 2001 Freight Mobility Study with assistance of the Freight Advisory Committee. Further, work to identify problem freight intersections, access issues, and undertake a Freight Mobility Movement Survey. Develop outreach programs, schedule intersection/access tours, attend and present information at local industry and agency meetings in order to gain input from the freight community. Coordinate with state, municipal, and local agencies on freight needs during design and site plan development reviews.

Performance Plan: Schedule and attend meetings of the Committee. The Committee will review the recommendations in the LRTP and TIP, and make suggestions for project criteria, design, evaluation, and recommendations for other needed improvements. Continue to have the Freight Advisory Committee act as a standing subcommittee to advise the AMATS TAC on freight matters. Monitor freight activities, and participate in relevant freight training activities and on-going education opportunities.

Primary Responsibility: MOA Traffic Dept, Transportation Planning Division, with possible assistance from ADOT&PF.

270 EMERGENCY TRANSPORTATION MANAGEMENT

Background: Transportation Planning has long encouraged connectivity between neighborhoods, ensuring a continuous network of streets. This disperses traffic, reduces the volume of cars on any one street in the network, and eliminates circuitous vehicular

trips. Of prime consideration is the need to provide adequate circulation for emergency and public service vehicles. In the review of private development proposals, particularly subdivisions and Planned Communities' master plans, it is critical that the Municipality requires neighborhood streets to be connected. This may not always be supported by the individual neighborhoods themselves, but is in the best interest of the community as a whole. As shown by the EOC Wildfire Incident Scenario, evacuation routes for the Hillside area are woefully scarce. Similar problems exist in portions of Chugiak/Eagle River. A 2002 Municipal ordinance adopted Public Safety Amendments to the Anchorage 2020 / Anchorage Bowl Comprehensive Plan. New Policy 98 states that results of a comprehensive process to address natural and man-made emergencies and disasters to which Anchorage may be vulnerable should result in long-term disaster mitigation efforts through land use, transportation, and public facilities planning. Neighborhood or District Plans, and the Hillside District Plan are listed as essential to policy implementation; Street Connectivity Standards are also listed as an implementation strategy. In 2005 a Steering Committee was formed to address gaps in existing street connectivity for emergency response and evacuation in the Chugiak-Eagle River area.

Objective: Ensure that community residents can be evacuated in an emergency, and that public service vehicles have adequate routes to hazardous scenes.

Performance Plan: Work with Anchorage Fire Department, Chugiak Volunteer Fire Department, South Fork Volunteer Fire Department, Girdwood Fire Department, road boards, and community councils, to identify gaps and missing links in neighborhood transportation grid connections, and to work towards eliminating identified gaps, to enhance emergency vehicle response times, and to ensure that national and local emergency response standards are met. Work with MOA Planning and Project Management and Engineering Departments to develop Street Connectivity Standards.

Primary Responsibility: MOA Traffic Department, Transportation Planning Division, in cooperation with MOA Planning Department, MOA Project Management & Engineering Department, Anchorage Fire Department, Chugiak Volunteer Fire Department, South Fork Volunteer Fire Department, Girdwood Fire Department, road boards, and community councils.

280 INTELLIGENT TRANSPORTATION SYSTEMS [ITS]

Background: Intelligent Transportation Systems (ITS) represents the integration of new and existing technologies and services aimed at improving safety, increasing efficiency, and reducing transportation costs in the movement of people and goods throughout the U.S. ITS serves to enhance and improve all areas of transportation, including highways, signal systems, transit, emergency services, maintenance, commercial vehicles, and traveler information. Federal ITS regulations published in 2001 required MPOs, including Anchorage, to have a regional ITS architecture (framework for planning and deployment) that is consistent with the national and state ITS architectures. Regional Architecture is to be maintained and kept up to date. The MOA Regional ITS Architecture Final Report, including an Implementation Plan, was approved by the AMATS Policy Committee in 2004. The Implementation Plan is used as input to guide decisions for deploying ITS in the MOA in the future. Regulations also required projects having ITS elements and funded with highway trust fund dollars to demonstrate conformity with local ITS Architecture, complying with specific Systems Engineering Analysis requirements, prior to project implementation.

Objective: Review and update the Anchorage ITS Regional Architecture as necessary. Provide support to managers of ITS projects to enable them to comply with federal requirements. Continue local support for ITS.

Performance Plan: Work with key stakeholders to maintain the Anchorage Regional ITS Architecture as necessary. At a minimum, update the Regional Architecture and projects recommended in the Implementation Plan to reflect projects in AMATS TIP and LRTPs . Work with FHWA, FTA and ADOT&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. Participate in ITS related meetings and conferences necessary to keep updated on ITS initiatives. Work with partner agencies of AMATS to form an ITS Subcommittee to the AMATS Technical Advisory Committee. The ITS Subcommittee would be responsible for updating and maintain the Anchorage Regional ITS Architecture, identifying opportunities for ITS deployment in projects funded in the TIP, and providing guidance to project managers on compliance with federal ITS regulations.

Primary Responsibility: MOA Trafic Department, Transportation Planning Division, with assistance from MOA Traffic Engineering, MOA Project Management & Engineering, MOA Public Transportation, and other municipal agencies, and with support from ADOT&PF, FHWA, FTA, and potentially consulting services.

281 Integrated GIS Transportation Network ("Roadnet")

Background: At the end of 2003, the Municipality of Anchorage received a federal grant to integrate existing GIS roads network information into a single data layer. This project supports transportation demand modeling for planning purposes, and other municipal services such as real-time emergency response. In 2004, the MOA contracted with consultants to develop the new data model. Although the contract was completed in 2005, testing and acceptance of final work products continued into 2007. A second phase, identified in the AMATS FFY 2006-09 TIP, funded work needed to bring the new data model into production, provided training for staff, and reviewed the user needs analysis from the first phase to identify and prioritize next steps, to include developing a methodology for facilitating GIS roads data exchange with ADOT&PF's GIS data.

Objective: Work with ADOT&PF Program Development staff to provide project oversight and participate on project team.

Primary Responsibility: Executive Oversight from MOA Traffic Department Director, with primary technical support from MOA IT Department, GIS Division.

290 CONGESTION MANAGEMENT PROGRAM

Background: The AMATS Policy Committee adopted the 1993 Congestion Management Program [Phase I] in October 1994. The plan was developed with consultant assistance and staff from MOA/DCPD, MOA/Public Transportation, MOA/DPW, and ADOT&PF. Public surveys and workshops were conducted to identify the issues regarding traffic congestion and what strategies could be implemented or existing strategies expanded to address those issues. Staff completed work [Phase II] on the development of a performance measurement system and its associated data collection and system monitoring, as well as standards that can be used to monitor systemwide congestion and evaluate the effectiveness of existing congestion management strategies. The resulting "Status of the

System Report" was published in September 2000 with updates completed in 2004 and 2007.

Objective: Based on the performance measures contained in the "Status of the System Report, AMATS will continue to monitor congestion and track the effectiveness of current management strategies for performance. The LRTP recommends that the Status of the System Report be updated every four years. A new report will therefore be prepared based on 2011 data. The LRTP also recommends the creation of a new institutional framework to promote the evaluation and implementation of congestion management strategies.

Performance Plan: Collect data for the 2011 Status of the System Report. Prepare, publish, and distribute a status of system report that illustrates the nature and extent of congestion in Anchorage. Create new institutional framework for the evaluation and implementation of new congestion management strategies.

Primary Responsibility: MOA Traffic Dept, Transportation Planning, with assistance from other municipal departments, and ADOT&PF.

291 Implementation Strategies ~ Signal Timing

Background: The Municipality of Anchorage received a federal grant, shown in the Transportation Improvement Program, to refine the timing of traffic signals. This project supports strategies identified in the Congestion Management Program.

Objective: Work with ADOT&PF Program Development staff to provide project oversight and participate on project team.

Primary Responsibility: Executive Oversight from MOA Traffic Department Director, with primary technical support from MOA Traffic Engineer and MOA Traffic Department Signals Section.

292 Implementation Strategies ~ Travel Options Program

Background: The LRTP has identified the need to expand the range of existing congestion management programs that encourage commuters and other users of the transportation system to shift from single occupancy vehicles to other modes of transportation. At the present time there is no entity responsible for the design, development and execution of new travel demand initiatives. The Travel Options Program is designed to fill this gap in the organizational structure of AMATS.

Objective: Development of a Travel Options Program to implement recommendations from the LRTP and from the Human Services Transportation Coordinated Plan (adopted May 2009).

Primary Responsibility: Administrative oversight from MOA Public Transportation Dept, with secondary support from MOA Traffic Dept and from other municipal departments, and ADOT&PF.

300 AIR QUALITY PLANS, PROGRAMS, AND STUDIES

Objective: To monitor, analyze, develop and implement programs to improve air quality.

Current Work Efforts and Adopted Documents Related to this Element

- Eagle River PM-10 Control Plan, MOA, December 1990.
- Congestion Management System Performance Measures and Standards
- Anchorage CO Maintenance Plan, adopted by EPA, July 2004.

Scheduled 2010 - 2011 Work Tasks

310 AIR QUALITY MONITORING / ANALYSIS / REPORTING

Background: The MOA Dept of Health & Human Services has had primary responsibility for monitoring, air quality data analysis and reporting for over 25 years. Responsibilities include monitoring of CO, PM-10, and PM-2.5; analysis and reporting of AQ trends.

Objective: Continue monitoring for CO, PM-10 and other air pollutants and submit data, as required to EPA. Investigate levels of air pollution in Anchorage. Prepare annual report summarizing air quality data and trends.

Performance Plan: Monitor air quality in the Anchorage area as required by EPA. Evaluate air quality data, analyze trends, prepare annual report, and submit data to ADEC and EPA on a quarterly basis.

Primary Responsibility: MOA Dept of Health & Human Services.

320 AIR QUALITY PLANNING AND SIP REVISIONS

Background: The State of Alaska has delegated responsibility for local air quality planning to the MOA. Anchorage is responsible for preparing any necessary air quality revisions for incorporation into the State Implementation Plan for approval by the EPA. Over the past 25 years, Anchorage has prepared SIP revisions to address CO and PM-10 non-attainment issues in the MOA. Anchorage is now classified as a maintenance area for CO. Although PM-10 concentrations in Eagle River have been in compliance with federal standards for more than 15 years, it remains classified as a nonattainment area pending the EPA approval of a draft PM-10 maintenance plan that was prepared in late 2009. Anchorage last violated the air quality standard for CO in 1996 and is now classified as a CO maintenance area. A CO Maintenance Plan was approved by EPA in 2004 that includes the current Vehicle Inspection & Maintenance (I/M) , Share-A-Ride and Vanpooling programs. It also focuses on the control of cold start emissions by encouraging the use of engine block heaters. A revision to the CO Maintenance Plan was prepared in 2009 that extends the new car I/M testing exemption from four to six years. Another revision to the CO Plan is now underway that, if approved, would delete the SIP commitment to operate I/M. Although PM-10 concentrations in Eagle River have been in compliance with federal standards for more than 15 years, it remains classified as a nonattainment area pending the preparation and EPA approval of a PM-10 maintenance plan.

Objectives: Continue to prepare plans/implement strategies for reducing CO, PM-10 and other pollutants as required to maintain compliance with federal clean air standards.

Performance Plan: Respond to public comments on the draft Eagle River PM-10 Maintenance Plan. Complete draft revisions to the CO Maintenance Plan to delete the commitment to the continued operation of the I/M Program in Anchorage.

Primary Responsibility: MOA Dept of Health & Human Services [DHHS], with support from, and coordination with, ADEC.

330 AIR QUALITY CONFORMITY ANALYSES

Background: Federal regulations require that all federally-funded transportation plans and programs be shown to be consistent with the State Implementation Plan for Air Quality and not interfere with the attainment or maintenance of federal air quality standards. Conformity analyses must be performed for transportation plans and programs in the MOA because Anchorage is designated as a maintenance area for CO and Eagle River is designated as a nonattainment area for PM-10.

Objectives: Perform analyses required for air quality conformity determinations by AMATS long range transportation plans and improvement programs.

Performance Plan: Prepare analyses required for LRTP and program amendments.

Primary Responsibility: MOA Dept of Health & Human Services, and MOA Traffic Department in coordination with ADEC.

340 EVALUATION OF TRANSPORTATION-RELATED AIR POLLUTION CONTROLS

Background: The MOA, in collaboration with the ADEC, has conducted a number of studies to characterize the nature and contributing causes of air pollution in the MOA and to evaluate the effectiveness of potential control strategies. Over the past 10 years, a number of studies have been conducted to quantify the contribution of cold start / warm-up idle emissions to the CO problem and to evaluate the effectiveness of strategies like engine block heater use to reduce these emissions. In 2006, the effectiveness of I/M in reducing CO emissions was completed. Currently a project is underway to assess best management practices (BMPs) for the control of PM-10 emissions. The MOA is currently conducting phase 1 of a study to evaluate the effectiveness of new EPA rules reducing the amount of benzene in gasoline on ambient concentrations of benzene in Anchorage.

Objective: Investigate appropriate and climate-suitable methods for addressing transportation-related air pollution in the MOA.

Performance Plan: Complete assessment of PM-10 BMPs by June 2010. Complete phase 1 of benzene study to assess effectiveness of new EPA-mandated gasoline benzene content limits which will go into effect in 2011 or 2012.

Primary Responsibility: MOA Dept of Health & Human Services.

350 AIR QUALITY PROMOTION AND PUBLIC AWARENESS PROGRAMS

Background: The MOA has used Congestion Mitigation / Air Quality (CMAQ) funding to promote behaviors to reduce the emissions of CO and other air pollution. The Plug @20 campaign uses television, radio and print media and other methods to encourage motorists to use engine block heaters fall below 20 degrees. Research has shown block heaters can cut cold-start CO emissions by more than half. The MOA has also promoted bicycling and walking as a means to get to work and school and reduce air pollution from motor vehicles. The coordination of the annual Bike-to-Day is one example of the efforts put forth.

Objective: Promote and encourage alternatives to the single occupancy vehicle to reduce transportation-related air pollution in the MOA.

Performance Plan: Continue with Plug@20 campaign during winter months and assess effectiveness through public opinion survey. Coordinate Bike-to-Work Day (and Week) and implement the public awareness policies of the non-motorized transportation plan adopted by the Anchorage Assembly in October 2007.

Primary Responsibility: MOA Dept of Health & Human Services.

360 EPA Air Pollutant Emission Model Implementation (MOVES) NEW Task

Background: The EPA is developing a new emission factor model called MOVES to replace the current MOBILE6 model. Within the next two years, EPA is expected to mandate the use of the new MOVES model to develop emission inventories and budgets and to prepare conformity determinations.

Objective: Develop "in-house" expertise necessary to run the EPA MOVES model and use it develop a revised CO emission inventory and emission budget. Like MOBILE6, MOVES will have to be integrated with the Anchorage Transportation Model to develop emission estimates.

Performance Plan: Develop basic competence and familiarity of MOVES among at least two MOA staff, work with transportation modelers to develop ways to integrate necessary transportation model outputs with the MOVES model.

Primary Responsibility: MOA Dept of Health & Human Services.

400 DATA COLLECTION/COMPUTER MODELING

Objective: To maintain and update the socioeconomic database to support the TransCAD transportation planning model.

To continue to enhance the reliability of travel forecasting procedures, to apply the updated computer simulation model to system level transportation analyses, to complete any necessary modifications to the model, and to provide documentation of model procedures.

Current Work Efforts and Adopted Documents Related to this Element

- The on-going traffic data collection programs of Municipal Traffic Department and ADOT&PF Highway Data Section.
- Application of the air quality model to the Anchorage Bowl network for the Anchorage Bowl Long-Range Transportation Plan update and the air quality conformity reports.
- AMATS Computer Model Assessment, 1995.
- Updated land use forecast, 2004.
- TMIP Model Peer Review, 2004.
- MOA Travel Demand Model Validation, 2005.
- MOA Travel Demand Model approved by AMATS Policy Committee, 2005
- Project-specific modeling, on going and continuous.
- Anchorage Household Travel Survey, 2002.

Scheduled 2010 - 2011 Work Tasks

410 TRAFFIC AND TRANSPORTATION DATA

Background: Produce Annual Traffic Report, which includes a summary of transportation trends analysis/information, trail/pedestrian system changes, and the roadway system alterations during the year. The traffic information includes studies regarding travel time, classification, and speed, as well as data to support air quality conformity and the VMT tracking requirements. Special studies may address other issues, such as parking trends, sidewalk and trail usage, and so forth.

Objectives: Record existing traffic data on roadways within Anchorage; improve coordination of data collection between the MOA and the State, evaluate trends in travel conditions on primary roadways within the MOA, such as changes in average daily traffic [ADT] and accident rates. Collect data, including vehicle times along major arterials and freeways/expressways. In addition, 24-hour hose and radar speed studies will be performed to provide baseline information for the annual trends analysis.

Performance Plan: MOA Traffic staff collects/analyzes/updates traffic data for roadways and trails in Anchorage. ADOT&PF Highway Data Section performs traffic link counts and vehicle classification studies, and updates the AADT [annual average daily traffic]. Produce a statistical and informational report on which traffic trends can be analyzed.

Primary Responsibility: MOA Traffic Dept, and ADOT&PF Traffic Data.

440 SOCIO-ECONOMIC / EMPLOYMENT DATA/ EVALUATION

Background: Transportation planning models used to forecast future traffic volumes require extensive land use data collection efforts as well as the development of land use allocation models needed to forecast future land use distribution and densities. The land

use allocation model is based on the Anchorage 2020 planning assumptions. Further updates to the land use allocation model are expected when the University of Alaska, Anchorage Institute of Social and Economic Research releases its new population forecasts and employment growth rates in 2010. Recently, the land use allocation model was updated to show new or expanded uses in the AMATS area, such as Tikahtnu Commons, the U-Med District, large box stores, and others. Equally, further work to the land use allocation model is expected when the MOA land vacancy report is completed.

Objective: Review and research current information concerning land use, such as future "pipeline" development, including analyzing census income information, along with employment figures, for input to the AMATS computer model. Analyze and compare land use allocation models and the accuracy of existing housing and employment data and update where needed. Update existing housing, commercial development, and employment data using MOA permit data. Update housing and employment projections based on latest regional projections. Staff will conduct technical reviews of data and assumptions submitted for major projects, such as KAC and H2H, and summarize these assumptions so they are readily understandable by the lay public.

Performance Plan: Review, collect, and conduct quality control reviews on socio-economic statistics such as population, housing, income, and employment data for the transportation demand model. Other model updates which are currently under development are script updates to incorporate private school enrollment.

Primary Responsibility: MOA Traffic Dept, Transportation Planning, with support from private consultants.

450 COMPUTER MODELING OF FEDERAL-AID PROJECTS

Background: New road projects require the use of the Travel Demand Model to project future traffic volumes. In the recent past the model has been used to forecast traffic for the Dowling Road Project, the 48th Avenue Extension Project, as well as numerous arterial expansion projects.

Objective: Support regional planning efforts using the transportation demand model model.

Performance Plan: Apply the MOA transportation demand model in support of design and development of federally funded projects and plans. This task is to address project level analysis for transportation improvements.

Primary Responsibility: MOA Traffic Dept, Transportation Planning.

470 COMPUTER MODELING IN SUPPORT OF AIR QUALITY TASKS

Background: The Anchorage Bowl of the Municipality is designated as a maintenance area for air quality [CO]. The MOA must provide an analysis of conformity between the LRTP and TIP and the CO/SIP. Portions of Eagle River are a PM-10 non-attainment area, which also requires conformity determinations.

Objective: Provide model support to air quality conformity analyses for TIP updates and amendments, LRTP updates and amendments, and other times, as required by federal conformity regulations. Prepare required air quality conformity reports.

Performance Plan: Staff will develop traffic model runs corresponding to the required analysis years, which can be input into the approved EPA air quality models. A report will be prepared which shows model inputs and assumptions, and conclusions regarding the air quality impacts of the AMATS transportation plans and programs.

Primary Responsibility: MOA Traffic Dept, Transportation Planning, and MOA DHHS, Air Quality Section.

480 MOA TRANSPORTATION DEMAND MODEL (TransCAD Simulation Model)

Background: The MOA transportation computer simulation model was validated to a 2002 base year and subsequently updated (not validated) to the year 2007 for socioeconomic data and roadway configuration. The 2007 model is currently under further development for the H2H project, and will be validated as a base year during the development of that project. Model updates which are currently under development are updated network capacities, based on collected intersection capacity analysis, and script updates to incorporate private schools into the currently accepted school model. Air Quality Conformity regulations require that transportation planning models validate to base year traffic counts that are no older than 10 years. The Travel Model Improvement Program (TMIP) was utilized in 2005 to peer review the TransCAD model and will be used in conjunction with the 2011 Consolidated LRTP.

Objective: Monitor and update the transportation demand model for accuracy.

Performance Plan: Contract with a professional consulting firm to provide technical and operational support of the transportation demand model. Activities within this task also include any/all work necessary to the continued refinement of the model.

Primary Responsibility: MOA Traffic Dept, Transportation Planning, with consultant assistance, and support from ADOT&PF.

500 PROGRAM ADMINISTRATION & PUBLIC INVOLVEMENT/INFORMATION

Objective: Provide the necessary administration, technical support, committee support and coordination to effectively manage the AMATS transportation planning program. Develop necessary technical skills to more effectively perform AMATS tasks. Provide an effective public involvement program for AMATS transportation planning and air quality planning and provide a project implementation process to insure that planning efforts take issues of public concern into account.

Current Work Efforts and Adopted Documents Related to this Element

- 2008 AMATS Public Participation Plan.
- AMATS Technical Advisory, Freight Advisory and Policy Committee meetings.
- Production of AMATS Committee meeting minutes.
- Staff attendance at FHWA, FTA, and/or State-sponsored seminars and short courses.

Scheduled 2010 - 2011 Work Tasks

510 AMATS PROGRAM ADMINISTRATION, COORDINATION AND SUPPORT

Background: This on-going task refers to the overall staff functions of AMATS personnel.

Objectives: A well-managed transportation planning program.

Performance Plan: The Traffic Director provides the overall program supervision and serves as chairman of the AMATS Technical Advisory Committee. The Transportation Planning Division Manager handles day-to-day staff operations. Staff provides necessary administration to effectively manage the AMATS transportation planning program and provide support to the Policy and Technical Advisory Committees, prepare and disseminate AMATS committee packets, develop agendas, transcribe minutes, and attend all Committee meetings. Continuing coordination between MOA and ADOT staff to exchange information, discuss relevant transportation issues, and enhance SAFETEA-LU management systems. Coordination with other transportation agencies, including, but not limited to the Alaska Railroad Corporation, the Port of Anchorage, Merrill Field, and the Ted Stevens/Anchorage International Airport.

Primary Responsibility: MOA Traffic Director and Transportation Planning, and ADOT&PF Planning. [Task includes in-kind match funds to support the Traffic Director's effort in supervising and attending AMATS meetings as well as other Traffic Dept staff's involvement and assistance in the AMATS program.]

520 AMATS DEVELOPMENT AND TRAINING

Background: Transportation planning is a dynamic process, and the responsibility to keep informed of up-to-date technologies and techniques is recognized.

Objective: Continue efforts toward improvement of the technical skills of AMATS-associated staff. Some development/training meetings will involve out-of-state travel (i.e., annual meetings of the Transportation Research Board, AMPO and the Institute of Transportation Engineers).

Performance Plan: A technically sound transportation program staffed by skilled, qualified personnel. Staff will attend in-state and out-of-state FHWA/FTA sponsored seminars and workshops related to program needs, on an as-needed basis.

Primary Responsibility: Traffic Dept, Transportation Planning Division, with the concurrence of FHWA.

530 PUBLIC PARTICIPATION, INFORMATION AND RESPONSE

Background: AMATS staff provides the citizens of Anchorage with opportunity for public input in the decision-making process, through public meetings, published announcements and a public involvement program. AMATS adopted a new public involvement plan, **AMATS Public Participation Plan, A Plan, A Program, A Process** in February of 2009.

Objective: Continue to provide information about AMATS plans and programs in response to telephone, facsimile, letter, memorandum and document requests from the general public and local, state and federal agencies.

Performance Plan: Increase the public awareness of transportation and air quality programs, using existing information methods [Municipal Web-page, community council newsletters, Municipal Page in the newspaper, public speaking opportunities, forums, Annual Report to the Public, and so forth] to present information on a regular basis, which matches with program timeframes. The majority of effort 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 locations of this UPWP. [Review of locally funded projects or meeting attendance related to other PL funded tasks in this work program, such as the LRTP 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. In addition, advertisements will be placed in local newspapers announcing AMATS Policy, Technical Advisory, and Citizens' Advisory Committee meetings. Advertisements for other transportation planning issues-related meetings will be charged to the respective task. Staff provides on-going 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.

Primary Responsibility: MOA Traffic Dept Transportation Planning and ADOT&PF.

AMATS

Calendar Years 2010-2011

Unified Planning Work Program

2010 Financial Tables

AMATS 2010 Funding Summary and Revenues & Expenditures

AMATS

Calendar Years 2010-2011

Unified Planning Work Program

Appendix 'A'

AMATS Inter-Governmental Operating Agreement for Transportation and Air Quality Planning

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Calendar Years 2010-2011

Unified Planning Work Program

Appendix 'B'

Glossary of Acronyms, Terms and Documents

AMATS

Calendar Years 2010-2011

Unified Planning Work Program

Appendix 'C'

PL Distribution Formula

AMATS

Calendar Years 2010-2011

Unified Planning Work Program

Appendix 'D'

Federal Triennial Certification of the Planning Process for 2006

Document is available online at
http://www.muni.org/Departments/traffic/AMATS/Documents/AMATSPlngCertReviewFRpt021607.pdf

AMATS

Calendar Years 2010-2011

Unified Planning Work Program

Appendix 'E'

Self-Certification of the Planning Process for 2009

AMATS

Calendar Years 2010-2011

Unified Planning Work Program

Appendix 'F'

Federal Approval Correspondence