

CY 2014-2015 UNIFIED PLANNING WORK PROGRAM UPWP



*ANCHORAGE
METROPOLITAN
AREA
TRANSPORTATION
SOLUTIONS*

*Municipality of Anchorage, Alaska
19 December 2013*

AMATS CY 2014-2015 UNIFIED PLANNING WORK PROGRAM

PREPARED BY

**Anchorage Metropolitan Area Transportation Solutions
Municipality of Anchorage, Department of Community Development
Transportation Planning Section**

IN CONSULTATION WITH

**State of Alaska, Department of Transportation & Public Facilities
Central Region Project Development
Municipality of Anchorage, Public Transportation Department**

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Anchorage Metropolitan Area Transportation Solutions

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~ ANCHORAGE METROPOLITAN AREA TRANSPORTATION SOLUTIONS ~
AMATS CY 2014 – 2015 UNIFIED PLANNING WORK PROGRAM

**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 2014-15. It also fulfills the planning requirements of the *Moving Ahead for Progress in the 21st Century Act [MAP-21]*, 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*.

Similar to *SAFETEA-LU*, the new Transportation Bill *Moving Ahead for Progress in the 21st Century (MAP-21)* signed into law in 2012 and expiring on December 31st 2014 supports the same transportation factors with the difference of placing considerable effort and emphasis towards developing and implementing performance measures to identify the effectiveness of transportation investments.

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 Municipal Planning and Zoning [P&Z] Commission, 4) the AMATS Air Quality Advisory Committee, 5) the AMATS Freight Advisory committee, 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 [DOT&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, Community Development, Public Transportation, Port of Anchorage, Project Management & Engineering Division, , and Traffic Division [or their designees]; the DOT&PF Chief of Central Region Planning and Administration, DOT&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 land use advice 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 including but not limited to trails, congestion management, and freight mobility.

Air Quality Advisory Committee

The AMATS Air Quality Advisory Committee (AAQAC) 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 DOT&PF - Commercial Vehicle Enforcement.

Bicycle and Pedestrian Advisory Committee

The AMATS Bicycle and Pedestrian Advisory Committee was created to advise AMATS on non-motorized transportation related issues. It consists of eleven equal voting members representing the following areas of expertise or affiliation: Bicycle Organization, Public Health Organization, Disability Services Organization, Social Services Organization, Anchorage School District, Community or Environmental Organization, Business Organization, and 4 public member seats chosen from interested members of the general public.

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 is to adopt an Official Streets and Highways Plan [OS&HP] a transportation element of the Comprehensive Development Plan, the local component of the State Implementation Plan for Air Quality [SIP]. The Assembly reviews and adopts by ordinance 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 Community Development Department's Transportation Planning Section. Other Municipal departments provide their expertise and added support. These agencies include the Project Management & Engineering Division, the Traffic Division, the Dept of Health & Human Services (Environmental Services Division), and the Public Transportation Dept. 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 on Figure 2, 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 Planning Area are the Turnagain Arm communities of Girdwood, Bird, Portage, Rainbow and Indian.

ANCHORAGE MAINTENANCE AREAS FOR AIR QUALITY

Carbon Monoxide

The U.S. Environmental Protection Agency first declared Anchorage a nonattainment area for carbon monoxide (CO) in January 1978. In the late 70's and early 80's Anchorage frequently violated federal standards.

CO concentrations have dropped by over 70% in the past three decades and Anchorage has not violated the NAAQS since 1996. In 2004 the EPA approved a new CO maintenance plan that demonstrated that Anchorage had met the CO standard and could continue to meet the standard at least through 2023. In 2010 a revised maintenance plan was submitted to the EPA that showed that the vehicle inspection and maintenance (I/M) program, in place since 1985, was no longer necessary for continued compliance with the CO standard. The EPA approved this plan in early 2012 and the Municipality discontinued the I/M program In March 2012. A limited maintenance plan (LMP) for CO was submitted to EPA in March 2013. The EPA approved it for transportation conformity purposes in June 2013. This allows the conformity analysis required for transportation plans and programs to be simplified.

Particulate Matter

The EPA has established standards for particulate matter less than 10 microns in diameter (called PM-10 or coarse particulate) and particulate less than 2.5 microns in diameter (called PM-2.5 or fine particulate).

PM-10

A portion of the Eagle River community was designated a PM-10 non-attainment area as a consequence of violations recorded in the late-1980's. These violations were the result of dust from unpaved roads. In 1991, the Anchorage Assembly adopted a PM-10 Control Plan that was submitted to and approved by the EPA. As a consequence of the Plan, nearly all the roads in the Eagle River area were paved or surfaced with recycled asphalt. The last violations of the PM-10 standard were recorded twenty years ago and Eagle River remains well under the PM-10 NAAQS.

In January 2013, the EPA approved a PM-10 limited maintenance plan for Eagle River. The rest of the Municipality, including the urbanized bowl area, is considered an attainment area for PM-10.

PM-2.5

PM-2.5 concentrations measured in the Municipality of Anchorage are well under the NAAQS. The Municipality is considered an attainment area for PM-2.5.

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 and PM-10 Limited Maintenance 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 and a new Bicycle Plan in 2010, 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 79% of all CO emissions in the Anchorage Bowl. The maintenance plan continues programs aimed at reducing these emissions. These include programs for carpooling, vanpooling, promotion of transit and the 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.

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 experiences 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 2010

Status of the System Report, in conjunction with the Metropolitan Transportation Plan update, reinforced and reemphasized the need for further monitoring.

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, 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.

Strategic Highway Safety Program - A federal mandate specified in SAFETEA-LU and continued in MAP-21 to identify ways to decrease the numbers of lives lost in traffic fatalities. Primarily spearheaded by the Alaska Dept of Transportation and Public Facilities (DOT&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.

National Highway System Emphasis -

Changes in MAP-21 recognize an increased emphasis on National Highway System routes and the inclusion of most principal arterials into the National Highway System. That combined with the decreased amount in federal funds will need to be taken into account during the creation of both the MTP and TIP.

Performance Measures - A key feature of MAP-21 is the establishment of a performance- and outcome-based program. The objective of this performance- and outcome-based program is for States and MPO's to invest resources in projects that collectively will make progress toward the achievement of the national goals.

AMATS CY 2014 – 2015 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, 140] 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 (TIP), Metropolitan Transportation Plan [MTP], 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 MTP and TIP. 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 DOT&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; and 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. Although Anchorage frequently violated the federal standard for CO in

the 1970's and 1980's, concentrations have declined by over 70% since then. No violations have been measured since 1996. The EPA has now reclassified the Anchorage Bowl as a maintenance area for CO.

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 DOT&PF staff can continue their efforts to meet the goals stated in the MTP.

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 involvement program, entitled Anchorage on the Move. The

major update, AMATS Public Participation Plan, A Plan, A Program, A Process ensured compliance with SAFETEA-LU and MAP-21 provisions. AMATS must also ensure that its programs, plans and policies are carried out in a manner that is not discriminatory, regardless of race, color, national origin, or sex (gender) and in that regard has approved a Title VI Implementation Plan.

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AMATS CY 2014 – 2015 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 Metropolitan Transportation Plan (MTP)
 - 133 Regional Planning (including intergovernmental coordination with NVE*)
- 140 Certification of the AMATS Planning Process
- 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)
 - 211 *Street Typology Map (New Task)*
- 220 Local Transportation Planning Coordination
- 230 Non-Motorized Transportation Studies and Plans
 - 231 Pedestrian Plan
 - 232 Bicycle Plan
 - 233 Areawide Trails Plan
- 240 Comprehensive Development Plan and MTP Implementation
 - 248 East Anchorage District Plan
 - 249 U-Med District Plan
 - 250 *Spenard Road Corridor Study (New Task)*
- 260 Freight Mobility
- 270 Emergency Transportation Management
- 280 Intelligent Transportation Systems (ITS)
- 290 Congestion Management Process / 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

400 DATA COLLECTION/ANALYSIS AND COMPUTER MODELING

- 410 Traffic and Transportation Data
- 440 Socio-Economic / Employment Data
- 450 Computer Modeling for MAP-21 Projects
- 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
 - 531 Title VI/ LEP Implementation Plan

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 DOT&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 the 2035 Metropolitan Transportation Plan [MTP]; and
8. 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.
- Metropolitan Transportation Plan, replaces the Anchorage Bowl and Chugiak/ Eagle River LRTP's. Approved with changes by the AMATS Policy Committee May 2012.
- AMATS Triennial Certification Reports, November 1996, November 1999, November 2002, April 2006 and April 2011; self-certification occurring in 1997, 1998, 2000, 2001, 2003, 2004, 2005, 2007, 2008.
- Public Transportation Development Plan [PTDP], approved 1999 (replaced the Transit Development Plan [TDP], approved 1993).
- People Mover Blueprint, approved 2002, 2003 and 2004. A five year Blueprint Plan Update was completed in 2009.
- Origin and Destination Study, October 1996.
- On-going transit operations and service planning.
- Review/participation in Alaska Public Transportation Management System.

Scheduled 2014 - 2015 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 2014-2015 UPWP continues the trend of two-year documents.

Objectives: Monitor the 2014-2015 Unified Planning Work Program and revise it, as necessary, to meet changing conditions. Prepare and adopt the AMATS 2015 Annual Fiscal Element to the UPWP. Abide by, and amend as needed, the Inter-governmental Transportation and Air Quality Planning Operating Agreement. Coordinate the 2014-2015 UPWP with the CY2014 and 2015 MOA Community Development Department Operating Budget development. Participate in the biennial work program audit process for 2012-2013.

Performance Plan: Prepare the draft 2015 Annual Element of the UPWP for review by November 2014; final 2015 UPWP Element for adoption by December 2014. Prepare draft 2016-2017 UPWP for review and approval during third and fourth quarters of 2015, with adoption by November 2015.

Primary Responsibility: MOA Community Development Department, Transportation Planning Section with input from MOA Departments of Public Transportation, and Health & Human Services [DHHS], Project Management & Engineering Division, MOA Office of Management & Budget [OMB] Capital Improvement Officer, and the State of Alaska Department of Transportation and Public Facilities [DOT&PF], Central Region.

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 2011-2014 TIP in November 2009.

Objectives: Monitor the AMATS FFY2011-2014 TIP and amend, as necessary. Review and coordinate the AMATS TIP with the MOA Capital Improvement Program, the DOT&PF Statewide Transportation Improvement Program [STIP], and capital budget requests to the Legislature/Governor. Finish work efforts on the FFY2015-2018 TIP with adoption before September of 2014.

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 & DOT&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. Develop and approve the 2015-18 TIP before September of 2014.

Primary Responsibility: Coordination and document preparation by MOA Community Development Dept, Transportation Planning Section, with input from MOA Departments of Public Transportation, and Health & Human Services [DHHS], Project Management & Engineering Division, 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 [DOT&PF], Central Region.

130 METROPOLITAN TRANSPORTATION PLAN

Background: Federal regulations require the development of a MTP as a key product of the metropolitan planning process.

Objective: The objective of this task is to develop, maintain, and update a multi-modal Metropolitan Transportation Plan (MTP) for the AMATS MPO, while keeping a 25 year horizon at all times. Previously referred to as the Long Range Transportation Plan (LRTP), the MTP will create one comprehensive planning document which still maintains sub-regional priorities and details common concerns and issues needing to be addressed based on the two previous LRTP's, the Anchorage Bowl LRTP and the Chugiak/Eagle River LRTP.

Performance Plan: Continue to monitor and implement the Metropolitan Transportation Plan which was adopted by the AMATS Policy Committee in May of 2012. Monitor and implement once adopted. Begin update to the MTP in 1st Q of 2014 with adoption by 1st quarter 2016.

Primary Responsibility: MOA Community Development Dept, Transportation Planning Section, with support from other MOA agencies and DOT&PF, and with the assistance of consultants, through professional service contracts.

133 REGIONAL TRANSPORTATION PLANNING

Background: Over half of the State's population lives within the Municipality of Anchorage or the Matanuska-Susitna Borough (MSB). 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 MSB, Native Village of Eklutna (NVE), military, Port of Anchorage, Anchorage International Airport, DOT&PF, and Alaska Railroad] is a key component to coordinate regionally significant improvements. Furthermore, AMATS adopted the use of standardized socioeconomic data for use in modeling all transportation plans, programs, and regionally significant projects that require approval by AMATS. AMATS will coordinate with various regional agencies and entities. (See AMATS Policy & Procedures No. 6, <http://www.muni.org/Departments/OCPD/Planning/AMATS/Documents/Policies%20and%20%20procedures%202013Final.pdf>). An agreement between the Native Village of Eklutna and the Municipality of Anchorage was signed on April 25, 2007.

Objective: Maintain the working relationships and coordination planning efforts between MOA and its neighbors that address interregional issues and opportunities associated with transportation. Implement the goals and planning concepts identified in the MTP, the Regional Transit Authority Plan, and other Comprehensive Plans.

Performance Plan: Coordination with local governments, state agencies, tribes, community groups, and other stakeholders in reestablishing regional priorities, implementing projects, and identifying funding.

Primary Responsibility: MOA Community Development Dept, ARRC, and DOT&PF.

140 CERTIFICATION OF THE AMATS PLANNING PROCESS / COMPLIANCE WITH MAP-21

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 and 2002, FHWA and FTA revisited and reviewed the AMATS planning process. Findings in 1999 again concluded that no corrective actions were required.

However, the FFY 2010 review identified several corrective actions and some recommendations that needed to be resolved in a timely manner before the next certification takes place. AMATS took steps in the last two work programs to resolve all identified corrective actions and recommendations.

Objective: Ensure compliance with MAP-21 requirements. Prepare plan, schedule and budget to resolve any corrective actions and recommendations to take place during the time frame of this 2014-15 UPWP.

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 October 2014.

Primary Responsibility: MOA Community Development Dept, Transportation Planning Section, with support from DOT&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 grant. Supplemental planning funds may be provided from the FTA Section 5307 program. Funding from FTA is to be used to conduct planning activities related to the operation and development of mass transportation services, facilities, and equipment. The program is expected to support the basic transportation planning process in place within the urbanized area; including capital planning, financial planning, and operations related planning essential to the provision of transit service, facilities, and equipment.

151 Program Support and Administration

Background: The MOA Public Transportation Department administered and monitored transit planning functions and provided staff input/support for various AMATS projects on an on-going basis.

Objective: To manage the planning activities of the MOA Public Transportation Department, and to meet applicable federal, state, and Municipal requirements. This task includes support for the Public Transit Advisory Board, communication and coordination with federal agencies and ADOT, and the day-to-day activities of planning staff. Standard compliance activities are also completed under this task.

Performance Plan: Provide the necessary administration to effectively manage transit planning grants; Produce quarterly and annual progress reports; submit transit elements for the biennial UPWP; provide staff support to the AMATS process and plans; provide overall transit planning program administration; attend professional development and national, state and local training opportunities.

Solicit and encourage public participation and input for transit plans, programs, and services; provide public information and local assistance for transit planning; encourage and support private sector participation; provide interagency coordination; integrate and coordinate the public transportation systems of contiguous communities; encourage and support regional transportation coordination.

Transportation coordination activities 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 (HSTC) Plan.

Administer and ensure compliance for Title VI, Limited English Proficiency (LEP), Disadvantaged/Women-Owned Business Enterprise [DBE/WBE], Affirmative Action, Americans with Disabilities Act (ADA), and other federal requirements.

Primary Responsibility: MOA Public Transportation Department.

152 General Development/Comprehensive Transit Planning

Background: The General Development and Comprehensive Planning task supports gathering data in order to identify issues for further study, define requirements for future plans and designs, and develop transit programming priorities. The task includes analyzing demographic, development, employment, and other various data, as well as transit-specific data, which supports other transit planning tasks.

Objective: To provide the necessary data and analysis program in support of transit planning. This task includes the development and maintenance of related data collection and analysis systems.

Performance Plan: Collect necessary and related data as requested/required to support transit planning efforts and studies. Gather data and analyze transit ridership trends, attitude/awareness surveys, monthly and annual ridership reports, and origin-destination studies. Continue to maintain transit operations data to support the transit planning function.

Utilizing Intelligent Transportation Systems (ITS) technologies and other data collection tools conduct studies of running times, passenger activities, and automated passenger counting. Continue data collection and analysis of transit ridership, bus stop activity, routes, and schedule adherence. Collect and analyze transit performance measures. Analyze and evaluate the system on a route by route performance basis. Develop practices to verify, analyze and disseminate data collected.

Conduct a triennial sampling survey of ridership using FTA sampling methodology for passenger and passenger mile data. 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. Conduct on-board surveys to complement planning efforts.

Integrate the MOA Geographic Information System [GIS] into the transit planning function. Provide necessary analysis involving demographic and employment characteristics, land use, housing, human services, environmental and natural resources, public facilities and utilities, as well as transportation-related data.

Provide staff resources to collect, manage, and maintain a geo-database of all bus stop locations with associated amenities to complement planning efforts.

Primary Responsibility: MOA Public Transportation Department.

153 Transit Long Range System Level Planning

Background: Long range planning at the system level forms the basis for future transit planning activities and specific projects. Provided staff support in the

development of the transit element of the AMATS Metropolitan Transportation Plan (MTP) and other long-range transportation system planning and analysis. The 2035 MTP was adopted in May, 2012. The Dimond Center Intermodal Facility Feasibility Study was completed in August, 2011.

Objective: To support long-range (5+ years) transit and transportation system planning and analysis. This task involves ensuring transit development is incorporated into area-wide long-range transportation plans.

Performance Plan: Staff support for update efforts of the MTP, plan updates and priority projects.

Assist in the development of transit alternatives for major roadway construction projects. Provide input and encourage land use and transit interface in project planning.

Primary Responsibility: MOA Public Transportation Dept and MOA Community Development Dept, Transportation Planning Section/Contracted Transportation Professionals.

154 Transit Long Range Project Level Planning

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

Objective: To support long-range project level planning and analysis. This task involves coordinating transit elements into transportation and site developments and investments; coordinating transportation investments, land use development, and transit facility needs.

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. Planning for bus stop facilities consistent with adjacent land uses. Develop and analyze transit capital facilities and equipment; transit campus facilities; safety and security needs assessments; audit/upgrade bus stops for compliance with the ADA, and the DCM.

Provide staff resources and data for transit elements of local projects including corridor and sub-area studies. Provide staff support for cost effectiveness studies, facility and location studies, and the preparation of draft environmental impact studies.

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 and transfer facilities in support of Anchorage's 2020 Comprehensive Plan recommendation of Town Center development. Conduct a feasibility analysis of alternative transit center facilities.

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

155 Short-Range Transportation Planning: Transit

Background: 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: To implement specific programs, projects, and recommendations contained in long range policies and plans. Proposed transit projects will be reviewed for their potential impacts on the regional transportation network and for consistency with the PTD's strategic goals and policies.

Performance Plan: Provide necessary staff support for short-range transportation system or project planning and analysis proposed in the next three to five years.

Continue on-going management analyses of internal operations and service planning for short-range programs and projects. 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.

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 short-range transit planning projects 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.

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

156 Transportation Improvement Program: Transit

Background: Developed capital programs complying with the Metropolitan Transportation Plan and the Public Transportation Development Plan. The 2011-2014 TIP was adopted in December, 2012.

Objective: To develop, monitor, and update the 6-year Municipal Capital Improvement Program and the TIP for public transportation projects.

Performance Plan: Monitor and develop, as necessary, 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.

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).

Marketing Anchorage public transportation includes the People Mover fixed bus route system; the AnchorRIDES curb-to-curb paratransit service; and the Share-A-Ride carpool/vanpool program.

Objective: To increase ridership, build institutional and service identity, and increase 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 2014-2015 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 carpool/vanpool matching program for the residents of Anchorage and its commute areas. The program is a division within the MOA Public Transportation Department. FHWA and DOT&PF/Central Region monitor and approve the annual Work Program.

Objective: To encourage and support alternatives to single occupant vehicle (SOV) drivers by coordinating with employers, sponsoring vanpool services, providing rideshare matching services and disseminating information.

Performance Plan: The 2014-2015 Work Program's emphasis is to increase the number of car/vanpools and continue strengthening the Employer Transportation Coordinator program at Anchorage and Mat-Su Valley business and government organizations. This includes promotional outreach efforts for carpooling and vanpooling, and staff efforts toward Employer-Sponsored ridesharing, applicant services, match lists, commute surveys and the development/distribution of information. The vanpool program is managed through contracted services. Beginning the first quarter of 2014, the MOA Public Transportation Department plans to transfer the matching services of the vanpool program from MOA staff to the contractor. Staff resources will be redirected to marketing efforts.

171 Program Administration & Management

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: Provide staffing, establish and execute Share-A-Ride program efforts in an efficient and effective manner. Monies allocated to this task are for administrative expenses.

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 DOT&PF and FHWA, including employee supervision, issuance of quarterly and annual reports, budget oversight and liaison.

Primary Responsibility: MOA Public Transportation/Share-A-Ride, DOT&PF and contract services

172 Networking

Background: Maintain contacts with agencies in the U.S. and Canada. [Share-A-Ride has joined with the Cascade Chapter of the Association for Commuter Transportation, as Anchorage was the only member of ACT in Alaska.].

Objective: Follow Best Practices for commuter transportation and leverage knowledge gained from peer organizations.

Performance Plan: Maintain relationships 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 promote ridesharing and vanpooling to Anchorage. Provide information to local agencies interested in promoting rideshare activities. Give presentational overviews and/or conduct outreach at employer worksites, organizations, etc.

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

173 Employer-Sponsored Ridesharing

Background: Approximately 235,680 employees at 85 area locations have received commuter surveys since 1986. As of June 2013, 151 Employer Transportation Coordinators (ETCs) work with Share-A-Ride to distribute information to its employees.

Objective: Support Anchorage employers to encourage and promote ridesharing.

Performance Plan: Increase number of Employer Transportation Coordinators by 5% each year 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.

Reach out to employers with 35 or more employees in the downtown and midtown areas of Anchorage, including U-Med agencies, as well as local, state

and federal agencies to promote alternate transportation options available through the Share-A-Ride program.

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 the 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 the Share-A-Ride program.

Performance Plan: Develop and execute cost-effective promotions and 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, promote program benefits including an Emergency Ride Home and Try-A-Ride. 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/Share-A-Ride

175 Applicant Services

Background: Matching applicants is an ongoing function of the Share-A-Ride program. As of June 2013, 2,174 applicants were registered with the program, with 250 commuters sharing rides in 124 carpools and sixty-six (66) vanpools transporting 956 riders.

Objective: Improve user experience by offering new features and interactive tools to make joining a vanpool easy. Provide ongoing services to applicants, monitor and evaluate the rideshare program.

Performance Plan: A contractor will begin conducting applicant matching through their software platform. 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, update their information in an effort to match them with other commuters and seek feedback on the program.

Primary Responsibility: MOA Public Transportation/Share-A-Ride with support from contract services

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) contingency vans. 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. Between 2008 and 2010, forty (40) new vans were purchased for fleet expansion and replacement. In

February 2011, the incumbent contractor was awarded the contract. Over 13 million vehicle miles were saved by vanpoolers in 2012.

Objective: Increase both the number of vanpools in operation and commuters in the vanpool program, by providing an efficient, cost-effective, alternative commute option to Anchorage-area commuters.

Performance Plan: Primary emphasis will be on increasing the number of active vanpools in the Anchorage and Mat-Su commute area and increasing occupancy in active vehicles in the fleet. Continue overseeing vanpool program administration, to now include ridematching. Additional efforts will be made in the areas of marketing, employer outreach, customer satisfaction review and user charges and budget will be closely managed.

Primary Responsibility: MOA Public Transportation/Share-A-Ride with support from contract services

177 Ridesharing Quarterly/Annual Reporting

Background: Preparation and submittal of fiscal reports is an on-going task.

Objective: Prepare and submit quarterly reports/billings to DOT&PF and FHWA to document the ridesharing program.

Performance Plan: Prepare, review and submit Quarterly Progress Reports and Billings; Annual Reports for Fiscal Years 2014 and 2015.

Primary Responsibility: MOA Public Transportation/Share-A-Ride, with support from DOT&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/MTP; 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/Metropolitan Transportation Plan.

Current Work Efforts and Adopted Documents Related to this Element

- Areawide Trails Plan [ATP], adopted by AO 96-140, April 1997.
- Hillside District Plan [HDP], adopted by AO 2010-22, April 2010, which amended the Areawide Trails Plan for the plan area.
- Eagle River Central Business District Circulation Study [ERCBD], approved by the AMATS PC, February 2011.
- Northern Access to U-Med District Reconnaissance Study, September 2011.
- Non-Motorized Transportation Plan: Pedestrian Plan, adopted by AO 2007-96, October 2007.
- Non-Motorized Transportation Plan: Bicycle Plan, adopted by AO 2010-08, March 2010.
- Official Streets & Highways Plan [OS&HP], adopted by AO 96-97(s), December 1996; revised October 2005 (AO 2005-115); .
- 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, currently being updated with completion expected in 2014.
- Other transportation planning efforts principally supported by non-federal funds, including sub-area circulation studies, and Anchorage CBD Parking & Circulation Study.

Scheduled 2014 - 2015 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. An OS&HP revision was started in 2010 and is expected to be adopted by the Municipal Assembly in the first quarter of 2014.

Objective: Monitor and amend the OS&HP, as necessary, to meet changing needs of the community and to remain consistent with other planning documents. The OS&HP is an implementation tool of Anchorage 2020 and of the Long-Range/Metropolitan Transportation Plan. Finalize the 2010-2011 OS&HP update. As appropriate, include

funding in the TIP for local studies called for in the OS&HP. Implement the street typology project called for in the OS&HP.

Performance Plan: Continue to monitor the OS&HP and provide interpretation of the adopted plan maps. Prepare necessary amendments, in accordance with the recommendations of Anchorage 2020 and the Long-Range/Metropolitan Transportation Plan. Implement the OS&HP through development project reviews, road project reviews, and special studies. An OS&HP revision was started in 2010 and was expected to be adopted by the Municipal Assembly in the 2nd quarter of 2013 but staffing changes necessitated delay. The current schedule shows a completion date of 1st Q 2014.

Primary Responsibility: MOA Community Development Dept, Transportation Planning Section.

211 Street Typology Designations for the Anchorage Bowl

Background: The 2025 Long-Range Transportation Plan created Street Typology additions to the functional classifications of the OS&HP, in order to emphasize a more balanced street function that considers land uses and all modes of users. The typologies are carried into the draft 2010-2011 OS&HP update.

Objective: Apply the street typologies to collector and arterial streets (and local streets where appropriate), creating a Street Typology Map, to be included in the OS&HP by amendment, in order to ensure that future street design (including intersections, sidewalks, and transit stops) reflect adjacent land uses and all modes of users.

Performance Plan: Work with applicable MOA departments/divisions/sections and the public to determine the appropriate street typology (from the list provided in the MTP and OS&HP) for each collector and arterial street in the Anchorage Bowl. Determine whether street typologies should be applied to any local streets. Develop a street typology map, and with the appropriate public process, amend the OS&HP to include the street typology map by 2nd quarter of 2015.

Primary Responsibility: MOA Community Development, Current Planning Section, Transportation Planning Section, with MOA Project Management and Engineering, Traffic Division and Engineering and Design Section; MOA Community Development, Long-Range Planning Section; DOT&PF; and public.

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 for impacts 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 DOT&PF projects.

Primary Responsibility: MOA Community Development Dept, Transportation Planning Section, MOA Public Works Dept, Traffic Safety and Project Management & Engineering Divisions, and DOT&PF.

230 NON-MOTORIZED TRANSPORTATION STUDIES AND PLANS

Background: In the mid 2000s, the Municipality split the concept of non-motorized transportation into three elements of a new Non-Motorized Transportation Plan, of which the 1997 Areawide Trails Plan became one element. The second element, the Pedestrian Plan, was adopted in 2007, and the third element, the Bicycle Plan, was adopted in 2010. An AMATS Bicycle and Pedestrian Advisory Committee (BPAC) was formed and has held regular meetings.

Objective: Implement recommendations of all three elements of the Non-Motorized Transportation Plan. Continue work on an update to the Areawide Trails Plan. Determine the appropriate update schedule for the Non-Motorized Transportation Plan elements.

Performance Plan: Use the three elements of the Non-Motorized Transportation plan for project recommendations to be nominated for TIP funding. Schedule and attend meetings of the Bicycle and Pedestrian Advisory Committee. The Committee will review the recommendations in the MTP and TIP, and make suggestions for project criteria, design, evaluation, and recommendations for other needed improvements. Continue to have the BPAC act as a standing subcommittee to advise the AMATS TAC on non-motorized transportation matters. Monitor non-motorized transportation activities, and participate in relevant training activities and on-going education opportunities. Continue updating the Areawide Trails Plan, to be completed by the end of 2014.

Primary Responsibility: MOA Community Development Dept, Transportation Planning Section, with support from Project Management & Engineering.

231 Pedestrian Plan

Background: The Pedestrian Plan is the second element of the Non-Motorized Plan. It was adopted by Municipal Ordinance in October 2007.

Objective: Implement the recommendations in the Pedestrian Plan.

Performance Plan: Continue implementation of the Pedestrian Plan utilizing the currently approved TIP.

Primary Responsibility: MOA Community Development Dept, Transportation Planning Section.

232 Bicycle Plan

Background: The Bicycle Plan is the third element of the Non-Motorized Plan. It was adopted by Municipal Ordinance in March of 2010.

Objective: Identify and prioritize corridors necessary to complete the bicycle trail system in Anchorage.

Performance Plan: Implement the recommendations in the Bicycle Plan utilizing the currently approved TIP.

Primary Responsibility: MOA Community Development Dept, Transportation Planning Section.

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, as well as 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 long-range transportation plans. This is the first element of the Non-Motorized Plan and an update to it was begun in 2011.

Objective: Continue updating the Areawide Trails Plan, to be completed by the end of 2014.

Performance Plan: Complete the update of the ATP by the end of 2014.

Primary Responsibility: MOA Community Development Dept, Transportation Planning Section and MOA Public Works Department, Project Management and Engineering 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 Long-Range Planning Section to implement Anchorage 2020, the current 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 implementation measures (such as Title 21 Rewrite, West Anchorage District Plan, etc.) for consistency with the transportation elements of the Anchorage Bowl Comprehensive Plan.

Primary Responsibility: MOA Community Development Dept, Transportation Planning Section, and Land Use Planning Division, with assistance from DOT&PF.

242 Spenard Corridor Strategic Plan

Background: The Spenard Corridor Strategic Plan was included as a key element of the *West Anchorage District Plan (WADP)*. The WADP serves as an essential implementation strategy for the *Anchorage 2020 - Anchorage Bowl Comprehensive Plan*. The WADP land use map assigns special recognition to the Spenard corridor as a significant opportunity for mixed-use and commercial development along the transit corridor. Fundamental concepts of this Spenard corridor plan call for development of a comprehensive solution to the revitalization of the Spenard corridor. This corridor plan's policies should efficiently accommodate existing and future traffic volumes, facilitate auto access and pedestrian connectivity, maximize parking solutions, and support property values and commercial growth, and integrate land use with transportation options.

Given the economic and land use conditions and redevelopment potential within the Spenard corridor, it was clear during the WADP process that Spenard is evolving. Facets of the corridor's built environment will require significant and costly upgrades, which require careful and coordinated planning. Roadway, trail and transportation improvements are needed to enhance and increase pedestrian features, neighborhood and commercial area connectivity, and parking solutions throughout the corridor. These improvements along with public investments, land use policies, and implementation actions will serve as the building blocks for a revitalized Spenard corridor. The integration of land use policies, transportation strategies and capital improvements are the essential components of the Spenard Corridor Strategic Plan. Once completed, this corridor planning concept can be applied to the other commercial corridors in the Anchorage Bowl with similar conditions and redevelopment potential. TIP funds are intended to be used to sponsor this study along with PL funds.

Objective: Develop a comprehensive land use and transportation plan that facilitates the revitalization of Spenard Road and its adjoining corridor.

Performance Plan: Develop a Spenard Corridor Strategic Plan. The period of performance will be approximately 15 months, with interim products being submitted throughout the contract period, and a final product being submitted by 2nd quarter 2015.

Primary Responsibility: MOA Community Development Department, Long-Range Planning & Transportation Sections with possible consultant services assistance, in coordination with representatives of the Spenard Community Council, the Spenard Chamber of Commerce, corridor stakeholders and landowners, and the general public with assistance from DOT&PF.

248 East Anchorage District Plan

Background: The East Anchorage District Plan (EADP) is a plan that will guide growth and development in East Anchorage, particularly through the implementation of the policies and strategies in *Anchorage 2020 - Anchorage Bowl Comprehensive Plan* and other approved community plans, policies and programs that support a sustainable and livable East Anchorage.

Objective: The EADP will establish goals and policies that reflect the vision of residents, landowners, and public entities for future growth in East Anchorage. The Plan will provide recommendations to guide growth and development in the

area and strategies for implementing those recommendations that suit the area's character. Issues and opportunities stemming from topics such as individual neighborhoods, traffic and transportation needs, housing choices, land use and building design, economic development, public services and infrastructure, parks and recreation and the area's relationship with adjacent military lands and activities will be identified and addressed in the planning process.

Performance Plan: AMATS staff will assist Long Range Planning staff with transportation elements of the EADP. The EADP planning process was initiated in 1Q 2012 and completion is expected by 2nd quarter 2014.

Primary Responsibility: MOA Community Development Dept, Long Range Planning Section, in cooperation with the Transportation Planning Section with consultant services assistance.

249 U-Med District Plan

Background: The University-Medical (U-Med) District Plan was adopted in 2003 and since that time, new facilities and roads have been built; more are in construction with many more being planned for.

Objective: The U-Med District Plan update will assess current conditions, identify future land uses and open space areas; motorized and non motorized transportation needs; a feasibility study for a co-generation power and distribution system within the U-Med area; and a Parking Utilization Study.

Performance Plan: AMATS staff will assist Long-Range Planning staff with transportation elements of the U-Med District Plan with completion of the update by 2nd quarter of 2014.

Primary Responsibility: MOA Community Development Dept, Long-Range Planning Section, in cooperation with the Transportation Planning Section with consultant services assistance.

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.

Objective: Continue to prioritize and implement recommendations in both the 2035 Metropolitan Transportation Plan and the June 2001 Freight Mobility Study with assistance of the Freight Advisory Committee. Further, work to identify problem freight intersections, level of service, access issues, and undertake a Freight Mobility Movement Survey. Develop outreach programs, schedule intersection/access tours, encourage

freight industry input and involvement in transportation policy and funding, attend and present information at local industry and agency meetings 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. Update the 2001 Freight Mobility Study to look at freight movement throughout the region. The study will document freight movements, identify industry trends, collect freight data, illustrate key deficiencies, outline opportunities, conduct stakeholder outreach and develop recommendations. TIP funds are intended to be used to sponsor this study and staff efforts.

Performance Plan: Schedule and attend meetings of the Committee. The Committee will review the recommendations in the MTP 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. Update the 2001 Freight Mobility Study by 2nd quarter of 2015.

Primary Responsibility: MOA Community Development Dept, Transportation Planning Section, with possible assistance from DOT&PF with consultant assistance.

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: Complete a self-assessment with key stakeholders during the update to the 2035 MTP. Work with stakeholder partner agencies to develop goals and objectives and an action plan for transportation system security, addressing both resiliency and redundancy of infrastructure to support Municipal and state emergency management, and security of the traveling public. Incorporate security goals, objectives, and action plan into the MTP Update. Support coordination efforts between SOA/MOA for Traffic Incident Management.

Primary Responsibility: MOA Community Development Department, Transportation Planning and Long Range Planning Sections, in cooperation with MOA Public Works Dept, Project Management & Engineering Division, 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 for the movement of people and goods. ITS serves to enhance and improve all areas of transportation, including highways, signal systems, transit, parking, emergency services, street maintenance, commercial vehicles, and traveler information. Federal ITS regulations published in 2001 require MPOs, including AMATS, to have a regional ITS architecture (a framework for planning and deployment) that is consistent with the national and state ITS architectures. A 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. Regulations also require ITS projects, or projects having ITS elements, and funded with highway trust fund dollars, to demonstrate conformance with the local ITS Architecture, and to document compliance with specific Systems Engineering Analysis requirements, prior to project implementation.

Objective: Review and update the Anchorage ITS Regional Architecture to be completed by 1st Q 2015. 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 update and maintain the Anchorage Regional ITS Architecture by 1st Q 2015. Continue to work with FHWA, FTA and DOT&PF HQ to provide guidance and offer training opportunities to local project managers concerning compliance with federal ITS requirements. Continue to educate stakeholders about ITS. Participate in ITS related meetings, training, and conferences necessary to keep updated on ITS initiatives. In 2012 an ITS Architecture Working Group was formed to serve as a technical team that will oversee the update to the ITS Architecture Update. The team will follow the approved ITS Architecture Maintenance Plan during the update process, and make recommendations to the AMATS committees for forming an ITS advisory subcommittee, possibly combined with advisory functions for the Congestion Management Process (CMP), as the two areas are closely related.

Primary Responsibility: MOA Community Development Department, Transportation Planning Section, with assistance from MOA Traffic Engineering, MOA Project Management & Engineering, MOA Public Transportation, and other Municipal agencies, and with support from DOT&PF, FHWA, FTA, and potentially consulting services.

290 CONGESTION MANAGEMENT PROCESS

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 DOT&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, 2008 and 2011.

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 MTP recommends that the Status of the System Report be updated every four years. A new report will therefore be prepared during the 2014-15 UPWP horizon. The MTP also recommends the creation of a new institutional framework to promote the evaluation and implementation of congestion management strategies.

Performance Plan: Create new institutional framework for the evaluation and implementation of new congestion management strategies. Using consultant services, update the CMP to be compliant with MAP-21 legislation and guidance by 1st quarter of 2015.

Primary Responsibility: MOA Community Development Dept, Transportation Planning Section, with assistance from other Municipal departments, and DOT&PF and consultant services.

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 DOT&PF Program Development staff to provide project oversight and participate on project team.

Performance Plan: Continue to implement strategies and utilize ITS methods to improve signal timing in the AMATS area.

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

292 Implementation Strategies ~ Travel Options Program

Background: The LRTP 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. A Mobility Coordinator position was created via the TIP and the 2025 MTP to be the entity responsible for the design, development and execution of new travel demand initiatives. The Travel Options Report was completed in 4th Q of 2013.

Objective: Implement the recommendations included in the Travel Options Report.

Performance Plan: Implement the recommendations included in the Travel Options Report.

Primary Responsibility: Contract administration and oversight from MOA Public Transportation Dept, with secondary support from MOA Community Development Dept.

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

- A PM-10 Limited Maintenance Plan (LMP) for Eagle River was submitted to EPA in September 2010; EPA approved the Eagle River PM-10 LMP in January 2013.
- Congestion Management System Performance Measures and Standards
- EPA announced that Anchorage had attained the carbon monoxide air quality standard in July 2004.
- A SIP plan modification to discontinue the Anchorage I/M program was submitted in September 2010; EPA approved the modified CO maintenance plan in January 2012.
- A CO LMP covering the latter half of the 20-year maintenance period was submitted to EPA in March 2013; Although EPA requires 18 months for final review, the CO LMP is valid for conformity determination.

Scheduled 2014 - 2015 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 biennial 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, provide annual air quality status report to AMATS, 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 30 years, Anchorage has prepared SIP revisions to address CO and PM-10 non-attainment issues in the MOA. Anchorage last violated the air quality standard for CO in 1996. EPA approved the Anchorage CO Maintenance Plan and redesignated the Anchorage CO non-attainment area as maintenance area in 2004. In 2010 a revised maintenance plan was submitted to the EPA that shows that the vehicle inspection and maintenance (I/M) program is no longer necessary for continued compliance with the CO standard and EPA approved that plan in March 2012. Although the I/M Program is discontinued, the current CO Maintenance Plan retains commitments to carpooling and vanpooling, transit marketing and air quality public awareness programs. The EPA classified a portion of Eagle River as a PM-10 nonattainment area because of air quality violations caused by dust from unpaved roads in the late 1980's. All roads in the area were paved and the last violations were measured 20 years ago. In March 2013 the EPA approved a PM-10 Limited Maintenance Plan that shows the paving program and current PM-10 control measures should provide for continued compliance with the PM-10 standard for at least the next decade even with anticipated growth in road traffic. Eagle River is now classified as a PM-10 limited maintenance area.

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: Prepare new plans as required. Ensure implementation of air quality control strategies in adopted plans.

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 analysis procedures are now simplified for transportation plans and programs in the MOA because Eagle River is designated as a limited maintenance area for PM-10 and Anchorage is expected to be designated as a limited maintenance area for CO soon. (The EPA already considers Anchorage to be a limited maintenance area for conformity purposes.)

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

Performance Plan: Prepare analyses required for the MTP, TIP and 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 15 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 and I/M to reduce these emissions. To address PM-10, the MOA has developed and implemented new procedures to reduce PM-10 from major roads by application of magnesium chloride dust suppressant. To address air toxics the MOA will conduct a phase-2 study to evaluate the effectiveness of new EPA rules on ambient concentrations of benzene in Anchorage. The new EPA rules required refiners to reduce the amount of benzene in Anchorage gasoline from about 5% to 1.3% by July 2011. The phase-2 study began in January 2013 and was concluded in December 2013. Results will be analyzed and reported in 2014.

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

Performance Plan: Assess effectiveness of new EPA-mandated gasoline benzene content limits by 4th quarter 2014. Evaluate effectiveness of magnesium chloride PM-10 control.

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 promotions to encourage motorists to use engine block heaters at temperatures below 20 °F. 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, and use of block heaters in winter 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 conducted annually each March. Coordinate Bike-to-Work Day (and Week).

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 DOT&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.
- Status of the System Report, 2011.

Scheduled 2014 - 2015 Work Tasks

410 TRAFFIC AND TRANSPORTATION DATA

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, and sidewalk and trail usage.

Background: MOA Traffic Dept annually conducts a monitoring program regarding pedestrian / vehicular volumes and travel characteristics within the Municipality. The majority of the data is in the Anchorage Bowl; limited data is collected in Eagle River. The data program is accomplished using both manual turning movement techniques and with a variety of automated traffic equipment. The information supports the MOA traffic safety/capacity programs, signal timing improvements, the transportation model, and project analyses.

Collect information such as travel time delay studies supports various applications, including the AMATS computer simulation model and signal-timing evaluations. MOA Data also performs 24-hour hose and radar spot studies on various roadway segments. This information is used to monitor traffic speed trends along roadways.

All applicable information is put together in the Annual Traffic Report. Data has been publishing this report since the mid-1980s. The report format provides a comprehensive overview of changes within the transportation network, traffic accident rates, traffic control devices, and intersection volumes. The report also identifies safety concerns.

Objectives: Record existing traffic data and evaluate trends regarding travel conditions on roadways and trails within the MOA, such as changes in average daily traffic [ADT]

and accident rates. Improve coordination of data collection between the MOA and the State.

Performance Plan: MOA Traffic staff collects/analyzes/updates and produces a statistical and informational report on which traffic trends can be analyzed for roadways and trails within the Municipality.

DOT&PF Highway Data Section performs traffic link counts and vehicle classification studies, and updates the AADT [annual average daily traffic].

Primary Responsibility: MOA Public Works Dept, Traffic Engineering Data Section, and DOT&PF Traffic Data.

440 SOCIO-ECONOMIC / EMPLOYMENT DATA

Land Use / Socio-Economic Data Collection / 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. KJS Associates developed a spreadsheet-based land use allocation model in 1998, as a part of the transportation planning model update. The land use allocation model began with existing land use information and utilized existing trends methodology to forecast future land use allocation. Most recently close coordination with the Institute of Economic and Social Research (ISER) to gather socio- economic and demographic projections for use in the travel demand model inputs was required. In addition, AMATS has adopted the use of standardized socioeconomic data for use in modeling all transportation plans, programs, and regionally significant projects that require approval by AMATS. AMATS will coordinate with various regional agencies and entities. (See AMATS Policy & Procedures No.6, <http://www.muni.org/Departments/OCPD/Planning/AMATS/Documents/Policies%20and%20procedures%202013Final.pdf>).

Objective: Review current information concerning land use, including analyzing census income information, along with employment figures, for input to the AMATS computer model. Analyze the accuracy of existing housing and employment data and update where needed. Update existing housing and employment data using MOA permit data. Update housing and employment projections based on latest regional projections. Update household travel survey to reflect current travel patterns.

Performance Plan: Review, collect, and conduct quality control reviews on housing and employment data for the transportation demand model. A regional household travel survey will be undertaken before the end of second quarter 2014 with an expected completion date in late 2015.

Primary Responsibility: MOA Community Development Dept, Transportation Planning Section, 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 past the model has been used to forecast traffic for the Glenn Hwy MIS study, the Seward Highway MIS study, as well as numerous arterial expansion projects.

Objective: Support regional planning efforts using the transportation demand 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 Community Development Dept, Transportation Planning Section.

480 MOA TRANSPORTATION DEMAND 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 was updated during the Seward to Glenn Highway project travel demand forecasting efforts. As a result, the new 2011 AMATS model incorporates up-to-date travel behavior relationships for Anchorage residents (2002 Household Travel Survey) and the latest available demographic and employment attributes (2000 U. S. Census and 2002 Alaska Department of Labor employment database) for the metropolitan area. The validation process demonstrated that the Regional Transportation Model accurately simulated traffic volumes and transit usage in the Year 2002. The updated model (with a base year of 2007) is performing at, or better than, the validation for the base year of 2002.

Objective: Monitor and update the transportation demand model for accuracy. As part of this effort, close coordination with the Institute of Economic and Social Research to gather socio- economic and demographic projections for use in the travel demand model inputs is required. A household travel survey will be used to validate and recalibrate the AMATS travel demand model.

Performance Plan: Contract with a professional consulting firm to provide technical and operational support of the transportation demand model. Activities within this task include any/all work necessary to update the model for the next MTP update effort which will begin in 1st Q of 2014 with adoption by 1st Q of 2016. A regional household travel survey will be undertaken before the end of second quarter 2014 with an expected completion date in late 2015.

Primary Responsibility: MOA Community Development Dept, Transportation Planning Section, with consultant assistance, and support from DOT&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 ensure that planning efforts take issues of public concern into account.

Current Work Efforts and Adopted Documents Related to this Element

- AMATS Public Participation Plan, adopted February 2009.
- AMATS Freight Advisory, Bicycle and Pedestrian Advisory, Technical Advisory and Policy Committee meetings.
- Production of AMATS Committee meeting minutes.
- Staff attendance at FHWA, FTA, and/or State-sponsored seminars and short courses.
- AMATS Title VI Non-discrimination Plan, adopted August 2012.

Scheduled 2014 - 2015 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 Engineer and Community Development Department (CDD) Director provide the overall program supervision and the Traffic Engineer serves as chair of the AMATS Technical Advisory Committee. The Transportation Planning Section 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 MAP-21 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 Community Development Dept Director and Transportation Planning, and DOT&PF Planning. [Task includes in-kind match funds to support the Traffic Engineer and the CDD Department Director's efforts in supervising and attending AMATS meetings as well as other CDD 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., meetings or training sessions of the Transportation Research Board, ITS America, ITS Alaska, American Planning Association, US DOT Research and Innovative Technology

Association (RITA), National Transit Institute, National Highway Institute, Association for Commuter Transportation (ACT), Association of Metropolitan Planning Associations (AMPO) and the Institute of Transportation Engineers (ITE)].

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: Community Development Dept, Transportation Planning Section, 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. The current AMATS Public Participation Plan (PPP) was adopted in 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. The current AMATS PPP should be updated on a 4 year cycle, with approval in 2nd Quarter of 2014.

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, announcements 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. Finish update to the AMATS PPP in 2nd quarter of 2014.

Primary Responsibility: MOA Community Development Dept, Transportation Planning Section and DOT&PF.

531 Title VI Plan

Background: Title VI of the Civil Rights Act of 1964 prohibits discrimination based on race, color or national origin. In 1974, the U.S. Supreme Court affirmed that the failure to ensure a meaningful opportunity for national origin minorities, with limited-English proficiency, to participate in a federally funded program violates Title VI (Federal-Aid Recipient Programs & Activities) regulations. Additionally, requirements are outlined in Executive Order 13166: Improving Access to Service

for Persons with Limited English Proficiency signed on August 11, 2000. Its purpose is to ensure accessibility to programs and services to eligible persons who have limited proficiency in the English language.

Furthermore, the U.S. Department of Transportation (DOT) published Policy Guidance Concerning Recipients' Responsibilities to Limited English Proficient Persons in the December 14, 2005 Federal Register Volume 70; Number 239. The guidance explicitly identifies Metropolitan Planning Organizations (MPOs) as organizations that must follow this guidance. The Limited English Proficiency (LEP) Plan must be consistent with the fundamental mission of the organization, though not unduly burdening the organization.

Objective: Update the AMATS PPP Title VI outreach plan, and create a Title VI communications plan, including measures to determine the effectiveness of outreach strategies to Title VI target populations, to ensure implementation of Title VI provisions of both plans. This work effort will be done with the update to the AMATS PPP to be completed in 2nd Q 2014.

Performance Plan: Implement strategies and mitigation measures identified in the AMATS Title VI Non-Discrimination Plan and Public Participation Plan. Conduct research and outreach to agencies and organizations, and develop the Title VI communications plan with input from Title VI groups. This work effort will be done with the update to the AMATS PPP to be completed in 2nd Q 2014.

Primary Responsibility: MOA Community Development Department, Transportation Planning Section, with assistance from MOA Public Transportation, and other Municipal agencies, and with support from DOT&PF Civil Rights Office, FHWA, and FTA.

AMATS

Calendar Years 2014-2015

Unified Planning Work Program

2014 Financial Tables

AMATS 2014

Funding Summary and

Revenues & Expenditures

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Calendar Years 2014-2015
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Appendix ‘A’

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

AMATS

Calendar Years 2014-2015

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Appendix ‘B’

Glossary of Acronyms, Terms and Documents

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Appendix ‘C’

PL Distribution Formula

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Appendix ‘D’

**Federal Triennial Certification
of the Planning Process
for 2009**

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Appendix ‘E’

Table of Major Discrete Projects

AMATS

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Unified Planning Work Program

Appendix ‘F’

Federal Approval
Correspondence

