



ITEM: 5A
DATE: 21 November 2024
TO: AMATS Policy Committee
FROM: Aaron Jongenelen, AMATS Coordinator
SUBJECT: 2050 MTP Amendment #1 Direction

ACTION REQUESTED

AMATS staff and the Technical Advisory Committee recommend that the Policy Committee review the information provided at the joint work session, the options listed below, and the Technical Advisory Committee and staff recommendations on how to move forward with the 2050 MTP amendment #1.

BACKGROUND:

At a joint work session, November 6th, 2024, the AMATS TAC and PC members were given a presentation on the Safer Seward Highway project by the project team and were given an update by DOT&PF on how they recommend the project cost increase is addressed for the AMATS MTP.

Options Include:

- 1) To move forward with the funding recommendation provided by DOT&PF and keep the project in the MTP. – This action would allow the project to move forward as is with no change.
- 2) To remove the project from the MTP. – This would prevent the project from being added into the TIP.
- 3) To adjust the project scope to limit the size and impact of the project. For example, the project description could include language to limit the project to nothing larger than a 2 or 3-lane option. – This would help guide what reasonable options are selected as part of the environmental document.

RECOMMENDATIONS:

The AMATS Technical Advisory Committee discussed the project at length and provided the following recommendation:

- Amend to increase the project amount with the understanding that all DOT&PF funding within the AMATS area is not impacted and would like to forward to the project team comments as follows: “the project team” will look at a lesser footprint without compromising the non-motorized improvements and ensure safety improvements and non-motorized improvements are moved forward quicker. A footprint reduction should be looked at through the entire corridor.

The motion passed 10 voting in favor and 1 abstaining.

AMATS staff recommends that the project be removed from the 2050 MTP due to the cost, the limited safety needs compared to other parts of Anchorage, and concerns over a 4-lane divided highway having negative impacts on the long-term safety of the corridor.