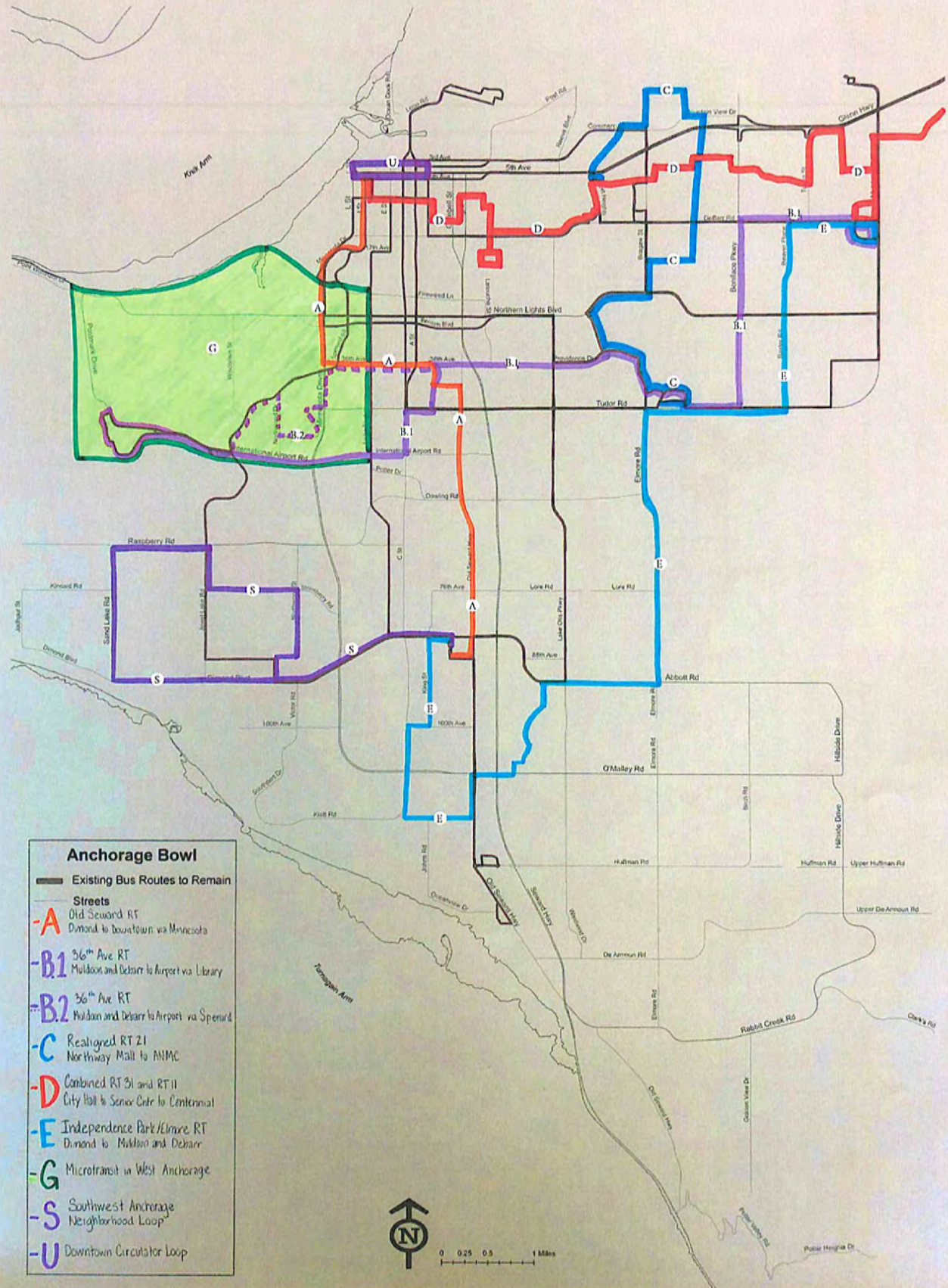


POLAR BEAR - DRAFT SCENARIO



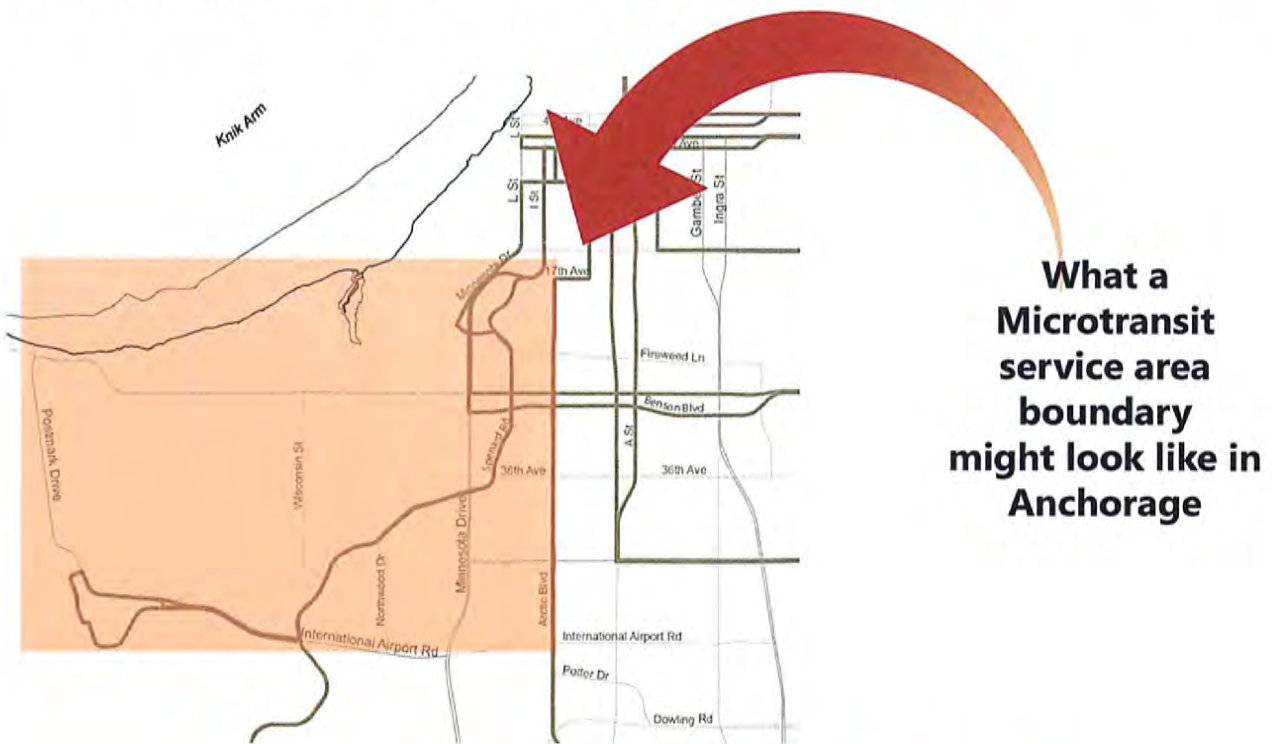
What is Microtransit?



Microtransit is like other ride-share services where customers can use a smartphone app (or phone call) to request a ride that will pick up and drop off passengers wherever they wish to travel within the service area boundary. Typically, this would be from their house to a destination within the service area boundary. If the desired destination is outside the service area boundary, the passenger will be dropped off at the nearest transfer location on the frequent bus system.

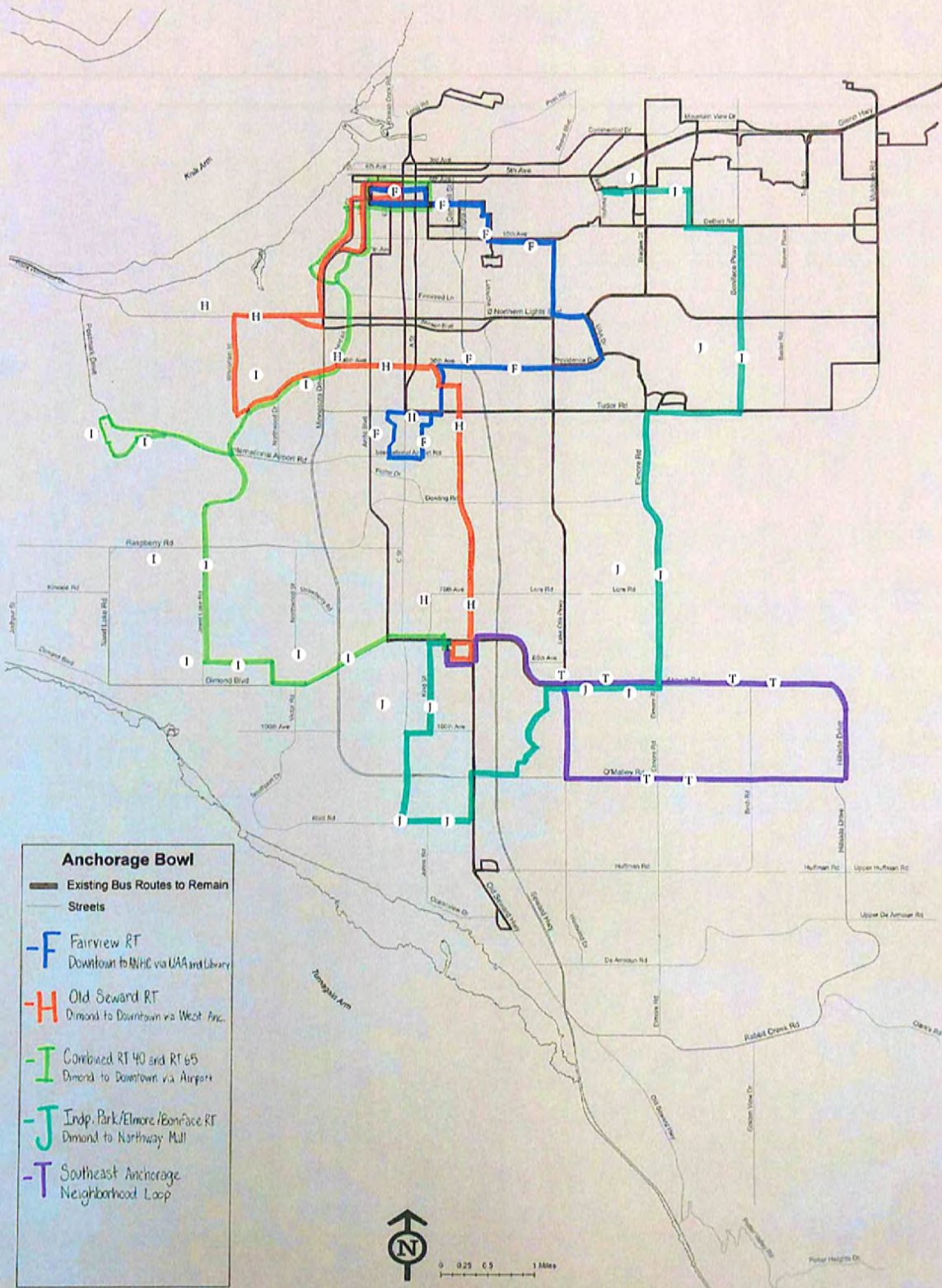


When someone makes a request, the Microtransit app will provide passengers with an estimated pick-up time and be able to track their bus in real-time. Trip requests are typically made on the same day and wait times for service are subject to vehicle availability and demand.

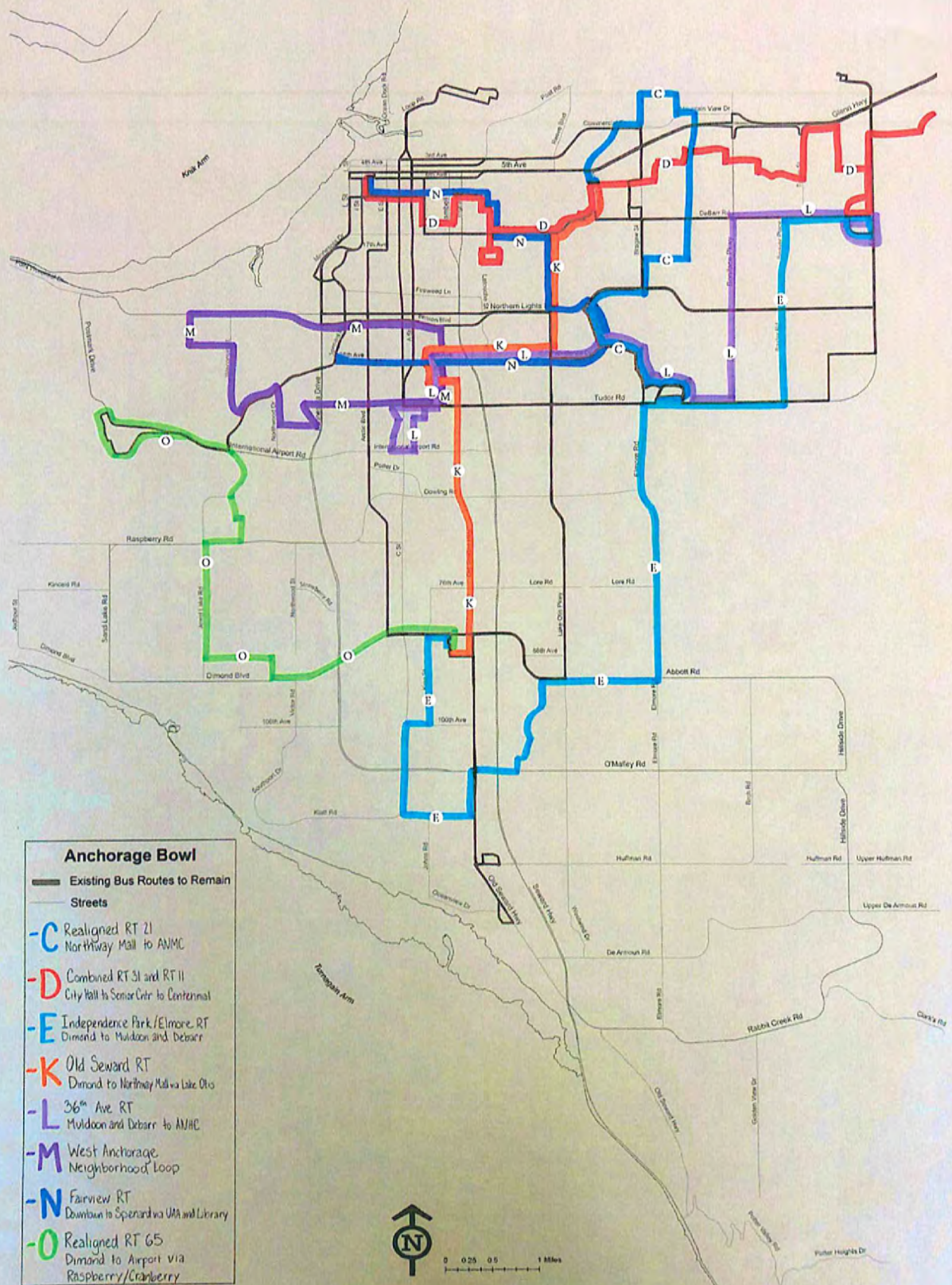


Goal: Connect residents and commercial places that are lacking transit options and eliminate the 1st / last mile mobility concerns.

WOOD FROG - DRAFT SCENARIO





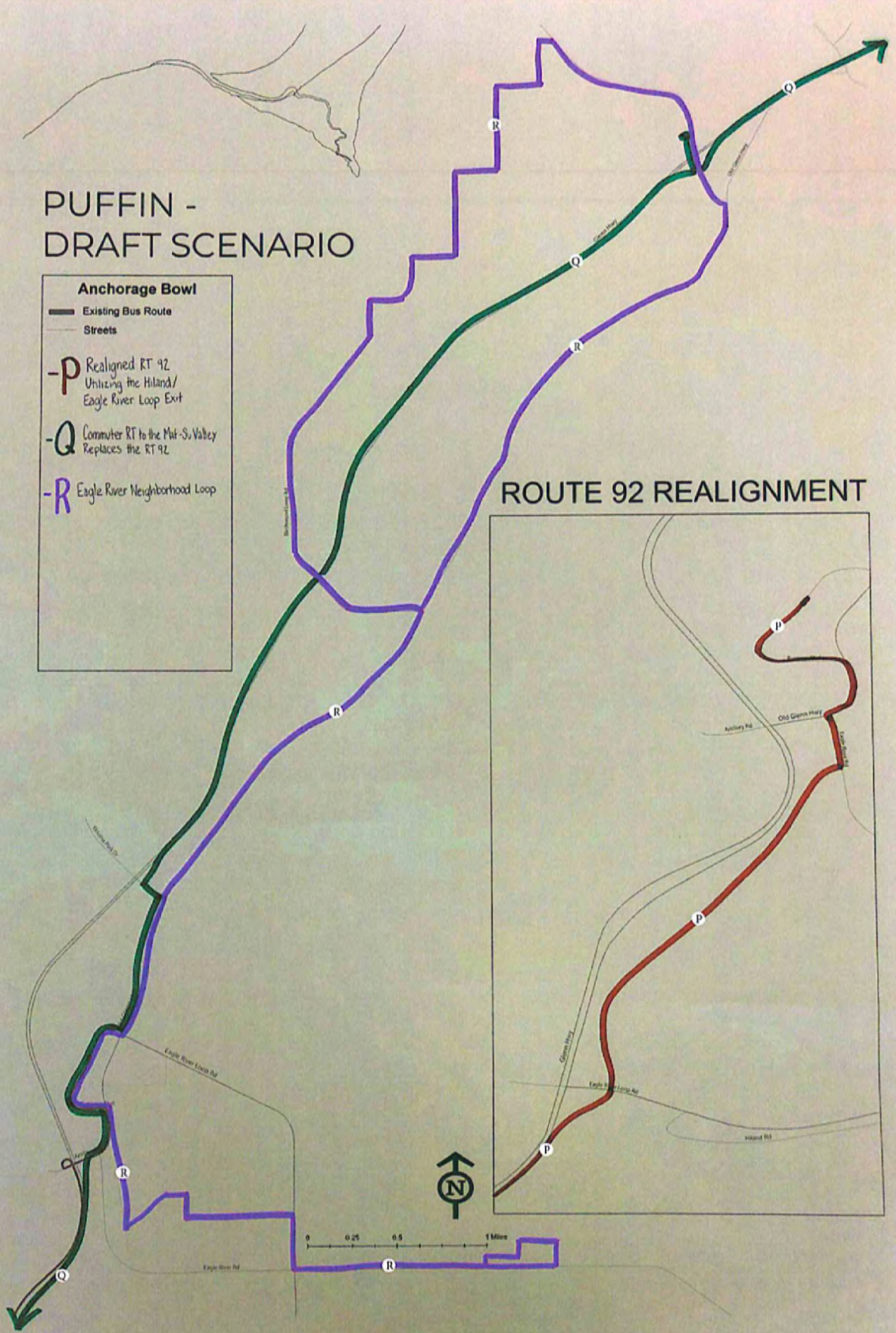
BELUGA - DRAFT SCENARIO



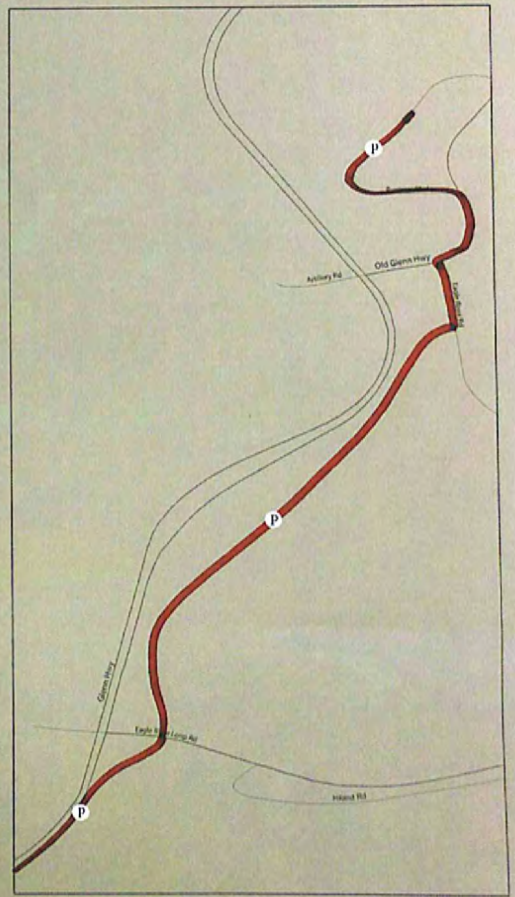
PUFFIN - DRAFT SCENARIO

Anchorage Bowl

-  Existing Bus Route
-  Streets
- P** Realigned RT 92 Utilizing the Hiland/Eagle River Loop Exit
- Q** Commuter RT to the Mat-Su Valley Replaces the RT 92
- R** Eagle River Neighborhood Loop



ROUTE 92 REALIGNMENT



Transit on the move

SHORT-RANGE TRANSIT PLAN

www.Peoplemover.org/TransitOnTheMove

VOTING BOARD

What is most important to you?

LABEL ON MAP	SCENARIOS					PROJECT PROPOSALS	VOTE HERE
	Polar Bear	Wood Frog	Beluga	Porpoise	Pathfinder		
						Add back service on the holidays	
						Increase the frequency on existing routes	
						Increase the span of service on the weekdays	
						Increase the span of service on the weekends	
						Transit security	
						AnchorRIDES: Decrease wait time by 10 minutes	
						AnchorRIDES: Provide same day scheduling	
A						New - Old Seward RT: Dimond to Downtown via Minnesota	
B.1						New - 36th Ave RT: Muldoon + Debarr to Airport via Library	
B.2						New - 36th Ave RT: Muldoon + Debarr to Airport via Spenard	
C						Realigned RT 21: Northway Mall to ANMC	
D						Combined RT 31 & RT 11: City Hall to Senior Center to Centennial Village	
E						New - Independence Park/Elmore RT: DTC to Muldoon + Debarr Transfer Hub	
F						New - Fairview RT: DDTC to ANHC via UAA & Library	
G						Microtransit in West Anchorage	
H						New - Old Seward RT: Dimond to Downtown via West Anchorage	
I						Combined RT 40 & RT 65: Dimond to Downtown via Airport	
J						New - Independence Park/Elmore/Boniface RT: Dimond to Northway Mall	
K						New - Old Seward RT: Dimond to Northway Mall via Lake Otis	
L						New - 36th Ave RT: Muldoon + Debarr Transfer Hub to ANHC	
M						New - West Anchorage Neighborhood Loop	
N						New - Fairview RT: Downtown to Spenard via UAA & Library	
O						Realigned RT 65: Dimond to Airport via Raspberry/Cranberry	
P						Realigned RT 92: Utilizing the Hiland/Eagle River Loop Exit	
Q						New - Commuter RT to the Mat-Su Valley - replaces the RT 92	
R						New - Eagle River Neighborhood Loop	
S						New - Southwest Anchorage Neighborhood Loop	
T						New - Southeast Anchorage Neighborhood Loop	
U						New - Downtown Circulator Loop	
WHAT'S MISSING? ADD YOUR OWN PROPOSED PROJECTS BELOW							
V						Realigned RT 91: Utilizing John's Rd and Oceanview Dr	
W							
X							
Y							
Z							
AA							
BB							
CC							
DD							
EE							



Alaska International Airport System
Ted Stevens Anchorage International Airport
Fairbanks International Airport

P.O. Box 196960
Anchorage, AK 99519-6960
Main: 907.266.2526
Fax: 907.243.0663
Website: anchorageairport.com

Anchorage Airport Update
June 2019

- 1. ANC North/South Runway Renewal Project:** Project involves rehabilitating and widening RW 15/33 (the north/south runway) and updating taxiway geometry to meet FAA standards. Construction is planned for 7 days per week, 24 hours per day, April through October. During construction, the majority of air traffic will be shifted to the east/west runways. Most arrivals will land from the west, and most departures will take off to the east, creating a temporary increase in air traffic and noise over the city. To stay up to date on the project and submit comments, visit the website at anc15-33.com.
- 2. Passenger Drop-off/Pick-up:** This summer season we are reminding the public when you pick up/drop off passengers at the airport, the driver must stay with the vehicle at all times. Vehicles on the ramp cannot be left unattended and may be subject to a potential Police citation and a TSA fine. The Anchorage airport is one of the few places that offers free parking in the south terminal parking garage for up to 30 minutes. A cell phone lot is also available to those awaiting arrivals, and further information can be found here: [ANC Traveler Info/Parking Services](#).
- 3. Passenger Screening Wait Times:** While getting through the TSA Screening Checkpoint at Ted Stevens Anchorage International Airport is usually a breeze, increased wait times are expected for passengers in TSA's passenger screening lines this summer season. Travelers are advised to arrive at the airport at least two hours prior to departure time. All lanes are expected to be staffed and operational during the peak times.
- 4. Airport Summer Construction:** 2019 Construction Projects Map and associated descriptions are online at [2019 ANC Construction Projects.pdf](#).
- 5. Airport Recruitment:** The Airport is recruiting for equipment mechanics and operators, as well as facility maintenance positions. Information on these opportunities can be found on Workplace Alaska or through Local 71 at the following web addresses: local71.com/jobs and governmentjobs.com/careers/Alaska. Active recruitments are:

*Maintenance Specialist-Electrician-Journey II Lead	\$26.73-\$30.68/hr	Class B CDL required within 90 days of hire
*Equipment Operator Journey II Seasonal or Full Time	\$23.60/hr	Class A CDL required at time of hire
*Maintenance Specialist, Building/Facility/Construction, Journey I (HVAC)	\$24.00/hr	Refrigerant Certification required. Commercial building experience highly desired
- 6. Sign up for GovDelivery:** at anchorageairport.com to receive emails on DOT related items; visit us on Facebook and Twitter.

"To Keep Alaska Flying and Thriving."



TAXIWAY V
 RECONSTRUCTION
 GATE M10 TUG ROAD
 RECONSTRUCTION
 GATE N10 ACCESS CONTROL
 IMPROVEMENTS

RUNWAY 15/33
 REHABILITATION
 AND WIDENING
 2019

TAXIWAY F
 RECONSTRUCTION

- OTHER PROJECTS NOT SHOWN
- SOUTH TERMINAL ESCALATORS 3 AND 4 REPLACEMENT
 - ELECTRONIC TERMINAL GUIDANCE SIGNS
 - FLEET FUELING FACILITY & OUTLET CONTROL
 - STRUCTURE (LAKE SPENARD)
 - R 12-14 JOINT REPAIR
 - R 12-14 LEAD IN LIGHTS
 - AFC PARKING AND ACCESS UPGRADES (ADA)
 - HORIZONTAL INFRASTRUCTURE EARTHQUAKE REPAIRS
 - VERTICAL INFRASTRUCTURE EARTHQUAKE REPAIRS

2019 PROPOSED AIRPORT CONSTRUCTION PROJECTS*

*DRAFT CONSTRUCTION SCHEDULE - SUBJECT TO CHANGE



SIGNIFICANT 2019 ANC CONSTRUCTION PROJECTS

Runway 15/33 Rehabilitation

Project Description

Rehabilitate and widen Runway (RWY) 15/33 to accommodate Airplane Design Group VI (ADG VI) aircraft. This project will also relocate the southern displaced threshold of RWY 33 north approximately 200 feet to separate RWY 15/33 and RWY 7L/25R safety areas and relocate the threshold of RWY 15 approximately 100 feet north. Taxiway (TWY) R will be extended north 200 feet and TWY Q will be reconfigured to allow access to the end of RWY 15. The existing displaced threshold will be removed.

Benefits

RWY 15/33 is showing signs of advanced structural failure. There is alligator cracking occurring along sections of the runway. During construction, the runway structural section will be widened from 150 feet to 200 feet and strengthened which will allow for the newer Group VI aircraft to use the runway. LED runway lights will be installed to reduce operational and maintenance costs.

Taxiway F Reconstruction

Project Description

Reconstruct TWY F for Airplane Design Group (ADG) IV and Taxiway Design Group (TDG) 6. Improvements include; geometry updates to comply with current design standards; provide adequate structural section; replace lighting, markings and signs; repair/replace storm drainage; and adjust utilities as needed.

Reconstruct the taxiway structural section, as well as widen it at taxiway intersections, where necessary, to meet new intersection geometry standards for TDG 6 aircraft. Storm drain culverts and drainage ditches adjacent to the taxiway will be offset to accommodate the TSA widening. Elevated edge lighting on the taxiway will be relocated and replaced to match the relocated taxiway edge lines for the TDG 6 widening.

Benefits

Addressing TWY F ADG IV/TDG 6 deficiencies will allow ADG IV/TDG 6 aircraft to access businesses located along the taxiway.



ADA Parking and Access Upgrades (ADA)

Project Description

Provide American Disabilities Act (ADA) parking spaces in the landside vehicle parking lots and accessible routes of travel from those parking lots to the airport terminals. Work includes reconstruction and installation of curb ramps, sidewalks, parking spaces; signing; and striping as required to meet the Airport Disability Compliance Program requirements.

Benefits

Addressing ADA deficiencies will provide a positive experience for all travelers. Many ADA compliance items make access easier for everyone, regardless of ability.

LHD Taxiway V Reconstruction

Project Description

Reconstruct Taxiway Victor (TWY V) for ADG I and TDG 2 aircraft. Improvements include: provide adequate structural section; replace lighting, markings and signs; repair/replace storm drainage; remove old guard shack foundation adjacent to taxiway; and adjust utilities as needed.

Benefits

TWY V is the only taxiway connecting ANC to LHD. The 20+ year old pavement contains extensive cracking and rutting. Providing a new pavement surface and structural section will maintain the connection between ANC and LHD and allow continued use by ADG I and TDG 2 aircraft.

South Terminal Escalators 3 and 4 Replacement

Project Description

Replace two escalators serving the ticket lobby in the South Terminal. Ancillary work includes structural and architectural modifications.

Benefits

Safety will be improved for travelers using these escalators, and maintenance costs will be less as a result of this project. The existing escalators no longer meet code requirements, pose

"Providing for the safe movement of people and goods and the delivery of state services."



safety concerns, are no longer supported by the manufacturer, and have reached their maximum useful life. Replacing the escalators will avoid the risk of the escalators being tagged out of service by the Municipality due to aforementioned reasons.

ANC Horizontal Infrastructure 2018 Earthquake Repairs

Project Description

Repair damaged horizontal infrastructure, e.g. roadways, pathways, and drainage pipes as caused by the November 30, 2018, earthquake.

Benefits

These sites are located on primary routes around the airport: key tenants and service providers use the routes daily to access both the landside and airside of ANC. As these roadways and pathways continue to deteriorate, the damage will become more extensive and expensive to repair affecting ANC operations and ANC businesses' and users' efficient access.

ANC Vertical Infrastructure 2018 Earthquake Repairs

Project Description

Repair damaged vertical infrastructure, e.g. sprinklers, stairways, and column reinforcements as caused by the November 30, 2018, earthquake.

Benefits

Completing these repairs will ensure the safe and efficient use of airport buildings for the travelling public, ANC tenants and ANC staff.



LESS SIGNIFICANT 2019 ANC CONSTRUCTION PROJECTS

ANC Electronic Terminal Guidance Signs

Project Description

Remove four existing terminal guidance signs along International Airport Road and replace with two electronic terminal guidance signs.

Benefits

Updating the terminal guidance signs will allow for real time editing and notifying of other informational messages for the traveling public.

Fleet Fueling Facility and Outlet Control Structure

Project Description

Replace leaking fuel containment sumps and install above ground junction boxes at the Fleet Fueling Facility. Install a new outlet control structure at Lake Spenard outfall.

The leaking sumps result in false fuel leak alarms. The existing power and communication conductors are in below-ground junction boxes that fill with water and freeze during the winter. The freeze/thaw breaks the conductors and shuts down the fuel dispensing operations.

Lake Spenard outfalls into the Wisconsin Street storm drain system through a 24" culvert. Currently, flow is controlled by a sandbag weir that leaks, which forces ANC to use water wells to maintain lake water elevations.

Benefits

Modification to the fueling facility will allow for the continued dispensing of fuel and tracking of fuel usage by Airfield Maintenance. Constructing an outlet control structure on the Lake Spenard Outfall will allow Airfield Maintenance to better control the flow of water out of Lake Spenard.



Gate N10 Access Control Improvements

Project Description

Provide the ANC Gate N10 Guard Shack employees the ability to quickly isolate the Secured Area from unauthorized vehicle and pedestrian access and from possible wildlife incursions.

Additional security fencing and automated inbound and outbound vehicle gates will be installed. Existing fencing between Gate N10 and the TWY V Gate may be realigned to provide the guard shack personnel greater field of view. Existing lighting will be evaluated to determine the need for additional lighting and motion detectors.

Benefits

Improved security measures will better prevent a security breach, wildlife hazard or serious accident, thus better protect aircraft, pilots, passengers, airport workers within the AOA, and the general public driving along the adjacent roadway.

ANC N10 Tug Road Reconstruction

Project Description

Reconstruct the structural section and apply new pavement markings to approximately 580 feet of the Eastern Tug Road from TW V to De Havilland Avenue.

Benefits

Reconstructing this section of tug road will allow airport partners to continue accessing the airport through Gate N10 and avoid vehicle damage and accidents due to a deteriorated roadway.

ANC R 12-14 Joint Repairs

Project Description

Remove and replace approximately 22,900 feet of liquid joint seal and perform approximately 196 square feet of elastomeric concrete repairs on RON 12-14 hardstands.



Benefits

This project will increase the life span of the hardstands and reduce the potential of damage to aircraft for all airlines using these wide-body cargo aircraft parking spots.

ANC R 12-14 Lead-in Lights

Project Description

Remove existing non-functioning lead-in lighting from Taxiway G1 to the RON 12-14 hardstands and replace with FAA-approved LED lead-in lights.

Benefits

Safety for all airlines using the wide-body cargo aircraft parking spots will be increased as new lighting will be more visible and provide easier access to these hardstands during periods of low visibility.



2019 Pickleball Fact Sheet

Pickleball is a court sport played on a badminton-sized court with the net set to a height of 34 inches at the center. It is played with a perforated plastic ball like a wiffle ball and composite or wooden paddles about twice the size of ping-pong paddles. It can be played indoors or outdoors and is easy for beginners to learn, but can develop into a fast-paced, competitive game for experienced players. In addition, the game has developed a passionate following due to its friendly, social nature, and its multi-generational appeal.

Pickleball can be played as singles or doubles. New players can learn the basic rules quickly in a single session. No special apparel is needed – just something comfortable and appropriate for a court sport. Equipment is inexpensive and easily portable. The game can be played by all ages and is particularly popular in school P.E. programs and in adult living communities.

The sport is governed by the USA Pickleball Association (USAPA.org), which maintains the rules, promotes the sport, sanctions tournaments, and provides player rankings. For more information, please visit: www.usapa.org

History

2019 marks the 54th Anniversary of pickleball, as it was invented in 1965 on Bainbridge Island, a short ferry ride from Seattle, by three enterprising dads – Joel Pritchard, Bill Bell, and Barney McCallum. Their children were bored with their usual summertime activities. It evolved from the original handmade equipment and simple rules into a popular sport throughout North America and is now taking off in other parts of the world.

The origin of the game's name is very interesting, especially since no pickles are used. Accounts of how the name originated differ. According to Joel Pritchard's wife (Joan), she started calling the game pickleball because "the combination of different sports reminded me of the pickle boat in crew where oarsmen were chosen from the leftovers of other boats". However, according to Barney McCallum, the game was officially named after the Pritchards' dog Pickles who would chase the ball and run off with it. According to McCallum, "The Pritchards had a dog named Pickles, and you're having fun at a party, right? So anyways, what the hell, let's just call it pickleball."

Others claim both accounts may be true. In the early years, no official name was assigned to the game. However a year or two after the game was invented, the Pritchards purchased a cocker spaniel and named it Pickles. As the game progressed, an official name was needed and "pickleball" was it.

The Court

A pickleball court is 20' x 44' for both singles and doubles. The net is hung at 36" at the ends and hangs 34" in the middle. A non-volley zone extends 7' back from the net on each side, commonly called "the kitchen." In 2017, USAPA and the American Sports Builders Association (ASBA) co-produced and released an official pickleball courts construction and maintenance manual for the industry. Copies of this manual can be purchased at: <https://www.sportsbuilders.org/publications/>

The Equipment

Competitive paddles used in pickleball are constructed from a high-tech composite, ranging in cost from \$50-\$150 each. An official pickleball is made of plastic and is between .78 to .935 ounces and 2.874 to 2.972 inches in diameter. There are no color restrictions other than the ball must be a single, consistent color. The USAPA has tested and approved several outdoor and indoor balls for official tournament play. For more information on equipment approved for sanctioned play, see the following:

[Approved Balls](#)

[Approved Paddles](#)

Places to Play

Every US state and all Canadian provinces now have pickleball venues. Senior residence communities, YMCAs, local community recreation centers, schools and parks are just some of the places likely to have pickleball courts. The USAPA compiles the most up-to-date and **comprehensive listing of places to play on a new dedicated website: places2play.org**. The known places to play total of 6,885 at the end of 2018 represents an increase of 1,016 or approximately 85 new locations per month.

Tournaments

The USAPA supports and sanctions tournaments throughout the United States. See [Upcoming Events List](#) for a current list of upcoming pickleball tournaments. In 2009, the USAPA held the first Nationals Pickleball Tournament in Buckeye, Arizona. Over 400 players participated in divisions for all ages. In 2018, the Margaritaville USA Pickleball National Championships were held at the world-renowned Indian Wells Tennis Garden, just outside of Palm Springs, CA. The event was the largest pickleball tournament to date, with more than **2,200** registered players competing for **\$75,000 in prize money; the largest cash purse in the history of the sport**. [Click here](#) for detailed information. The event also marked the first time, the sport was covered by

ESPN with 17 hours of live broadcasting on ESPN3 and a 1-hr. special presentation which aired on ESPNEWS.

Estimated Pickleball Players Within the United States

Sports & Fitness Industry Association (SFIA) 2017 Pickleball Participant Report, they reported pickleball currently has **3.1 million** players in the US – an increase of 12% over the previous year. SFIA is the premier trade association for top brands, manufacturers, retailers and marketers in the American sporting goods and fitness industry 1906. In 2016, SFIA produced a detailed *Pickleball Participation Report* which provided the following details:

- 1.57 million were “Casual” participants who play 1-7 times a year
- 930 thousand were “Core” participants who play 8 or more times a year
- The rate of growth in participation from 2014 to 2015 was 1.8%, from 2.462 million to 2.506 million (Note: this growth rate is likely underestimated since 2014 was the first year for including pickleball in the SFIA report and the base number is open to question)
- Comparing Casual and Core participants:
 - Casual were 63% male and 37% female
 - Core were 73% male and 27% female
 - The age breakdown for Casual and Core are very different... with Core players being, on average, significantly older
 - ages 6-17: Casual 18.5%; Core 0.8%
 - ages 18-34: Casual 11.7%; Core 5.5%
 - ages 35-54: Casual 29.4%; Core 19.2%
 - ages 55-64: Casual 7.7%; Core 31.8%
 - age 65+: Casual 5.4%; Core 42.7%
 - 13% of Casual participants and 75% of Core participants are age 55 and older
 - The 2.5 million participants represent 0.9% of the US population
 - The regions with the largest number of Core participants were
 - Pacific (CA, OR, WA) = 263,000
 - East North Central (WI, MI, IL, OH, IN) = 200,000
 - South Atlantic (FL, GA, SC, NC, VA, WV, DC) = 174,000

Any citation of this data should reference the SFIA report as its source.

The USA Pickleball Association www.usapa.org

The USAPA was formed in 2005 to promote the sport. It maintains the official rules, sanctions tournaments, provides player rankings and produces the annual USA Pickleball National Championships Tournament. It is run by an Executive Director, staff and a volunteer board of directors supported by an all-volunteer ambassador corp. and thousands of dues-paying members.

USAPA Ambassador Program

USAPA currently has a network of over 1,800 volunteer ambassadors who have pledged to promote the sport of pickleball and the USAPA in their local area. They serve as local representatives for USAPA for all activities related to pickleball within the area they represent. Ambassadors support and abide by all official rules, assist with local clinics/tournaments and look for opportunities to add/grow the game in their community. The USAPA Ambassador Search feature can be found on the USAPA website. [Click here.](#)

Community Grant Program

A USAPA Community Grant will provide current USAPA members a maximum of \$250 reimbursement for the purchase of qualified pickleball equipment dedicated to a specific location. Special considerations will be given to locations with written "new player" training programs, areas with few pickleball locations in the vicinity, and individuals and groups that USAPA deems most in need of financial assistance. For more information please [Click here.](#)

High School Grant Program

The High School Grant Program will award a maximum of \$350 in reimbursement to USAPA members for the purchase of start-up pickleball equipment for regular high school physical education classes and after school programs. The grants funding will be equally targeted to every defined USAPA region and when feasible awarded to different communities within the region. Considerations will be given to schools and districts where pickleball is being introduced into the high school physical education curriculum and schools that USAPA deems most in need of financial assistance. For more information please click on the following link: [Click here.](#)

USAPA Social Media

Visit [Facebook.com/USA Pickleball Association.](https://www.facebook.com/USA-Pickleball-Association)

Visit (Instagram link)

2018 USAPA Facts and Highlights

- **Places to Play:** USAPA Places to Play Database: **6,885**
- **Membership:** **30,803** (increase of 8,649 or 720 per month). Since 2013, USAPA membership has increased 650%
- **Total Courts:** **20,933**
- **Ambassadors:** **1,812**
- **Grants:** USAPA awarded 131 Community Grants and 22 High School Grants, with a total allocation of \$40,000. Pickleball Central

joined USAPA and donated 880 wooden paddles to various programs.

- **2018 National Championships:** The Margaritaville USA Pickleball National Championships set a new player registration record with over **2,200** registered players and a highest cash purse of \$75,000.
- **Fundraising:** USAPA efforts raised over **\$40,000** in support of the St. Jude Children's Research Hospital – the official national charity of USAPA.
- **Certified Referees:** USAPA added another 57 certified referees bringing the new yet growing list to **161** certified referees.
- **Referee Evaluators:** USAPA trained and approved **2** new certified Referee Evaluators bringing the total to 10.
- **Medal Matches:** All medal matches in the 2018 Margaritaville USA Pickleball National Championships were called by USAPA certified referees.
- **USAPA UTPR Ratings:** USAPA partnered with Pickleballtournaments.com to produce and launch the sports first results-based tournament player ratings (UTPRs). See <https://www.usapa.org/usapa-tournament-player-ratings/>
- **Professional Pickleball Registry:** USAPA partnered with the newly formed Professional Pickleball Registry (PPR), a subsidiary of the Professional Tennis Registry (PTR). During their first six months in operation, PPR has certified over 1,000 new pickleball instructors. See <https://www.usapa.org/usapa-ppr-agreement/>
- **Desert Champions, LLC:** USAPA entered into a multi-year agreement with Desert Champions, LLC to host the National Championships at the Indian Wells Tennis Garden in Indian Wells, CA. See <https://usapickleballnationalchampionships.com/>
- **Hall of Fame:** 2018 Inductees were Fran Myer, Earl Hill and Bob Lanius.
- **Facebook Live Streaming:** USAPA Facebook team carried several live matches on Facebook and had a total reach of over **1.5** Million viewers.
- **Newsletter:** USAPA produced **6** newsletters in 2018. Archive copies of the newsletter are available at <https://www.usapa.org/usapa-newsletter/>
- **Pickleball Magazine:** USAPA's publishing partner, Dollard Publishing produced another **6** Pickleball Magazines during 2018 see <https://usapa.org/pickleball-magazine/>
- **Referee Training Page:** To help educate and inform referees and the general public on referee matters, the USAPA launched a comprehensive webpage. See <https://www.usapa.org/referee-training-tools/>

- **Referee Handbook:** The USAPA Referee Handbook was updated in 2018 by the Certified Referee Handbook Committee.
- **Referee QuickStart Video:** The USAPA produced and released a comprehensive training video designed to educate the public on the basics of refereeing pickleball matches. See https://www.youtube.com/watch?time_continue=11&v=M2QDfbI4ovg
- **Ambassador Handbook:** The first USAPA Ambassador Handbook was developed in 2018 by a special committee of ambassadors. The book was distributed in December and will be updated periodically with new sections.
- **Paddles:** USAPA tested and approved **132** paddles in 2018.

For photo requests and media inquiries

Email: [Media Relations](#)

USA Pickleball Association

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