

2023-2026 TIP Amendment #1 Comment Response Summary

Comment #	Comment	Comment Received From	Staff Response	AMATS Staff Recommendation	AMATS PC Action
1	That AMATS make every effort to use the entire CRP revenue within their program. Such as looking for projects that can use CRP and transfer STBG from that project such as Fish Creek Trail Rehabilitation into projects that could use only STBG monies.	AMATS CAC	Staff will do all it can to utilize the funding. Thank you for your comment.	No change.	Approved AMATS Staff Recommendation.
2	Reduce amount of CRP funding shown on the Campell Tract Facility Realignment to shoulder work cost of \$200,000. Increase amount of STBG funding to compensate.	AMATS Staff	Update the table to reflect fund code amount change.	Update project to reflect fund code amount change.	Approved AMATS Staff Recommendation.
3	Update the AMATS STBG allocation to reflect the reduction in the STIP amendment #5. This is a reduction from \$31,496,000 to \$31,367,931 or a \$128,069 reduction of funding per year. Reduce roadway pavement replacement to account for this reduction and to balance the program.	AMATS Staff	Update the amount of STBG allocation AMATS will receive in FY23 and each year after that.	Update STBG amount to reflect reduction in AMATS funding for FY23-FY26.	Approved AMATS Staff Recommendation.
4	Update table 7 NHS to reflect current STIP amendment #5: Add in STIP Need ID numbers.	AMATS Staff	Update table 7 to reflect STIP amendment #5.	Update table 7 NHS to reflect STIP amendment #5.	Approved AMATS Staff Recommendation.
5	Update table 7 NHS to reflect current STIP amendment #5: Update cost estimate for Seward Highway O'Malle Road to Dimond Blvd Phase II - Reduction in cost from \$113M to \$105M.	AMATS Staff	Update table 7 to reflect STIP amendment #5.	Update table 7 NHS to reflect STIP amendment #5.	Approved AMATS Staff Recommendation.
6	Update table 7 NHS to reflect current STIP amendment #5: Update cost estimate for Glenn Highway Airport Heights to Parks Highway Rehabilitation - Reverted changes shown in the TIP amendment #1 to original amounts and phasing as shown in the original 2023-2026 TIP.	AMATS Staff	Update table 7 to reflect STIP amendment #5.	Update table 7 NHS to reflect STIP amendment #5.	Approved AMATS Staff Recommendation.
7	Update table 7 NHS to reflect current STIP amendment #5: Update cost estimate for Seward Highway Milepost 98.5 to 118 Bird Flats to Rabbit Creek - Add \$16M in FY23 for Design and increase amount shown in FY24 from \$662.5M to \$677.5M. Update project description to match STIP amendment #5.	AMATS Staff	Update table 7 to reflect STIP amendment #5.	Update table 7 NHS to reflect STIP amendment #5.	Approved AMATS Staff Recommendation.
8	Update table 7 NHS to reflect current STIP amendment #5: Update cost estimate for Tudor Road Interchange Reconstruction - Removed FY23 design funding as it was in FY22 and increase construction cost estimate to \$31M from \$28M. Update project name and description to match STIP amendment #5.	AMATS Staff	Update table 7 to reflect STIP amendment #5.	Update table 7 NHS to reflect STIP amendment #5.	Approved AMATS Staff Recommendation.
9	Update table 7 NHS to reflect current STIP amendment #5: Update cost estimate for Glenn Highway Incident Management - Added \$1M in design funding in FY23. Updated project name to match STIP amendment #5.	AMATS Staff	Update table 7 to reflect STIP amendment #5.	Update table 7 NHS to reflect STIP amendment #5.	Approved AMATS Staff Recommendation.
10	Update table 7 NHS to reflect current STIP amendment #5: Updated project name and description for Glenn Highway Hiland Interchange to match STIP amendment #5. Added project phase information for FY24.	AMATS Staff	Update table 7 to reflect STIP amendment #5.	Update table 7 NHS to reflect STIP amendment #5.	Approved AMATS Staff Recommendation.
11	Update table 7 NHS to reflect current STIP amendment #5: Updated project name and description for Muldoon Road Debarr Road to Glenn Highway to match STIP amendment #5. Added project phase information for FY24.	AMATS Staff	Update table 7 to reflect STIP amendment #5.	Update table 7 NHS to reflect STIP amendment #5.	Approved AMATS Staff Recommendation.
12	Update table 7 NHS to reflect current STIP amendment #5: Updated project name and description for Abbott Road Lake Otis to New Seward Highway to match STIP amendment #5. Added project phase information for FY24.	AMATS Staff	Update table 7 to reflect STIP amendment #5.	Update table 7 NHS to reflect STIP amendment #5.	Approved AMATS Staff Recommendation.
13	Anchorage lacks convenient, comfortable transit service that provides a viable alternative to driving alone. Expanded transit service will be a base element in reducing greenhouse gas emissions, generating urban infill and redevelopment and affordable transportation. People Mover needs to become a credible partner in providing mobility but neither elected officials nor municipal planners have sufficient information about the steps needed to build transit to become an alternative to driving alone. The attached proposal was developed in coordination with transit officials to provide reliable information when building the transit element of the 2050 MTP and begin implementing Transit on the Move. Studies to Implement Transit on the Move 2020, Anchorage's near term transit expansion plan. Planners and officials need accurate information as Anchorage builds and implements its Long Range Transportation Plan. For decades, Anchorage's transit demand has exceeded service levels, but limited operations funding has blocked expansion. Studies show that nationally and locally, efficient transit service is essential for cities to reduce greenhouse gas emissions and meet mobility, health, safety, environmental and economic goals. Especially in the urban core, targeted infill will generate residential and commercial redevelopment along streets that are safe year around, served by frequent, convenient transit service. Developing this comprehensive, integrated transportation system requires solid information. Studies to support transit expansion: Total cost: \$800,000 1. Bring new riders to People Mover. Survey community members who do not already use People Mover. What changes do non-transit riders need before they will take a bus to work, school, recreation? How will infill and redevelopment affect transportation choices? In 2022 People Mover began surveying its riders quarterly, and their needs are well documented. What changes are needed to generate significant numbers of new riders? Subtotal Cost: \$200,000	Anchorage Citizens Coalition	Staff reached out to the Municipality of Anchorage (MOA) Public Transportation Department (PTD) to inquire about this study. At this time the department already has plans to do this study. No funding is needed from AMATS for this study.	No change.	Approved AMATS Staff Recommendation.
14	2. Revenue options. How do other cities finance their transit systems? Federal funding favors road expansion over transit service. Nationally, Federal funds reimburse 90% of road construction and 50% of transit operations costs. How do similar sized cities with robust transit service fund their systems? Which options are most viable for Anchorage to increase operating revenues? Subtotal Cost: \$200,000	Anchorage Citizens Coalition	AMATS Staff reached out to the MOA PTD to inquire about this study. At this time there is not sufficient match or transit staff time for this study. AMATS staff will continue to work with the MOA PTD to help fund this study if/when match and staff time comes available.	No change.	Approved AMATS Staff Recommendation.
15	3. Regulatory changes. What, if any, regulatory changes are needed to support transit expansion? Today, People Mover's operating revenues come primarily from federal and local taxes. Alaska is one of three states (Alaska, Idaho, and Kentucky) that provide no dedicated state funding for local transit systems. Officials need to understand the tradeoffs of various options for increasing operating revenues. Subtotal Cost: \$200,000	Anchorage Citizens Coalition	AMATS Staff reached out to the MOA PTD to inquire about this study. At this time there is not sufficient match or transit staff time for this study. AMATS staff will continue to work with the MOA PTD to help fund this study if/when match and staff time comes available.	No change.	Approved AMATS Staff Recommendation.
16	4. Funding winter maintenance. Inadequate winter maintenance is a barrier to pedestrians, bicyclists, and transit riders. How do similar sized northern climate cities prioritize and fund winter maintenance? Subtotal Cost: \$200,000	Anchorage Citizens Coalition	AMATS Staff reached out to the MOA PTD to inquire about this study. At this time there is not sufficient match or transit staff time for this study. AMATS staff will continue to work with the MOA PTD to help fund this study if/when match and staff time comes available.	No change.	Approved AMATS Staff Recommendation.
17	Eliminate the 92nd Avenue freeway underpass just south of Dimond \$113m, NSH0004. It's outrageously expensive, not needed by drivers, dangerous for pedestrians and will help destroy a quiet, affordable neighborhood.	Anchorage Citizens Coalition	Thank you for your comment.	No change.	Approved AMATS Staff Recommendation.
18	Accelerate projects that meet transportation, health, safety, environmental and housing goals: - Inventory non motorized easements PLN00019. Figure out how to resolve the resistance from Muni ROW officials. Their position suggests they prefer to keep pedestrians from learning about platted easements across private property.	Anchorage Citizens Coalition	Thank you for your comment.	No change.	Approved AMATS Staff Recommendation.
19	Begin the studies of A, C, I and L as Complete Streets in FY2023 not 2026. AMATS should welcome these studies to make downtown arterials safe for biking, walking, transit and affordable housing.	Anchorage Citizens Coalition	The I and L Street corridor plan is already listed in the TIP as FY23 as part of the Minnesota Drive Corridor Plan. A and C Street corridor plan is listed in FY26 as that is the soonest DOT&PF Planning can start the project as there are already multiple corridor studies planned for FY23-FY25.	No change.	Approved AMATS Staff Recommendation.

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20	Use new Carbon Reduction Program funds to build a transit expansion plan, address downtown parking reductions, finance the Fish Creek Trail and free other funds for road and trail repair.-	Anchorage Citizens Coalition	See change to the reduction of CRP funding from the Campbell Tract Facility project. The CRP funding is being used to cover the cost increases on non-motorized projects. See cost increases for Downtown Trail and Fish Creek Trail project.	No change.	Approved AMATS Staff Recommendation.
21	Put back the money taken from pathway repair to fund new trail projects: 65% of \$1.7m followed by <50%> 2024 and <40%> 2025.	Anchorage Citizens Coalition	The pavement funding was reduced to meet the cost estimates given by DOT&PF on what can feasibility be obligated in the fiscal years. This helped to balance the TIP to meet fiscal constraint. Small adjustments were made based on updated cost estimates, but at this time there is no additional funding to add.	No change.	Approved AMATS Staff Recommendation.
22	Put back the money taken from road repair (reduced 38% to \$10m with additional reductions in out years)	Anchorage Citizens Coalition	The pavement funding was reduced to meet the cost estimates given by DOT&PF on what can feasibility be obligated in the fiscal years. This helped to balance the TIP to meet fiscal constraint. Small adjustments were made based on updated cost estimates, but at this time there is no additional funding to add.	No change.	Approved AMATS Staff Recommendation.
23	Adopt a higher target for percent of roads in good repair - currently 15% for non-highways and 20% for highways.	Anchorage Citizens Coalition	The target being referenced here is for the NHS and Non-NHS Interstate system which is the responsibility of DOT&PF and AMATS is helping to support that target. At this time AMATS does not have a target for pavement for road outside this system.	No change.	Approved AMATS Staff Recommendation.
24	Adopt a MTP objective to prioritize repairs over new projects.	Anchorage Citizens Coalition	This comment period is for the 2023-2026 TIP Amendment #1. This comment will be forwarded to the MTP project team for their review.	Forward comment to the 2050 MTP project team.	Approved AMATS Staff Recommendation.
25	Adopt spending practices that support people over cars and begin to reduce traffic - Fund a Municipal Long Range Transportation Plan. Anchorage still has no planner to develop a local, not state-driven, transportation plan. AMATS overrides of Municipal policy as expressed in adopted resolutions without explaining their negative votes, leaving AMATS policy rudderless and without direction. This gives ADOT excessive control over Municipal investments and growth.	Anchorage Citizens Coalition	AMATS already funds a long range transportation plan, the MTP. The MOA Assembly already provide funding for the MOA Long Range Plan. This is being worked on by the MOA Planning department.	No change.	Approved AMATS Staff Recommendation.
26	AMATS goals, objectives and practices are vague and keep policy and spending decisions hidden behind the curtain. Please explain how Amendment #1 was built.	Anchorage Citizens Coalition	AMATS staff worked with MOA, DOT&PF (Anchorage Field Office and DOT&PF HQ), MOA Public Transportation Department, and FHWA on TIP amendment #1. Typically TIP amendments are done based on updated project cost estimates or at the request of the Policy Committee.	No change.	Approved AMATS Staff Recommendation.
27	Anchorage Citizens Coalition supports PLN 00021 Climate Action Plan. Just make sure the plan is based on hard data and best practices with realistic objectives and strategies.	Anchorage Citizens Coalition	Thank you for your comment.	No change.	Approved AMATS Staff Recommendation.
28	Thank you for the opportunity to comment on Amendment 1 to the 2023-2026 TIP. We also appreciate the “Outlined Changes” document that was provided to help make the proposed changes more clear. For future public comment periods, we would recommend two additional ways in which communication to the public might be improved: 1. It would help to explain the reasoning for the proposed changes. For example, when funding increases are proposed, it isn’t apparent whether that is due to a change in project scope, projected material/labor costs, or something else. Similarly, when the project description is changed, explaining why would help the public evaluate their position on the change, even if they are not able to attend a meeting where AMATS staff provide a verbal explanation.	Bike Anchorage	Some of this information is provided in the memo with the TIP amendment #1. Staff will try to add additional information to the memo for these items where possible.	No change to the amended 2023-2026 TIP, but staff will explore ways to improve clarity in future documents.	Approved AMATS Staff Recommendation.
29	The TIP Amendment 1 Draft document (PDF) contains images rather than text. This makes the document inaccessible to anyone using a screen reader. It also prevents a text search for keywords, such as a road name, when a viewer is trying to find a particular project. Please consider providing public documents as searchable, accessible text.	Bike Anchorage	Staff will work on ensuring PDF documents are run through an Optical Character Recognition (OCR) before being posted where possible. The current way the TIP is developed limits the ability for this to be 100% effective in PDF format. AMATS staff is looking at ways to transition to a different TIP development software and layout. This comment can be considered during that process.	No change to the amended 2023-2026 TIP, but staff will explore ways to improve clarity in future documents.	Approved AMATS Staff Recommendation.
30	We do not oppose any of the proposed changes in TIP Amendment 1. We strongly support the following changes and we thank AMATS staff for their work to improve the non-motorized network in these ways: PLN00015: Thank you for the proposal to expand the formerly proposed AMATS Typologies Plan to a new AMATS Complete Streets Plan, and to begin it earlier (2023) than initially planned.	Bike Anchorage	Thank you for your comment.	No change.	Approved AMATS Staff Recommendation.
31	PLN00019 Minnesota and I/L Corridor Plan: We appreciate the change specifying that this project should adhere to the AMATS Complete Streets Policy.	Bike Anchorage	Thank you for your comment.	No change.	Approved AMATS Staff Recommendation.
32	PLN00020 A/C Streets Corridor Plan: Thank you for adding this project and specifying that it should adhere to the AMATS Complete Streets Policy. We would like to see this begun earlier than 2026 if possible.	Bike Anchorage	Thank you for your comment.	No change.	Approved AMATS Staff Recommendation.
33	PLN00021 AMATS Climate Action Plan: We are excited about this project and glad that it is proposed to begin in 2023. This plan will provide essential guidance for ensuring that upcoming transportation projects will not undermine Muni policy goals.	Bike Anchorage	Thank you for your comment.	No change.	Approved AMATS Staff Recommendation.
34	CMQ00013 Non-motorized Facility Maintenance Equipment: Thanks to AMATS and DOT&PF for the proposed additional funding on this line. As we’ve seen every year, and as has been especially pronounced this winter, the Anchorage bowl does not have enough maintenance equipment to make the non-motorized transportation network available year-round, so morefunding for this purpose is sorely needed.	Bike Anchorage	Thank you for your comment.	No change.	Approved AMATS Staff Recommendation.
35	CMQ00015 Seniors and Youth Ride Free: We appreciate the addition of this program. Linking a bicycle commute with PeopleMover is a great way to extend the distance that is feasible to travel, as well as to provide an option to traverse gaps in the non-motorized network. We would suggest extending this program to all riders. If that isn’t feasible at this time, we would recommend adding specific “ride free” days for everyone—perhaps one day a week (providing consistency so commuters can change their travel habits on that day), during special events, or under certain conditions, such as snow days.	Bike Anchorage	Thank you for your comment.	No change.	Approved AMATS Staff Recommendation.
36	Thank you for this opportunity to comment on the amended AMATS TIP 2023-2026. In general, out of warming climate concerns in Alaska, I support TIP items that: • Support Anchorage’s Climate Action Plan (with measurement and reduction of greenhouse gas (GHG) emissions), • That discourage the use of carbon-emitting vehicles and parking for them, and • Those that enhance non-motorized & transit travel in Anchorage.	Bill Herman	Thank you for your comments.	No change.	Approved AMATS Staff Recommendation.
37	I SUPPORT the \$450,000 for measuring GHG emissions (in Table 4 of TIP), using link below).	Bill Herman	Thank you for your comments.	No change.	Approved AMATS Staff Recommendation.
38	I’m AGAINST Project #30691 “Seward Highway O’Malley to Dimond Reconstruction Phase II” which includes an underpass at 92nd Ave to Academy Drive (in TIP Table 8). Our state population is decreasing and we need carbon-reducing ways of traveling in the future, not more interchanges.	Bill Herman	Thank you for your comments.	No change.	Approved AMATS Staff Recommendation.
39	We should PLAN FOR AND SPEND ALL Carbon Reduction Program (CRP) funds NOW in a way that directly helps us reduce GHG emissions, specifically: a. Move all \$1.1M of CRP funds OUT of the proposed Campbell Creek Science Center road realignment and shoulder, and use only Standard Block Grant funds for this TIP item. b. Combine unspent CRP funds (\$2.7M) with the above \$1.1M and enhance non-motorized transportation and expanded transit. Expand using Standard Block Grant funding to provide for the paving of trails that are created by utilizing these combined \$3.8M CRP funds appropriately.	Bill Herman	See change to the reduction of CRP funding from the Campbell Tract Facility project. The CRP funding is being used to cover the cost increases on non-motorized projects. See cost increases for Downtown Trail and Fish Creek Trail project.	No change.	Approved AMATS Staff Recommendation.

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40	In the Anchorage TIP for 2023-2026, I SUPPORT \$450,000 proposed for measuring greenhouse gas emissions, and I support any other items in the TIP that supports implementation of the Anchorage Climate Action Plan. We do not need new highway interchanges, we need to prepare the energy infrastructure of the near future that will power our transportation, like electric car charging stations. With a shrinking population, we're not going to make our city attractive with more roundabouts and interchanges, but with modern amenities and utilities that attract good people. With SMR nuclear power we can mitigate the need to import natural gas for heating and electricity generation, and use the reactor waste heat for a steadily-expanding district heating system that could keep our major roads free of snow and ice in the winter.	Cameron Kuhle	Thank you for your comment.	No change.	Approved AMATS Staff Recommendation.
41	1)The draft TIP Amendment still states that the mapping is "done", although Nancy has sent map examples to the contrary.	E-mail from Cheryl Richardson and Nancy Pease	Easement mapping efforts are already being done by the MOA ROW department. They are actively working on it and do not wish us to duplicate their efforts. I encourage you to contact them if you have any questions.	No change.	Approved AMATS Staff Recommendation.
42	2)We are confused that AMATS doesn't see a use for legible and complete maps for the RTP Update.	E-mail from Cheryl Richardson and Nancy Pease	This information is design level details. ROW mapping is done as part of the design/environmental process for projects. Planning does not get into that level of detail when developing plans. This is not the same as when a planning document is developed and a line is drawn on the map. ROW mapping is very specific and has requirements it must follow. The ROW experts at the MOA can provide more information if needed.	No change.	Approved AMATS Staff Recommendation.
43	3)We still have no idea on what process staff used to come up with the draft TIP Amendment.	E-mail from Cheryl Richardson and Nancy Pease	As stated at the AMATS PC meeting on 11/17/22 AMATS staff worked with MOA, DOT&PF (Anchorage Field Office and DOT&PF HQ), MOA Public Transportation Department, and FHWA on TIP amendment #1. Typically TIP amendments are done based on updated project cost estimates or at the request of the Policy Committee.	No change.	Approved AMATS Staff Recommendation.
44	4)Our questions on the CRP money in the TIP remain unanswered: there seems to be unspent CRP money in the Draft TIP Amendment	E-mail from Cheryl Richardson and Nancy Pease	An answer to this question was provided to Cheryl Richardson on 12/1/22: There is funding available in the Carbon Reduction program, but it is limited on what it can be used on. Guidance can be found here: https://www.fhwa.dot.gov/environment/sustainability/energy/policy/crp_guidance.pdf	No change.	Approved AMATS Staff Recommendation.
45	5)and the realignment of the driveway to Campbell Tract does not seem to merit CRP funding under CRP regs	E-mail from Cheryl Richardson and Nancy Pease	The Campbell Tract Facility does include adding a 6' shoulder for multi-modal access which would be eligible for the Carbon Reduction funding. The rest of the project is funded with STBG funding that covers anything not eligible for Carbon Reduction funding. An updated cost estimate was provide to staff and the CRP funding is being reduced to match the shoulder work.	No change.	Approved AMATS Staff Recommendation.
46	AMATS Staff: Notification of comment submittal on the draft TIP, Amendment #1 dated 11.28.2022 I have submitted a TIP comment by email, since it was not possible to submit a website link or an image with this comment page. My comment relies on these forms of data submittal. In this day and age, it is unfathomable that AMATS would rely on a public comment mechanism that relies only on text input. Please update your outdated and clunky comment collection system to enable 21st century communication methods.	Diana-David Evans	A website link can already be added to the comment box currently available. It can be copied and pasted into the box. It will appear as just text and not a direct link, but this still allows this information to be provided to staff. Three new items were added to the comments form, a spot to map the location of your comment, a way to attach an image, and a way to attach any documents.	No change to the 2023-2026 TIP.	Approved AMATS Staff Recommendation.
47	Cost increase needed for O'Malley Road Reconstruction unanticipated utilities work. \$350,000.	DOT&PF	Update the table to reflect cost increase.	Update project to reflect cost increase.	Approved AMATS Staff Recommendation.
48	Cost increase for Port of Alaska Multimodal Improvements Study. \$50,000.	DOT&PF	Update the table to reflect cost increase.	Update project to reflect cost increase.	Approved AMATS Staff Recommendation.
49	Cost increase for Chugach Foothills Connector Phase II for unanticipated conditions. \$250,000.	DOT&PF	Update the table to reflect cost increase.	Update project to reflect cost increase.	Approved AMATS Staff Recommendation.
50	Cost increase for Pavement Presevation project Reeve Blvd 5th Ave to Post Road in FY23. \$500,000.	DOT&PF	Update the table to reflect cost increase.	Update project to reflect cost increase.	Approved AMATS Staff Recommendation.
51	Cost increase for Downtown Trail project to match current estimate. \$1,700,000.	DOT&PF	Update the table to reflect cost increase.	Update project to reflect cost increase.	Approved AMATS Staff Recommendation.
52	Cost increase for Fish Creek trail project to match current estimate. \$2,650,000.	DOT&PF	Update the table to reflect cost increase.	Update project to reflect cost increase.	Approved AMATS Staff Recommendation.
53	Cost increase for Fish Creek Trail in FY25 for Utilities cost increase. \$2,650,000.	DOT&PF	Update the table to reflect cost increase.	Update project to reflect cost increase.	Approved AMATS Staff Recommendation.
54	Under Table 3 Non-Motorized I would like funding allocates somewhere in the 3 year cycle for planning a paved pathway on West Dimond Blvd from Westpark Drive west to Jodphur. ROW conflicts and topography on the north side of Dimond Blvd. would make extension of the existing south side pathwa more practical	Frank Rast	At this time there is no additional funding available for new design/construction projects in the 2023-2026 TIP. This project is on the 2050 MTP project list for consideration.	No change.	Approved AMATS Staff Recommendation.
55	1. Table 1: There are nearly \$3 million of uncommitted funds (underspending) of the CRP revenue. It is not in the public's interest to "leave money on the table" when there are so many needs within our AMATS area. We expect AMATS to make every effort to use these funds. For instance, by substituting CRP-eligible NonMotorized Plan projects (such as the Fish Creek Trail funding) from the STBG funding source to CRP funding. The freed-up STBG funds could then be used for non-eligible CRP projects – including but not limited to the trail paving replacement project budget that was drastically reduced (NMO00008), or to move up the A/C Corridor Plan to 2023 or 2024 (PLN00020) so that it can be done in conjunction with the four other corridor studies.	galed3e3@gmail.com	The TIP has already reached the limit of the number of Pavement projects that can be started/designed and constructed at this time. The CRP funding is being used to cover the cost increases on non-motorized projects. See cost increases for Downtown Trail and Fish Creek Trail project.	No change.	Approved AMATS Staff Recommendation.
56	2. PLN00019 Project description should not be altered to remove "inventory of non-mptprozed easememts, pedestrian ROW and undeveloped ROW. There are many examples of where this information is not noted in the Municipal GIS system, and we include one example below. AMATS staff has been told that this information would take 10 years and millions of dollars because all such items would require surveying. However, each MOA Quarter-Section Grid map has a disclaimer that specifically allows public to use the maps for "informational purposes".	galed3e3@gmail.com	Easement mapping efforts are already being done by the MOA ROW department. They are actively working on it and do not wish us to duplicate their efforts. You can find the easement data here: https://moa-muniorg.hub.arcgis.com/ . This information is design level details. ROW mapping is done as part of the design/environmental process for projects. Planning does not get into that level of detail when developing plans. This is not the same as when a planning document is developed and a line is drawn on the map. ROW mapping is very specific and has requirements it must follow. The ROW experts at the MOA can provide more information if needed. The cost for ROW mapping would far exceed the available funding in the TIP project. MOA ROW stated it would take a land survey 10 or more years to do all the effort required.	No change.	Approved AMATS Staff Recommendation.
57	"I SUPPORT \$450,000 proposed for measuring greenhouse gas emissions in the 2023-2026 Anchorage TIP. I also support other items in the TIP that support fulfilling the MOA's Climate Action Plan.	George Donart	Thank you for your comment.	No change.	Approved AMATS Staff Recommendation.
58	I do NOT support any new Seward Highway interchanges. They are a total waste of money that could be spent much more productively throughout the Anchorage bowl on safety improvements. We don't need more interchanges. The Scooter proposal will not improve traffic flow, will destroy any semblance of quiet for the Southwood Manor neighborhood, and should NOT be built.	George Donart	Thank you for your comment.	No change.	Approved AMATS Staff Recommendation.

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59	In the Anchorage TIP for 2023-2026, I SUPPORT \$450,000 proposed for measuring greenhouse gas emissions, and I support any other items in the TIP that supports the implementation of the Anchorage Climate Action Plan. It's essential that we move toward a cleaner energy future for the sake of our state and our planet.	Hillary Barnes Martinez	Thank you for your comment.	No change.	Approved AMATS Staff Recommendation.
60	I DO NOT SUPPORT new interchanges on the Seward Highway. Our state population is decreasing, and we don't need more interchanges.	Hillary Barnes Martinez	Thank you for your comment.	No change.	Approved AMATS Staff Recommendation.
61	Seward and Glenn highway connection: With traffic continuing to increase throughout anchorage the Seward and Glenn Highway connection has become another need. This project needs to be put back on the books and needs to happen quickly. Minnesota Dr, Seward highway, and Glenn highway connection: The need for a Minnesota Dr, Seward highway, and Glenn highway connection has grown. With traffic growth in this area continuing to grow the need for a Minnesota Dr, Seward highway, and Glenn highway connection also needs to be looked at. Most of the traffic coming from the Glenn highway are catching both the Seward Highway as well as Minnesota drive. With the possibility of the Knik arm crossing happening as well as the Seward and Glenn highway connection happening as well, a Minnesota Dr, Seward highway, and Glenn highway connection should also be looked at.	James	A Seward Highway to Glenn Highway PEL (Planning and Environmental Linkages) study is underway. This will need to finish before any project can move forward for this connection.	No change.	Approved AMATS Staff Recommendation.
62	"In the Anchorage Transportation Improvement Plan for 2023-2026, I support \$450,000 proposed for measuring greenhouse gas emissions, as well as any other items in the TIP that supports implementation of the Anchorage Climate Action Plan. We need a method to track carbon emissions in the next decade. The money from extra unneeded interchanges on the Seward Highway would be better spent on other solutions for limiting Greenhouse gas emissions in the city.	LEANN RONSSE	Thank you for your comment.	No change.	Approved AMATS Staff Recommendation.
63	Dear AMATS Policy Committee, We write in strong support of AMATS funding a "Complete Streets" studies for A, C, I, and L streets. In an effort to focus on and prioritize the safety of all roadway users, this project needs to be accelerated to FY 2023. Ensuring that these major couplets in Downtown Anchorage receive the multimodal focus they deserve and need will allow all transportation users to have access to our wonderful city. Prioritizing full and safe usage of our community roadways is a key responsibility of AMATs and we stand ready to be your advocates in Juneau should they need arise. Thank you for your hard work and consideration in this matter.	Löki Tobin, Senator-Elect Zach Fields, Representative-Elect	The I and L Street corridor plan is already listed in the TIP as FY23 as part of the Minnesota Drive Corridor Plan. A and C Street corridor plan is listed in FY26 as that is the soonest DOT&PF Planning can start the project as there are already multiple corridor studies planned for FY23-FY25.	No change.	Approved AMATS Staff Recommendation.
64	On behalf of PM&E, I would like to provide a formal comment to nominate two projects to replace existing pedestrian overcrossings on Lake Otis Elementary and on Northern Lights Boulevard at Rogers Park Elementary (map below) to make them ADA compliant and would include lighting. PM&E received grant funding to study the overcrossing facilities and produced a Conceptual Design Report (USKH, 2014). Per the study findings, the structure doesn't present a structural safety risk, but recommends replacement to provide a transportation and safety benefit for all non-motorized users. The study included ped counts to confirm that the crossings were utilized. Rough cost is \$9M each. This is based on the USKH cost estimate with 10 years inflation at 4% rate and OH applied. I appreciate AMATS consideration of this request. [See attachment #1 for final report and photos.]	Melinda Tsu, MOA PM&E	At this time there is no additional funding available for new design/construction projects in the 2023-2026 TIP. The overcrossing at Rogers Park Elementary is currently on the 2023 bond/CIP. The overcrossing at Lake Otis Elementary should be nominated during the next AMATS nomination period for consideration.	Staff recommends the submitter nominate the Lake Otis Elementary overcrossing for consideration during the next AMATS nomination period.	Approved AMATS Staff Recommendation.
65	[Exerpt taken from Resolution]: NOW THEREFORE BE IT RESOLVED that the Anchorage Public Transit Advisory Board strongly supports the 2023-2026 Transportation Improvement Program (TIP) Amendment #1, specifically the addition of the three (3) new transit projects in Table 5 and recommends that AMATS not reduce the amount allocated and approve the amendment with the three projects included in order to improve bus and carpool services that thousands of Anchorage residents rely upon to maintain their quality of life. [See attachment #2 for full resolution.]	MOA Public Transit Advisory Board Resolution #2022-05	Thank you for your comment.	No change.	Approved AMATS Staff Recommendation.
66	1. For future public review of amendments and revisions, AMATS should print one chart with old and new expenditures or wording side-by-side, optimally in the same data cell. The format of the draft TIP Amendment hides the amounts of project reductions and additions from the public. The draft TIP that AMATS presents for public review shows revised spending, but to see the changes from the previous previously-approved spending, the public must track down the original TIP. Just finding this original TIP requires a bit of searching on the AMATS website. It then requires quite a bit of eye-strain to read the wide-page, tiny font format of the original TIP. The tandem charts require visual ping-pong and mental math. To seek informed public input on the proposed Amendment, AMATS must make the changes clearer to the public.	Nancy Pease	Thank you for your comments. At this time, how the TIP is developed prevents this from being possible, which is why the memo was developed. AMATS staff is looking at ways to transition to a different TIP development software and layout. These comments can be considered during that process.	No change to the amended 2023-2026 TIP, but staff will explore ways to improve clarity in future documents.	Approved AMATS Staff Recommendation.
67	2. Where a program allocation is being reduced, use a clear word such "reduced" or "de-funded". The draft TIP Amendment obscures the de-funding of the Pavement Repair Programs (for both Roadways and Non-motorized) by vague word choice and lack of details: "Balance the program [with RDY00012 Pavement Replacement Program]" is not clear to the lay public.	Nancy Pease	Thank you for your comment.	No change.	Approved AMATS Staff Recommendation.
68	3. PLN00021 Climate Action Plan: The proposed funding for an AMATS Climate Action Plan is very welcome. Please ensure that this Plan emphasizes data-proven measures to reduce greenhouse gas emissions and that the Plan includes monitoring protocols. Add the following specific language to the scope of work, to ensure rapid implementation and measurable results: a. The Climate Action Plan will include best practices, specific targets for greenhouse gas reductions, monitoring protocols, and resiliency guidelines. b. Best practices The scope of work should include compiling a 'menu' of best-practices that have proven effective in transportation systems elsewhere. c. Targets. Commit to specific greenhouse-gas reduction targets in line with Municipal and national goals. d. Monitoring. Commit to measuring and reporting gas emissions and Vehicle Miles Traveled. e. Resiliency. Include resiliency measures, such as new materials and nature-based solutions to mitigate and withstand stresses of climate change.	Nancy Pease	The information provided is too detailed for the TIP description and is better suited for the RFP. Staff will forward these comments to the project manager for the Climate Action Plan for consideration.	Forward comments to the AMATS Climate Action Plan for consideration.	Approved AMATS Staff Recommendation.
69	4. RDY00012 Pavement Replacement Program: The Metropolitan Transportation Plan (MTP) 2040 has a goal to "preserve the existing system... maintain a state of good repair for all modes". This proposed TIP Amendment #1 works against the MTP goal of good repair by reducing the Pavement Repair Program by 38% in 2023 (from \$16M to \$10M), with additional reductions in 2024 and 2025. Decrepit pavement works against the safety goals and the economic development goals of the AMATS MTP and against the Municipal Vision Zero goal for zero bike and pedestrian deaths. a. Restore the current adopted allocation for Pavement Replacement. b. Show the specific schedule of repairs so the public can see which roads will further deteriorate before approving this reduction. c. Adopt a higher AMATS target for the percent of roads in good repair, instead of the DOTPF standard of good repair for 15% of non-highways and 20% of highways. A higher target for percent of roads in good repair should be part of the MTP 2050. d. Adopt an MTP 2050 goal to prioritize repairs over new projects.	Nancy Pease	The pavement funding was reduced to meet the cost estimates given by DOT&PF on what can feasibility be obligated in the fiscal years. This helped to balance the TIP to meet fiscal constraint. Small adjustments were made based on updated cost estimates, but at this time there is no additional funding to add.	No change.	Approved AMATS Staff Recommendation.

2023-2026 TIP Amendment #1 Comment Response Summary

Comment #	Comment	Comment Received From	Staff Response	AMATS Staff Recommendation	AMATS PC Action
70	5. NMO0008. Anchorage Areawide Trails and Pathway Pavement Replacement: Radically de-funding the Pathway Pavement Replacement program runs counter to the adopted goal of MTP 2040 to “Preserve the existing system... maintain a state of good repair for all modes.”The reductions to trail repairs are radical: over 65% in 2023 (from 1.7M to 600K); and additional reduction of 50% in 2024 and over 40% in 2025. a. Restore the current adopted allocation for the Trails and Pathway Pavement Repair Program. b. List which trails will further deteriorate before approving these reductions. c. Adopt MTP goals to require a high percentage of trails to be kept in good repair. d. The Amendment works contrary to the Vision Zero target pedestrian and bicyclist safety that the Municipality has adopted. Keeping pathways in good repair is critical to this target.	Nancy Pease	The pavement funding was reduced to meet the cost estimates given by DOT&PF on what can feasibility be obligated in the fiscal years. This helped to balance the TIP to meet fiscal constraint. Small adjustments were made based on updated cost estimates, but at this time there is no additional funding to add.	No change.	Approved AMATS Staff Recommendation.
71	6. Inventory of non-motorized easements, PLN00019: AMATS and Muni staff have erroneously claimed at recent AMATS committee meetings that the mapping of non-motorized is “done”. The Muni ‘s has data on undeveloped ROW and easements is not compiled in a form that is available to planners or the public. There is no municipal transportation planner (shockingly!) and the position of Municipal Non-Motorized Coordinator has not been filled, so maps are critical for awareness of potential non-motorized connections. I have submitted to AMATS Director, Aaron Jongenelen numerous examples of non-motorized easements and undeveloped ROW that are very hard to find on Municipal maps. These legal, platted connections are overlooked during transportation planning. They are also at risk of being lost through encroachments or motions to vacate. Therefore, this TIP Amendment should retain the task of compiling a better map of easements and ROW as part of the pending Non-Motorized Inventory. [Comment to large to fit into comment response summary. See attachment #3 for more details.]	Nancy Pease	Easement mapping efforts are already being done by the MOA ROW department. They are actively working on it and do not wish us to duplicate their efforts. You can find the easement data here: https://moa-muniorg.hub.arcgis.com/ . This information is design level details. ROW mapping is done as part of the design/environmental process for projects. Planning does not get into that level of detail when developing plans. This is not the same as when a planning document is developed and a line is drawn on the map. ROW mapping is very specific and has requirements it must follow. The ROW experts at the MOA can provide more information if needed. The cost for ROW mapping would far exceed the available funding in the TIP project. MOA ROW stated it would take a land survey 10 or more years to do all the effort required.	No change.	Approved AMATS Staff Recommendation.
72	7. Spend more effectively the Carbon Reduction Program (CRP) funds, including the unspent \$2.7 million of CRP. Table 1 of the Amendment shows \$2.722M in unspent Carbon reduction funds. Carbon Reduction is an urgent need and a responsibility to the next generation: do not leave \$2.7 million of CRP money on the table. AMATS should use all the CRP money, and use it for maximum GHG reductions. [Comment to large to fit into comment response summary. See attachment #3 for more details.]	Nancy Pease	The CRP funding is being used to cover the cost increases on non-motorized projects. See cost increases for Downtown Trail and Fish Creek Trail project.	No change.	Approved AMATS Staff Recommendation.
73	8. NHS0004 O’Malley to Dimond Blvd reconstruction. The project cost has escalated to \$113 million. Traffic volumes have been dropping in the Dimond and Abbott area since 2014. Seward Highway traffic is not projected to need this project. The interchange will induce further traffic but not shorten any travel times nor ensure pedestrian and bicycle safety. Furthermore, the increase in road capacity from this project will induce traffic demand and parking demand. There are so many more safer, more economically-beneficial transportation uses for that \$113 M. a. Delete this project and re-design it as a non-motorized underpass and corridor to connect 92nd Avenue and Academy Drive. b. Create a required review of traffic data and projections for all grandfathered projects that are advancing from one pre-construction stage to the next.	Nancy Pease	Thank you for your comment.	No change.	Approved AMATS Staff Recommendation.
74	9. Project cost escalations: AMATS should investigate why there are repeated high-magnitude cost increases AFTER a project is scoped and budgeted, often before construction begins.. Examples: the Fish Creek Trail projected cost doubled from \$6 to \$12 million; and the Rabbit Creek Road projected cost more than tripled, from \$9 to \$31.6 million. In previous years, the O’Malley project also ballooned by a factor of 2 or 3-fold. Are projects being poorly scoped, or presented piecemeal? a. Audit the methods used for cost estimates during project nominations and scoring, especially for project costs that have ballooned.	Nancy Pease	Cost increases are part of the process. AMATS has been working with DOT&PF and the MOA on planning leveling cost estimates to further refine them. However, the recent dramatic increase in inflation has lead to a significant increase in project cost.	No change.	Approved AMATS Staff Recommendation.
75	10. New project needed: Fund a municipal long-range transportation plan, rather than adopting the AMATS plan as a default local plan. There are many funding changes in this draft TIP Amendment that do not follow the Assembly’s Resolution AR 254 recommendations, nor any adopted project-ranking system. This level of budget shuffling looks arbitrary and opaque at best, and corrupt at worst. Other Metropolitan Planning Organizations have municipal Transportation Planners and Municipal Plans that represent urban municipal interests from the neighborhood level up. Anchorage does not have detailed local input. A Municipal Long-Range Transportation Plan is needed.	Nancy Pease	AMATS already funds a long range transportation plan, the MTP. The MOA Assembly already provide funding for the MOA Long Range Plan. This is being worked on by the MOA Planning department.	No change.	Approved AMATS Staff Recommendation.
76	The double set of charts, wherein previously approved budgets are shown only in the original TIP document, and revised budgets are shown only in Amendment #1, make it incredibly difficult for the public to understand what and where changes are being proposed. We urge AMATS to include one chart in the Amendment with both the original and new proposed expenditures side-by-side so the public can easily compare these.	Rabbit Creek Community Council	Thank you for your comments. At this time, how the TIP is developed prevents this from being possible, which is why the memo was developed. AMATS staff is looking at ways to transition to a different TIP development software and layout. These comments can be considered during that process.	No change to the amended 2023-2026 TIP, but staff will explore ways to improve clarity in future documents.	Approved AMATS Staff Recommendation.
77	RCCC strongly endorses several planned activities in the TIP and proposed Amendment #1, as follows and referenced to the ‘TIP Need ID.’ Specific recommendations and language improvements are provided in the Attachment. PLN00021 Climate Action Plan funding – we have provided specific language to ensure rapid implementation and measurable results [See attachment #4 for more details.]	Rabbit Creek Community Council	The information provided is too detailed for the TIP description and is better suited for the RFP. Staff will forward these comments to the project manager for the Climate Action Plan for consideration.	Forward comments to the AMATS Climate Action Plan for consideration.	Approved AMATS Staff Recommendation.
78	RDY00005 Rabbit Creek Road - RCCC supports the change of this project from reconstruction to rehabilitation, and the accelerated timing to FY 2024 with the explanation that the new category will allow greater flexibility in design standards. RDY00018 Mountain Air Drive. RCCC supports the Amendment’s addition of \$500K in design funding in FY2023 and \$1.5 million ROW funding in FY2025. [See attachment #4 for more details.]	Rabbit Creek Community Council	Thank you for your comment.	No change.	Approved AMATS Staff Recommendation.
79	Concerns and Recommended Changes for TIP Amendment Items: RCCC found several planned activities in the TIP to be problematic relative to other approved Municipal plans and policies, or lacking in sufficient explanations/justifications. We urge you to accept our recommendations to improve these projects, briefly described below and detailed in the Attachment. We also recommend dropping one project and adding another. RDY00012 Pavement Replacement Program – decreasing this program works against the MTP goal of good repair for all modes; we should prioritize repairs over new construction in order to maintain what we have. Deferred maintenance can result in much greater costs later. [See attachment #4 for more details.]	Rabbit Creek Community Council	The pavement funding was reduced to meet the cost estimates given by DOT&PF on what can feasibility be obligated in the fiscal years. This helped to balance the TIP to meet fiscal constraint. Small adjustments were made based on updated cost estimates, but at this time there is no additional funding to add.	No change.	Approved AMATS Staff Recommendation.
80	NMO00008 Anchorage Areawide Trails and Pathway Pavement Replacement – RCCC objects to the proposed significant reduction in funding for 2023 with further decimation of these funds in subsequent years. Similar to our roadways, we need to maintain what we have for our trails. Where available, carbon reduction funds should be applied to these needs. [See attachment #4 for more details.]	Rabbit Creek Community Council	The pavement funding was reduced to meet the cost estimates given by DOT&PF on what can feasibility be obligated in the fiscal years. This helped to balance the TIP to meet fiscal constraint. Small adjustments were made based on updated cost estimates, but at this time there is no additional funding to add.	No change.	Approved AMATS Staff Recommendation.

2023-2026 TIP Amendment #1 Comment Response Summary

Comment #	Comment	Comment Received From	Staff Response	AMATS Staff Recommendation	AMATS PC Action
81	PLN00019 Inventory of Non-Motorized Easements - reinstate the map inventory of non-motorized easements and right-of-ways, as directed by the Policy Committee just 3 months ago. [See attachment #4 for more details.]	Rabbit Creek Community Council	Easement mapping efforts are already being done by the MOA ROW department. They are actively working on it and do not wish us to duplicate their efforts. You can find the easement data here: https://moa-muniorg.hub.arcgis.com/ . This information is design level details. ROW mapping is done as part of the design/environmental process for projects. Planning does not get into that level of detail when developing plans. This is not the same as when a planning document is developed and a line is drawn on the map. ROW mapping is very specific and has requirements it must follow. The ROW experts at the MOA can provide more information if needed. The cost for ROW mapping would far exceed the available funding in the TIP project. MOA ROW stated it would take a land survey 10 or more years to do all the effort required.	No change.	Approved AMATS Staff Recommendation.
82	Better and Complete use of Carbon Reduction Program (CRP) funds. [See attachment #4 for more details.]	Rabbit Creek Community Council	The CRP funding is being used to cover the cost increases on non-motorized projects. See cost increases for Downtown Trail and Fish Creek Trail project.	No change.	Approved AMATS Staff Recommendation.
83	NHS0004 92nd Avenue Interchange and Seward Highway, O'Malley to Dimond Blvd reconstruction, with a full interchange at 92nd Ave is no longer justified by traffic or use patterns in the area. This project should be deleted as proposed and redesigned with a non-motorized underpass to connect Academy Drive and 92nd Avenue, to better and more safely serve the community. [See attachment #4 for more details.]	Rabbit Creek Community Council	Thank you for your comment.	No change.	Approved AMATS Staff Recommendation.
84	Significant cost escalations over time should be explained. [See attachment #4 for more details.]	Rabbit Creek Community Council	Cost increases are part of the process. AMATS has been working with DOT&PF and the MOA on planning leveling cost estimates to further refine them. However, the recent dramatic increase in inflation has lead to a significant increase in project cost.	No change.	Approved AMATS Staff Recommendation.
85	New project needed: Fund development of a municipal long-range transportation plan. [See attachment #4 for more details.]	Rabbit Creek Community Council	AMATS already funds a long range transportation plan, the MTP. The MOA Assembly already provide funding for the MOA Long Range Plan. This is being worked on by the MOA Planning department.	No change.	Approved AMATS Staff Recommendation.
86	PLN00010. The scope of work for the MTP 2050 Update in 2024 should specifically commit to incorporating two anticipated plans: the AMATS Climate Action Plan, and a new Anchorage Long-range Transportation Plan (recommended above).	Rabbit Creek Community Council	The 2050 MTP update is already underway and will be done before these plans are done. The AMATS climate action plan is not yet started/done. The Anchorage Long Range Transportation plan is not yet done. Future MTP updates can consider these plans.	Forward comment to the 2050 MTP project team.	Approved AMATS Staff Recommendation.
87	Dear AMATS I would like you to use \$450000 for measuring greenhouse gas emissions. I support items in the TIP that implements the Anchorage Climate Action Plan. I particular, I think we need to improve safety for pedestrians and bicyclists by providing separate lanes. I am particularly concerned about Brayton Drive, where am man was killed about 3 years ago, and a child was injured last year. I know Brayton Drive is associated with the State Highway and is not a Muni road, but Anchorage people use it anyway. Anchorage could be a model for State and local cooperation on highways. A separate path from DeArmoun up to Dimond would be very helpful.	Sarah McCabe	Thank you for your comment.	No change.	Approved AMATS Staff Recommendation.
88	I do not support the underpass between 92nd ave and Academy drive. Please take those funds and build a pedestrian path.	Sarah McCabe	Thank you for your comment.	No change.	Approved AMATS Staff Recommendation.
89	92nd Avenue/Seward Highway project: I urge you to eliminate the 92nd Avenue freeway underpass project just south of Dimond Boulevard. The price tag has ballooned to \$113 million, and is a colossal waste of money on an unnecessary and unwanted project. I have never heard a single motorist, or member of the neighborhood that will be most directly affected by the project, clamor for it. In fact, traffic volumes have been dropping in the Dimond and Abbot area since 2014, and not even Seward Highway traffic is project to need this project. The interchange will not reduce travel times for anyone, nor will it ensure pedestrian and bicycle safety.	Sharon Stockard	Thank you for your comment.	No change.	Approved AMATS Staff Recommendation.
90	Inventory of non-motorized easements: I urge you to reinstate the map of non-motorized easements and ROW, as directed by the Policy Committee three months ago. AMATS and city staff are ignoring the Policy Committee decision and falsely claiming the work is done. Are you trying keep pedestrians from learning about platted easements across private property? The city has data on undeveloped ROW and easements, but it is not compiled in a form available to planners or the public. The positions of municipal transportation planner and non-motorized coordinator should be filled immediately!	Sharon Stockard	Easement mapping efforts are already being done by the MOA ROW department. They are actively working on it and do not wish us to duplicate their efforts. You can find the easement data here: https://moa-muniorg.hub.arcgis.com/ . This information is design level details. ROW mapping is done as part of the design/environmental process for projects. Planning does not get into that level of detail when developing plans. This is not the same as when a planning document is developed and a line is drawn on the map. ROW mapping is very specific and has requirements it must follow. The ROW experts at the MOA can provide more information if needed. The cost for ROW mapping would far exceed the available funding in the TIP project. MOA ROW stated it would take a land survey 10 or more years to do all the effort required.	No change.	Approved AMATS Staff Recommendation.
91	A, C, I and L as Complete Streets in FY2023: These studies should happen in this fiscal year, not 2026. They provide information to make downtown arterials safe for biking, walking, transit and affordable housing. These should be top goals!	Sharon Stockard	The I and L Street corridor plan is already listed in the TIP as FY23 as part of the Minnesota Drive Corridor Plan. A and C Street corridor plan is listed in FY26 as that is the soonest DOT&PF Planning can start the project as there are already multiple corridor studies planned for FY23-FY25.	No change.	Approved AMATS Staff Recommendation.
92	Carbon Reduction Program Funds: These funds should be used to build a transit expansion plan, address downtown parking reductions and free other funds for road and trail repairs.:	Sharon Stockard	Thank you for your comment.	No change.	Approved AMATS Staff Recommendation.
93	Put back the money taken from pathway repair to fund new trail projects. Existing pathways should be repaired now – before building new trails and pathways.	Sharon Stockard	The pavement funding was reduced to meet the cost estimates given by DOT&PF on what can feasibility be obligated in the fiscal years. This helped to balance the TIP to meet fiscal constraint. Small adjustments were made based on updated cost estimates, but at this time there is no additional funding to add.	No change.	Approved AMATS Staff Recommendation.
94	Put back the money taken from road repair.	Sharon Stockard	The pavement funding was reduced to meet the cost estimates given by DOT&PF on what can feasibility be obligated in the fiscal years. This helped to balance the TIP to meet fiscal constraint. Small adjustments were made based on updated cost estimates, but at this time there is no additional funding to add.	No change.	Approved AMATS Staff Recommendation.

2023-2026 TIP Amendment #1 Comment Response Summary

Comment #	Comment	Comment Received From	Staff Response	AMATS Staff Recommendation	AMATS PC Action
95	Adopt a higher target for percentage of roads in good repair. The current targets – 15% for non-ways and 20% for highways – are inadequate and outdated.	Sharon Stockard	The target being referenced here is for the NHS and Non-NHS Interstate system which is the responsibility of DOT&PF and AMATS is helping to support that target. At this time AMATS does not have a target for pavement for road outside this system.	No change.	Approved AMATS Staff Recommendation.
96	Adopt a MTP objective to prioritize repairs over new projects.	Sharon Stockard	This comment period is for the 2023-2026 TIP Amendment #1. This comment will be forwarded to the MTP project team for their review.	Forward comment to the 2050 MTP project team.	Approved AMATS Staff Recommendation.
97	Climate Action Plan: I support the Climate Action Plan. I urge you to ensure that the plan is based on hard data and best practices with realistic objectives and specific targets to reduce greenhouse gas reductions, monitoring protocols, and resilience guidelines.	Sharon Stockard	Thank you for your comment.	No change.	Approved AMATS Staff Recommendation.
98	Municipal Long-Range Transportation Plan: Anchorage does not have a planner to develop local rather not state-driven transportation goals. This lack of local leadership leaves AMATS without direction and in a weakened position, giving the state Department of Transportation too much control over city investments, strategies and growth. We need to fill the long-range planner position, and follow the goals and strategies at the state level – and give solid explanations when those are not followed and instead handed off to ADOT.	Sharon Stockard	Thank you for your comment.	No change.	Approved AMATS Staff Recommendation.
99	Request the following project be added to the TIP: Project Name: Port of Alaska SMART Grid Project Description: This planning project will establish a baseline inventory of the existing meter infrastructure and related behind-the-meter loads at Port of Alaska (PoA), and consolidate all necessary information for the development of a smart grid and a successful future energy management system deployment. Planners need to understand the current state of infrastructure and how PoA tenants use and interact with that infrastructure to specify, design, and procure the technology solutions needed to maximize benefits for PoA users, and enable the seamless integration of additional technology as PoA advances its decarbonization objectives.. Cost Estimate: \$491,798.85 Timing: 14 months This is being requested because of advice from AK DOT Commissioner Ryan Anderson.	Stephen Ribuffo	Project will be added to the TIP for funding outside the AMATS allocation.	Add project to the Table 10 for funding outside AMATS allocation.	Approved AMATS Staff Recommendation.
100	Request this project be added to the TIP: Project Name: Port of Alaska Solar Design & Engineering Project Description: Engineering, design, and permitting documents for a proposed 2.5-3-megawatt ground-mounted solar array located in the furthest east Buffer Zone of the Port of Anchorage. Includes site surveying, solar PV design, and geotechnical, structural, civil, and electrical engineering. Cost Estimate: \$250,000 Timing: 4-6 months This request is being made upon a recommendation to do so from AK DOT7PF Commissioner Ryan Anderson.	Stephen Ribuffo	Project will be added to the TIP for funding outside the AMATS allocation.	Add project to the Table 10 for funding outside AMATS allocation.	Approved AMATS Staff Recommendation.
101	In the Anchorage TIP for 2023-2026, I SUPPORT \$450,000 proposed for measuring greenhouse gas emissions, and I support any other items in the TIP that supports implementation of the Anchorage Climate Action Plan.	Tim Hinterberger	Thank you for your comment.	No change.	Approved AMATS Staff Recommendation.
102	I DO NOT SUPPORT new interchanges on the Seward Highway (Specifically, Project #30691 “Seward Highway O’Malley to Dimond Reconstruction Phase II”). Available funds should be utilized in ways that promote decreased reliance on internal combustion vehicles, rather than facilitating business as usual.	Tim Hinterberger	Thank you for your comment.	No change.	Approved AMATS Staff Recommendation.