



Alaska Railroad



*Transit Stop, Municipality of
Anchorage Public Transportation
Department*



*AMATS Bicycle & Pedestrian
Advisory Committee Tour,
Joni Wilm*



Port of Alaska, Erik Hill

2023-2026

Anchorage Metropolitan Area Transportation Solutions (AMATS) Transportation Improvement Program (TIP) Narrative



TIP Adopted: August 25, 2022
TIP Narrative Adopted: August 25, 2022
Please find us at: www.muni.org/amats

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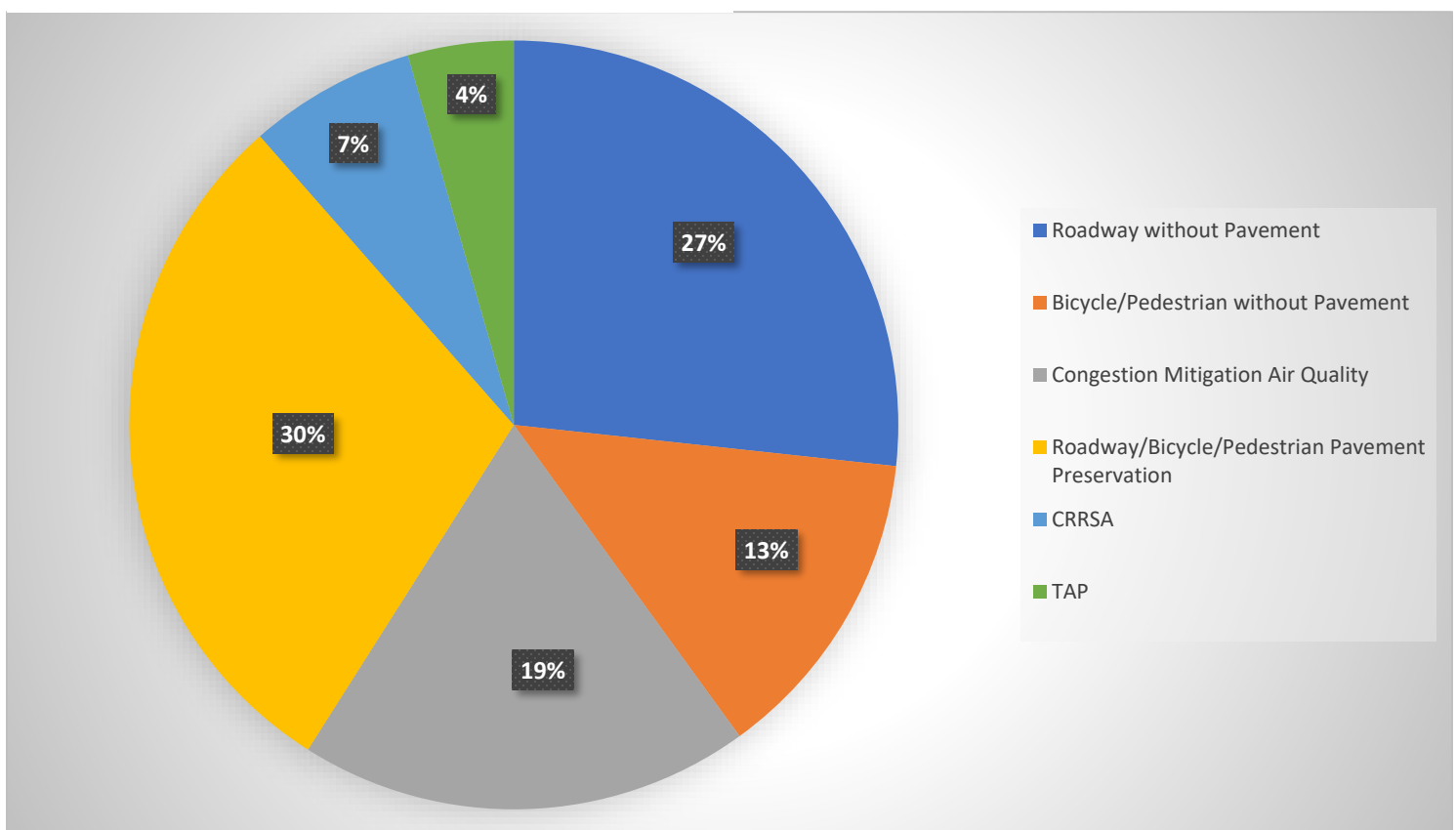
Introduction

The Anchorage Metropolitan Area Transportation Solution (AMATS)'s Transportation Improvement Program (TIP) is a four-year program that prioritizes and documents the funding of transportation improvement projects within the AMATS area. Projects included in the TIP range from construction and maintenance of major highways and arterials; to maintenance and expansion of public transit; to construction and maintenance for bicycle and pedestrian facilities. The TIP draws projects from the AMATS Metropolitan Transportation Plan (MTP), the long-range transportation plan for the AMATS area, and from public input. These projects are evaluated for consistency with the goals and objectives in the MTP.

AMATS is the agency responsible for transportation planning, intergovernmental coordination, and transportation funding allocations within the MPO boundary ([AMATS Boundary Map](#)).

The 2023-2026 TIP includes 94 projects covering highway, transit, railroad, port, and bicycle/pedestrian with a total cost of \$1.2B. Figure 1.1 shows the breakdown of the AMATS allocation section of the TIP by mode.

Figure 1.1 – AMATS Allocation Funding by Mode



Narrative

2.1 Purpose

The Federal Highway Act of 1962 required each city over 50,000 population to develop a comprehensive and continuing transportation planning process, in cooperation with its state government. This became known as the "3-C" process. Since April 8th, 1976 the State of Alaska and the Municipality of Anchorage have jointly participated in AMATS. Through the AMATS process, the two jurisdictions cooperatively plan the improvement of Anchorage's roadway, transit, and trail systems. Participation in the AMATS process fulfills a federal requirement, which enables the Anchorage area to receive substantial funding each year from the U.S. Department of Transportation.

The AMATS process is guided by the AMATS Policy Committee, which formulates planning policy and objectives and monitors the implementation of transportation plans. The Policy Committee is composed of two Anchorage Assembly members or their alternates appointed by the Assembly Chair and serving at his/her pleasure in accordance with Anchorage Charter §12.03, the Mayor of Anchorage or designee, the Commissioner of the Alaska Department of Transportation & Public Facilities (DOT&PF), and the Commissioner of the Alaska department of Environmental Conservation (DEC) or designees. The Chairman of the Policy Committee is the DOT&PF member and the Vice-Chairman is the Mayor of Anchorage.

The AMATS Technical Advisory Committee consists of eleven members: the Directors of the Municipal Departments of Planning, Project Management & Engineering, Traffic, Health & Human Services, Port of Alaska, and Public Transportation; the ADOT&PF Chief of Central Region Planning and Administrative Services, ADOT&PF Regional Pre-Construction Engineer, the Alaska Department of Environmental Conservation (ADEC) Manager of the Southcentral Region Air Quality Program, a representative from the Alaska Railroad Corporation (ARRC), and the MOA Energy and Sustainability Manager. Figure 2.1 outlines the AMATS governing structure.

Figure 2.1 - AMATS Governing Structure



2.2 Project Selection & Public Involvement

The purpose of the TIP is to be the basis for the federally funded portions of both the state and municipal annual capital transportation improvements. The TIP is the key funding tool to direct resources to implement recommendations of the MTP.

Nominations for projects to be included in the 2023-26 TIP opened January 12th, 2022, and closed February 14th, 2022. One hundred and forty-two project nominations were received. Projects were scored and ranked using the approved TIP criteria and a Public Review draft was created as required by the AMATS Public Participation Plan. The project nominations, criteria, and scores can be found here: [Transportation Planning / AMATS Transportation Improvement Plan \(muni.org\)](https://www.muni.org/transportation-planning/amats-transportation-improvement-plan)

The public review draft was released on April 6th and closed May 5th. One hundred and eighty-two comments were received and responded to in a comment response summary in Appendix C of this document or on the AMATS TIP website.

The Public Hearing draft was submitted to the Assembly April 6th. A public hearing at the Assembly was held on May 10th, 2022. No comments were received from the Assembly.

An interagency consultation meeting to develop the Air Quality Conformity Determination as held on June 24th, 2022. A determination was written and released for public comment on July 1st, 2022, and closed August 1st, 2022. No comments were received.

A meeting with the Federal Lands Highway group was held on July 13th. Comments received focused on providing guidance how future TIP updates, such as providing a static or interactive map showing the TIP projects and providing an opportunity for resource agencies next to the AMATS boundary (not just those within) to provide comments. These will be looked at for future TIP updates and incorporated into the process where possible.

The AMATS TIP process is used to satisfy the public participation process of the Program of Projects (POP) that is required in U.S.C. Section 5307. The POP as presented is the proposed Program of Projects and will also be the final Program of Projects unless amended.

2.3 Consistency with Other Plans

The projects included in the TIP are consistent to the maximum possible extent with other adopted local, state, and AMATS plans. These include the Anchorage Bowl and Chugiak-Eagle River Comprehensive Plans, the 2040 Land Use Plan, the Anchorage Bicycle Plan, the Anchorage Pedestrian Plan, the Congestion Management Process, the Intelligent Transportation Systems (ITS) Architecture Plan, the AMATS Spenard Corridor Plan, and the AMATS Metropolitan Transportation Plan, to name a few. This is accomplished through the TIP project selection process and the scoring criteria. Projects selected include the short term of the MTP, which has been developed in close coordination with local and state plans. The scoring process provides positive points for any projects that help to implement the goals of these various plans. For example, the Connectivity criteria provide positive points for a project that helps to connect employment centers identified in the land use plan map.

2.4 Air Quality Conformity & Interagency Coordination

The federally recognized local agency for transportation planning is Anchorage Metropolitan Area Transportation

projects scheduled for implementation between 2023 through 2026 The 2023-2026 TIP will maintain compliance with federal regulations requiring that TIPs (transportation plans with four-year outlook) be updated every four years.

Clean Air Act Amendments require that federally funded transportation plans be consistent with the State Implementation Plan (SIP) for state-wide maintenance of federal air quality standards. This conformity determination was performed and ensures that plans and projects within the 2019- 2022 TIP will not hinder the continued maintenance of National Ambient Air Quality Standards (NAAQS) via the control strategies and commitments specified within the Alaska SIP.

The Alaska SIP contains limited maintenance plans for both carbon monoxide (CO) and PM₁₀* air pollutants within areas of the Municipality of Anchorage. The EPA allows demonstration of conformity in such Limited Maintenance Areas (LMA) to be based on analysis of air monitoring data rather than demonstrating, through modeling, which projected transportation emissions will be under the emission budget established in the SIP.

An interagency consultation meeting will be held after the public comment period. Section to be filled and updated after interagency consultation work is done.

* PM₁₀ is particulate matter consisting of particles that are 10 microns or less in aerodynamic diameter. Such particles are isolated from air by passing a sampled airstream through a size-selective inlet which removes larger than desired particles from the airstream.

2.5 Environmental Justice

“Environmental Justice is defined as the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies. The Environmental Protection Agency has this goal for all communities and persons across this Nation. It will be achieved when everyone enjoys the same degree of protection from environmental and health hazards and equal access to the decision-making process to have a healthy environment in which to live, learn, and work.” (– U.S. Environmental Protection Agency). Executive Order 12898 mandates federal agencies to incorporate environmental justice (EJ) analyses into their policies, programs, and activities. Building from the framework of Title VI of the Civil Rights Act of 1964, which ensures nondiscrimination in federal programs, EJ directives address how low-income and minority populations are affected by the actions of the federal government. In their publication, [An Overview of Transportation and Environmental Justice](#), the U.S. Department of Transportation (U.S. DOT) outlines their three main objectives stemming from this mandate:

- To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations;
- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process; and,
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

AMATS staff performed an environmental justice review as part of the TIP project selection. Each project was reviewed and scored to see if the project disproportionately affects areas of low-income and minority populations. This is included in the TIP criteria was accomplished as part of the project scoring process.

2.6 Performance Management

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) worked on issuing a jointly developed Planning Rule to move forward with the Performance Based Planning requirements set forth in the Moving

Ahead for Progress in the 21st Century (MAP-21) Act and carried forward in Fixing America's Surface Transportation (FAST) Act authorizations from Congress. Through this rule making State DOTs, MPOs, and Transit Agencies are required to establish targets for Safety, Infrastructure Condition, and Performance of the NHS, Freight, and Congestion Mitigation Air Quality (CMAQ). MPOs are given the option to set their own targets or support the State DOTs with their targets.

AMATS has elected to support Alaska DOT&PF in their FHWA targets and support the MOA Public Transportation Department (PTD)/Alaska Railroad Corporation (ARRC) in their FTA targets.

2.6.1 Safety Performance Measures (PM1)

Safety has been a cornerstone of the federal transportation decision making process. With the passage of the federal rulemaking process, safety performance measures, referred to as PM1, developed by FHWA will further focus national transportation projects on safety improvements based on data driven performance-based planning and programming. For more information visit <https://safety.fhwa.dot.gov/hsip/spm/docs/LetsTalkPerfWebinarFAQspdf.pdf>.

On May 21, 2021, Alaska DOT&PF established statewide performance targets for the safety measures for the 2022 targets. On June 24th, 2021, AMATS agreed to support DOT's statewide safety performance targets, thus agreeing to plan and program projects in the TIP that once implemented, are anticipated to make progress toward achieving the statewide targets. 2023 safety target update is underway and will be incorporated into the narrative when available. Table 2.1 presents the safety targets which are updated yearly.

Table 2.1

Highway Safety Performance Measures	2022 Statewide Target	2023 Statewide Target
Number of Fatalities	≤ 70	≤ 70
Fatality rate per 100 million vehicle miles traveled	≤ 1.3	≤ 1.3
Number of serious injuries	≤ 325	≤ 325
Serious injury rate per 100 million vehicle miles traveled	≤ 5.9	≤ 5.9
Number of non-motorized fatalities and serious injuries	≤ 58	≤ 58

Examples of projects in the TIP that help to achieve these targets are as follows:

- **Table 8** projects HSP0009, HSP0010, HSP0014, and HSP0019.
- **Table 2** projects RDY0001 and RDY0003
- **Table 3** projects NMO00011 and NMO00014

2.6.2 Pavement and Bridge Condition Measures (PM2)

The FHWA implemented Transportation Performance Management (TPM), which is a strategic approach that uses system information to make investment and policy decisions to achieve national performance goals. One aspect of the TPM is the Pavement and Bridge Condition measures, referred to as PM2.

On October 19, 2017, Alaska DOT&PF established statewide performance targets for PM2. On October 25, 2018, AMATS agreed to support DOT's statewide PM2 performance targets, thus agreeing to plan and program projects in the TIP that once implemented, are anticipated to make progress toward achieving the statewide targets. Table 2.2 reflects the required 2-year and 4-year targets.

Table 2.2

Bridge and Pavement Performance Measures	2-year Statewide Target (2022-23)	4-year Statewide Target (2024-25)
Percent of pavement on Interstate System in Good condition	20%	20%
Percent of pavement on Interstate System in Poor condition	10%	10%
Percent of pavement on non-Interstate System in good condition	15%	15%
Percent of pavement on non-Interstate System in poor condition	15%	15%
Percentage of NHS bridges in good condition	40%	40%
Percentage of NHS bridges in poor condition	10%	10%

Examples of projects in the TIP that help to achieve these targets are as follows:

- **Table 2** projects RDY00003, RDY00007, and RDY00012
- **Table 3** project NMO00009
- **Table 9** project NHS0005

2.6.3 System Performance (PM3)

Another aspect of the TPM is the System Performance, referred to as PM3, which is used to help assess passenger and freight performance on the Interstate and non-Interstate National Highway System (NHS), and traffic congestion and on-road mobile source emissions in areas that do not meet federal National Ambient Air Quality Standards (NAAQS). As a limited maintenance area under the NAAQS, AMATS is required to set a target for the CMAQ on-road mobile source emissions.

On May 14 & 15, 2018, Alaska DOT&PF established statewide performance targets for PM3. On October 25, 2018, AMATS agreed to support DOT's statewide PM3 performance targets, thus agreeing to plan and program projects in the TIP that once implemented, are anticipated to make progress toward achieving the statewide targets. Table 2.3 reflects the required 2-year and 4-year targets.

Table 2.3

System Reliability Measures	2-year Statewide Target (2018-19)	4-year Statewide Target (2020-21)
Percent of person-miles traveled on Interstate that are reliable	92%	92%
Percent of person-miles traveled on non-Interstate NHS that are reliable	70%	70%
Truck Travel Time Reliability Index	2.0	2.0
On-Road Mobile Source Emissions Reduction - Carbon Monoxide	20	40
On-Road Mobile Source Emissions Reduction - PM10	2	4

Table 2.4

Congestion Mitigation Air Quality (CMAQ)	2-year Statewide Target (2022-24)	4-year Statewide Target (2024-2026)
Peak Hour Excessive Delay (PHED)	11 Hours	12 Hours
Non-Single Occupancy Vehicle (SOV) Travel	TBD	TBD

As an MPO of over 200,000 population AMATS is required to set targets for the CMAQ performance area, PHED Per Capita and Percent of Non-SOV Travel. The PHED measures were set in July of 2022 and the Non-SOV measures are anticipated by end of Summer 2022.

Examples of projects in the TIP that help to achieve these targets are as follows:

- **Table 2** project RDY00003, RDY00005, and RDY00007
- **Table 3** projects NMO0001, NMO00002, and NMO00009
- **Table 5** projects CMAQ0009, CMAQ00010, CMQ00013, and CMAQ00014

2.6.4 Transit Targets

On September 17, 2019, the MOA Public Transportation Department established targets for 2020-2024 on the FTA performance measures. On January 20, 2022 the Alaska Railroad Corporation established targets for 2022. On October 31, 2019, AMATS agreed to support the Public Transportation targets and on March 24thm, 2022 AMATS agreed to support the Railroad 2022 targets, thus agreeing to plan and program projects in the TIP that once implemented, are anticipated to make progress toward achieving the targets. Table 2.4 reflects the established targets. Project in table 9 of the 2023-2026 TIP help to achieve these targets.

Table 2.5

FTA Performance Measures		2022	2023	2024
Rolling Stock	Bus	24%	10%	8%
	Cutaway Bus	-	4%	21%
	Mini-Van	1%	14%	1%
	Van	1%	1%	1%
	Passenger Railcars	0%	-	-
	Locomotives	0%	-	-
Equipment	Non-Revenue/Service Automobile	26%	26%	26%
	Truck & Other Rubber Tire Vehicles	100%	100%	100%
	Truck & Rubber Tired	25%	-	-
	Steel Wheel Vehicle	38%	-	-
	Automobile	0%	-	-
Facilities	Administration	1%	1%	1%
	Maintenance	1%	1%	1%
	Parking Structure	1%	1%	1%
	Passenger Facilities	1%	1%	1%
	Admin & Maintenance	9%	-	-
	Passenger & Parking	0%	-	-
Infrastructure	Track	1.42%	-	-

2.7 Fiscal Plan/TIP Table Summary

The TIP is financially constrained for each federal fiscal year and the projects in this document can be implemented using current and proposed revenue sources. The TIP is developed in cooperation with the State of Alaska Department of Transportation & Public Facilities (DOT&PF), the MOA Public Transportation Department (MOA PTD), and the Alaska Railroad Corporation (ARRC) as required in 23 C.F.R. 450.326(a). DOT&PF and the public transportation operators within the AMATS boundary provide cost estimates and project timelines for inclusion in the TIP.

2.7.1 Year of Expenditure

The projects in the TIP are shown in Year of Expenditure (YOE) dollars. These YOE amounts are calculated when the cost estimates are developed for the TIP. The percentages used to calculate the YOE are drawn from the currently approved AMATS Metropolitan Transportation Plan (MTP).

2.7.2 Operations and Maintenance

Roadway

DOT&PF and MOA jointly share the responsibility for maintaining roadways in the Anchorage Bowl. For the most part, the MOA maintains municipality-owned roads and the DOT&PF maintains state-owned roads. However, in cases where efficiencies can be achieved, the maintenance responsibilities have been shifted through a Maintenance Memorandum of Agreement. The DOT&PF contracts with the MOA for certain O&M functions. As a result, the additional lane miles are further split between summer and winter maintenance responsibilities.

The DOT&PF and MOA spent almost \$67.6 million in 2018 for O&M of the public road system in the AMATS planning area. Based on the current O&M budgets, the average cost per lane mile are \$5,400 on DOT&PF facilities, \$16,900 within Anchorage Road and Drainage Service Area (ARDSA), and \$7,700 within Chugiak Birchwood Eagle River Rural Road Service Areas (CBERRRSA). DOT&PF maintains roughly 1,508 miles within the AMATS area, and the MOA maintains roughly 629 miles of roadway within ARDSA and roughly 198 within CBERRRSA. Adding in the Pavement Replacement money spent by DOT&PF, the MOA, and AMATS approximately \$32M per year is spent to help maintain the transportation system within the AMATS boundary.

Based on Table 2.5 there is sufficient revenue to operate and maintain the transportation system within the AMATS boundary.

Table 2.6*

Operations and Maintenance Revenue	2023	2024	2025	2026	4-Year Total
AMATS Pavement Replacement	\$ 15,525	\$ 9,316	\$ 10,316	\$ 11,766	\$ 46,923
DOT&PF Pavement Replacement	\$ 26,100	\$ 26,600	\$ 27,200	\$ 27,700	\$ 107,600
MOA Road Capital (road bonds pavement replacement)	\$ 23,000	\$ 11,000	\$ 6,000	\$ 6,100	\$ 46,100
AK Legislative Capital Program (not including State Bonds) -Non-NHS Pavement Rehab	\$ -	\$ 3,800	\$ 3,900	\$ 4,000	\$ 11,700
<i>DOT&PF M&O Budget</i>	\$ 10,700	\$ 10,900	\$ 11,100	\$ 11,400	\$ 44,100
<i>Traffic Signal Management</i>	\$ 1,900	\$ 2,000	\$ 2,000	\$ 2,000	\$ 7,900
<i>MS4 Permit Compliance</i>	\$ 1,100	\$ 1,100	\$ 1,100	\$ 1,200	\$ 4,500
<i>Deferred Maintenance</i>	\$ 2,900	\$ 2,900	\$ 3,000	\$ 3,000	\$ 11,800
Total DOT&PF M&O	\$ 16,600	\$ 16,900	\$ 17,200	\$ 17,600	\$ 68,300
MOA ARDSA M&O Budget	\$ 23,600	\$ 24,100	\$ 24,600	\$ 25,100	\$ 97,400
MOA CBERRRSA M&O Budget	\$ 3,400	\$ 3,500	\$ 3,500	\$ 3,600	\$ 14,000
Total	\$ 108,225	\$ 95,216	\$ 92,716	\$ 95,866	\$ 392,023

Operations and Maintenance Costs	2023	2024	2025	2026	4-Year Total
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DOT&PF/State	\$ 42,700	\$ 47,300	\$ 48,300	\$ 49,300	\$ 187,600
AMATS Pavement Replacement	\$ 15,525	\$ 9,316	\$ 10,316	\$ 11,766	\$ 46,923
MOA ARDSA	\$ 23,600	\$ 24,100	\$ 24,600	\$ 25,100	\$ 97,400
MOA CBERRRSA	\$ 3,400	\$ 3,500	\$ 3,500	\$ 3,600	\$ 14,000
Pavement Replacement Projects MOA	\$ 23,000	\$ 11,000	\$ 6,000	\$ 6,100	\$ 46,100
Total	\$ 108,225	\$ 95,216	\$ 92,716	\$ 95,866	\$ 392,023

* Dollars shown in thousands. Taken from the 2040 MTP and updated with 2023-2026 TIP information.

2.7.3 Public Transportation

The operating budget for the public transportation system is funded by multiple sources; local property tax dollars; passenger fares; grants from the FTA and FHWA; advertising revenues; and other miscellaneous revenues. The State of Alaska, which occasionally provides funding for small capital projects, did not provide operating funding for public transportation until the 2011 legislative session, however in 2019 that funding was eliminated. Funding for the expanded operations of the public transportation system will require increased MOA general fund allocations or new sources. Funding from property taxes depends on the willingness of the Municipal Assembly and the MOA Administration to allocate money for this purpose and with support of the general public. Many other public transportation systems receive allocations from additional funding sources, such as a percentage of sales tax, gasoline tax, or vehicle registration tax. Table 2.6 shows the costs and revenue for operating the Public Transportation system.

<i>Table 2.7*</i>	2023	2024	2025	2026
Operations and Maintenance Revenue	\$ 34,800.00	\$ 34,800.00	\$ 34,800.00	\$ 34,800.00
Operations and Maintenance Costs	\$ 34,800.00	\$ 34,800.00	\$ 34,800.00	\$ 34,800.00

*Dollars shown in thousands. Taken from the 2040 MTP.

2.7.4 TIP Tables

- **Table 1** is a summary of funds showing that there are sufficient funds to implement the transportation system improvements as required in 23 C.F.R.450.326 (k) and 23 C.F.R. 450. 326 (j).
- **Table 2** consists of roadway or roadway related projects funded with the AMATS allocation of Surface Transportation Block Grant (STBG) funding. AMATS Policy #3 states that roadway projects will average 55-65% of the AMATS allocation averaged over 4 years of the TIP. **Table 2** also includes the roadway pavement replacement funding to help maintain the transportation system, see table 7 for the list of these projects. AMATS Policy #3 states pavement replacement projects will average 15-20% of the AMATS allocation averaged over 4 years of the TIP.
- **Table 3** contains the non-motorized specific projects funded with the AMATS allocation of the STBG funding. AMATS Policy #3 states that non-motorized projects will average 10-15% of the AMATS allocation averaged over the 4-year life of the TIP. Table 3 also includes the non-motorized pathway and trails pavement replacement funding to help maintain the transportation system, see table 7 for the list of these projects.
- **Table 4** lists all the plans and studies that AMATS anticipates funding during the 4 years of the TIP. These include plans such as the routinely updated Metropolitan Transportation Plan and one-time plans such as the Chugach Way Area Transportation Element Study. Currently AMATS Policy #3 does not list a funding range for Table 4 as

this is a new table with the 2019-2022 TIP.

- **Table 5** lists the projects that are Congestion Mitigation Air Quality (CMAQ) eligible projects. These projects are funded in part with the CMAQ funds AMATS receives and the rest with a portion of the AMATS allocation of STBG funding. AMATS Policy #3 states the CMAQ projects will be funded with 10% of the AMATS allocation averaged over 4 years of the TIP. This table includes the mandatory Statewide Implementation Project control measures used to ensure air quality conformity.
- **Table 6** lists the roadway and non-motorized pavement replacement projects.
- **Table 7** lists the Highway Safety Improvement Program (HSIP) projects managed by DOT&PF. AMATS periodically updates the list of projects. Funding priorities are determined by DOT&PF through their HSIP process and funds are also listed in the Statewide Improvement Program (STIP).
- **Table 8** reflects National Highway System (NHS) projects within the AMATS area funded by DOT&PF using their NHS funding. Funding priorities are determined by DOT&PF and reflected in the STIP.
- **Table 9** is comprised of FTA funded projects managed by the MOA PTD and ARRC. Funding priorities are determined by MOA PTD and ARRC and reflected in the AMATS TIP and STIP.
- **Table 10** consists of projects funded by local, state, and/or federal monies that do not fit into any other table in the TIP. These projects are typically managed by the MOA, DOT&PF, or the Port of the Alaska.
- **Fund Codes** are a way to show which type of funding is anticipated to be used for each project.
 - **Surface Transportation Block Grant (STBG)** – This is the primary source of federal funding for projects in the AMATS TIP. More information can be found here: <https://www.fhwa.dot.gov/specialfunding/stp/>
 - **Transportation Alternatives Program (TAP)** – A allocation of funding AMATS receives that is specifically for non-motorized improvements. More information can be found here: https://www.fhwa.dot.gov/environment/transportation_alternatives/
 - **Advance Construction (AC/ACC)** – A funding tool used to help provide more flexibility in advancing a project phase.
 - **Coronavirus Response and Relief Supplemental Appropriations Act (CRRSA)** – A limited allocation of funding AMATS can use for STBG eligible activities. More information can be found here: https://www.fhwa.dot.gov/cfo/hip-crrssa_imp_guidance_fhwa_02-24-21.pdf
 - **Congestion Mitigation and Air Quality (CMAQ)** – An allocation of funding available to AMATS to use on projects that help with improving air quality and reducing traffic congestion. More information can be found here: <https://www.transportation.gov/sustainability/climate/federal-programs-directory-congestion-mitigation-and-air-quality-cmaq>
- **Project Phase** are codes used to help show how projects are broken into different phases. They are as follows:
 - **D** – Design and Environmental
 - **ROW** – Right-of-Way
 - **U/C** – Utilities and Construction

More information can be found in the Alaska STIP: <https://dot.alaska.gov/stwdplng/cip/stip/assets/STIP.pdf> - pages 7 & 8.

- **Projects Underway** is a new way of noting projects in construction or studies underway that are being shown in case additional funding is needed for unforeseen issues. Any funding being added will need to follow the AMATS process and ensure fiscal constraint is maintained.

2.8 TIP Changes and the STIP

The TIP may be changed at any time, but some changes require federal approval and redetermination of TIP fiscal constraint and air quality conformity, where applicable, and follow the procedures outlined in the AMATS Public Participation Plan and the Operating Agreement.

2.8.1 Amendments

An amendment is a revision to the TIP that involve major changes to a project or the overall program must meet the requirements of 23 CFR 450.326 regarding public review and comment and redemonstration of fiscal constraint. An amendment is required when changes to the TIP include:

- Addition or deletion of a project except for the addition or deletion of projects included for illustrative purposes. An illustrative project is one that may be added to the TIP if reasonable additional funding becomes available. If the funding becomes available, then a major amendment must be done to add the project into the TIP.
- Changes to the cost of a project which constitutes a change greater than or equal to 50% of the total project cost of all phases shown within the approved TIP.
- A major change in design concept or design scope that require the following:
 - Result in an air quality conformity reevaluation,
 - Result in a revise total project cost that meets the threshold established in this section, or
 - Result in a change in scope on any federally funded project that is significant enough to constitute a new project.

Amendments requires public review and comment and a redemonstration of fiscal constraint, and if an amendment involves a non-exempt project in a non-attainment and maintenance area, an air quality conformity determination is required. ADOT&PF will review each amendment and submit the amendment to the appropriate Federal Agency.

2.8.2 Administrative Modifications

An administrative modification means a minor revision to the TIP that includes

- minor changes to project/project phase costs (less than 50% but greater than or equal to 25% of the total project cost of all phases shown within the approved TIP),
- minor changes to funding sources,
- minor changes to project/project phases initiation dates,
- minor revisions to a project scope.

Administrative Modifications to the AMATS TIP do not require Assembly action, a redemonstration of fiscal constraint, an air quality conformity determination (in non-attainment and maintenance areas), and no public review. The AMATS Policy and Technical Advisory Committees shall approve respective administrative modifications based on the trigger levels set in the AMATS Policies and Procedures. Notification of such amendments will be provided as information to the Assembly and/or the AMATS Policy Committee following the AMATS Technical Advisory or Policy Committee action.

2.8.1 Staff Modifications

Modifications made by staff do not require an amendment nor an administrative modification. These revisions do not require a formal TIP change and maybe be subsequently reflect in later updates to the TIP. This list identifies several examples of staff modifications but is not meant to be an exhaustive list.

- Increase to funding amounts of a project or phase of a project where the increase is less than 25% of the total project cost.
- Any technical correction and other minor changes such as change in title, project description, implementing agency, or project sponsor.
- Advances a project schedule in the approved TIP in lieu of another project.
- Funding adjustment to award contracts.

2.8.3 The TIP and STIP

The STIP is the statewide prioritized listing/program of transportation projects covering a period of four years that is consistent with the long-range statewide transportation plan, MTPs, and TIPs, and required for projects to be eligible for funding under title 23 U.S.C. and title 49 U.S.C. Chapter 53.

After a new TIP or any TIP updates are reviewed and approved by the Policy Committee and a conformity determination, when required, by FHWA/FTA is approved, the TIP is sent to the state for incorporation in the STIP without change as per title 23 U.S.C 450.330.

2.9 AMATS Self-certification

As a Metropolitan Planning Area (MPA), AMATS is required to self-certify every 4-years. As outlined in 23 CFR 450.336 (a) the self-certification process addresses how the state and MPO and other partners conduct their respective and joint planning processes, how the processes and products are documented (e.g., through agency actions and documents and/or through FHWA/FTA staff involvement, reviews, concurrences, approvals), and how past planning findings (corrective actions) have been addressed.

The self-certification statement can be found in Appendix B of the TIP Narrative.

Appendix A

2023-2026 TIP

Tables

Table 1. Four-Year Program Summary
AMATS FFY 2023-2026 TIP

PROJECT LOCATION	FEDERAL FISCAL PROGRAMMING YEAR (\$ in Thousands)				4-year total	% of 4-year Non-NHS \$
	October 1 - September 30					
	2023	2024	2025	2026		
Non-National Highway System (Table 2)						
Roadway Improvements not including Pavement Replacement Project Cost	\$6,721	\$7,380	\$12,180	\$14,630	\$40,911	32.5%
Roadway Pavement Replacement (Table 6) Project Cost	\$16,480	\$3,716	\$3,000	\$7,100	\$30,296	24.0%
Roadway Improvements and Roadway Pavement Replacement Total Project Cost	\$23,201	\$11,096	\$15,180	\$21,730	\$71,207	
Non-motorized (Table 3)						
Non-Motorized Improvements not including Pavement Replacement Project Cost	\$1,650	\$12,500	\$6,100	\$100	\$20,350	16.2%
Non-Motorized Pavement Replacement (Table 6) Project Cost	\$1,745	\$3,000	\$5,316	\$4,766	\$14,827	11.8%
Non-Motorized Improvement and Pathway/Trails Pavement Replacement Total Project Cost	\$3,395	\$15,500	\$11,416	\$4,866	\$35,177	
Plans and Studies (Table 4) Project Cost - FY23 & FY24 are funded with CRRSAA & TAP funds	\$2,300	\$2,450	\$0	\$0	\$4,750	0.0%
Congestion Mitigation & Air Quality (CMAQ) (Table 5) AMATS Allocation (Non-CMAQ funding) Project Cost	\$4,900	\$4,900	\$4,900	\$4,900	\$19,600	15.6%
AMATS Roadway, Non-Motorized, & CMAQ Allocation Total Project Cost	\$31,496	\$31,496	\$31,496	\$31,496	\$125,984	100.0%
AMATS Roadway, Non-Motorized, & CMAQ Allocation Revenue	\$31,496	\$31,496	\$31,496	\$31,496	\$125,984	
CMAQ Funded (Table 5) Required SIP TCM Project Cost	\$1,258	\$1,258	\$1,300	\$1,300	\$5,116	
CMAQ Funded (Table 5) Non-SIP Project Cost	\$1,100	\$1,100	\$1,058	\$1,058	\$4,316	
Subtotal for SIP and non-SIP CMAQ Funded Project Cost	\$2,358	\$2,358	\$2,358	\$2,358	\$9,432	
CMAQ (In addition to AMATS Allocation) Revenue	\$2,358	\$2,358	\$2,358	\$2,358	\$9,432	
AMATS Transportation Alternatives Program (TAP) Project Cost	\$1,900	\$1,900	\$1,900	\$1,100	\$6,800	
AMATS TAP Revenue	\$1,900	\$1,900	\$1,900	\$1,900	\$7,600	
Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) Project Cost	\$3,009	\$7,500	\$0	\$0	\$10,509	
Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) Revenue	\$3,009	\$7,500	\$0	\$0	\$10,509	
AMATS Allocation, CMAQ, TAP, and CRRSA Total Project Costs	\$38,763	\$43,254	\$35,754	\$34,954	\$152,725	
AMATS Allocation, CMAQ, TAP, and CRRSA Total Revenue	\$38,763	\$43,254	\$35,754	\$35,754	\$153,525	
Other Funded Projects within the AMATS area outside the AMATS Allocation						
Highway Safety Improvement Program (Table 7)	\$19,192	\$1,109	\$8,228	\$8,218	\$36,746	
National Highway System (Table 8)	\$132,550	\$838,540	\$25,000	\$25,000	\$1,021,090	
Transit Capital FTA Section 5307 to MOA (Table 9)	\$7,260	\$9,510	\$7,260	\$7,260	\$31,290	
Transit Capital FTA Section 5307 to ARRC (Table 9)	\$3,650	\$3,725	\$3,975	\$3,800	\$15,150	
Transit Capital FTA Section 5337 [State of Good Repair] to ARCC (Table 9)	\$600	\$1,700	\$4,400	\$4,580	\$11,280	
Other Federal Funded Projects within AMATS (Table 10)	\$1,548	\$2,888	\$0	\$0	\$4,436	
TOTAL PROGRAM ALLOCATION	\$203,563	\$900,726	\$84,617	\$83,812	\$1,272,717	

Notice to MOA Project Managers / Project Sponsors! If your project includes ITS elements and uses funds from the federal highway trust fund, prior to acquisition, construction, or implementation, you must demonstrate compliance with federal Systems Engineering Analysis requirements. Complete the ADOT&PF Systems Engineering Analysis Checklist and submit to FHWA through ADOT&PF Anchorage Field Office.

Totals include match. The match is funded with State or Local funding. Project estimates are shown in Year of Expenditure Dollars.

Table 2. Roadway
AMATS FFY 2023-2026 TIP

Grandfathered Project	STIP Need ID	Responsible Agency	TIP Need ID*	PROJECT LOCATION	PROJECT PHASING PLAN	FUND CODE	FEDERAL FISCAL PROGRAMMING				Estimated funding needs after 2026	Est project cost 2023-2026	Est total project cost
							YEAR (\$ in Thousands)						
							October 1 - September 30						
							2023	2024	2025	2026			
Yes	6460	DOT&PF	2159	O'Malley Road Reconstruction [Seward Highway to Hillside Drive] - Reconstruct the roadway to improve safety and capacity at intersections and improve pedestrian facilities and 3 lane section east of Lake Otis Pkwy, and 5 lane section between Seward Hwy and Lake Otis Pkwy. Landscaping @ 5% of Construction \$ = to be determined. \$1.0M in Design and \$4.3M ROW funding for Phase I in 2015. \$500,000 ROW in 2016 for Phase II. \$12.2M in U/C funding for Phase I in 2017 is A/C into 2016 for a total of \$26.7M. Phase I will receive additional funds of \$4.2M from FFY 2013 GO Bond or other non-AMATS sources of funding such as NHPP or statewide STP funds. Phase II is funded with the remainder of the FFY 2013 GO Bond supplemented by TIP funds.	Underway		\$0	\$0	\$0	\$0	\$0	\$0	\$0
					Total		\$0	\$0	\$0	\$0	\$0	\$0	\$0
Yes	6460	DOT&PF	RDY00001	Fireweed Lane Rehabilitation [Spenard Road to Seward Highway] - This project would rehabilitate Fireweed Lane from Spenard Road to the Seward Highway and include a road diet, changing Fireweed from 4 lanes to a maximum of 3 lanes (2 with a center turn lane). This project would also include non-motorized improvements.	2023 - D	STBG	\$1,000	\$3,000	\$0	\$0	\$44,000	\$4,000	\$48,000
					2024 - ROW								
Yes	6460	DOT&PF	RDY00003	Spenard Road Rehab [Benson Blvd to Minnesota Dr] - Project will rehabilitate to improve traffic flow. This project would also include non-motorized improvements.	Total		\$1,000	\$3,000	\$0	\$0	\$44,000	\$4,000	\$48,000
					2023 - ROW	STBG	\$2,500	\$0	\$0	\$5,650	\$14,350	\$8,150	\$22,500
Yes	6460	DOT&PF	RDY00004	Dr. Martin Luther King Jr Avenue Extension - Extend Dr. Martin Luther King Jr Avenue from Elmore Road to Piper Drive. The new roadway would include non-motorized improvements.	2026 - U/C	AC	\$0	\$0	\$0	\$14,350	\$0	\$14,350	\$14,350
					Total		\$2,500	\$0	\$0	\$20,000	\$14,350	\$22,500	\$36,850
Yes	6460	DOT&PF	RDY00005	Rabbit Creek Road Reconstruction [Seward Highway to Goldenview Drive] - Project would reconstruct Rabbit Creek Road from the Seward Highway to Goldenview Drive and will look at left turn accommodations where possible. Project will includes non-motorized improvements where possible.			\$0	\$0	\$0	\$0	\$0	\$0	\$0
					Total		\$0	\$0	\$0	\$0	\$0	\$0	\$0
Yes	6460	DOT&PF	RDY00006	East 4th Ave Signal and Lighting Upgrade [Cordova St to Ingra St] - Reconstruct the traffic signal and street lighting system along 4th Ave between Cordova St and Ingra St. Sidewalk and curb ramps will also be replaced.	2024 - D	STBG	\$0	\$750	\$1,150	\$0	\$9,200	\$1,900	\$11,100
					2025 - ROW								
Yes	6460	DOT&PF	RDY00007	Potter Drive Rehabilitation [Arctic Blvd to Dowling Road] - This project would rehabilitate Potter Drive from Arctic Boulevard to Dowling Road and include non-motorized improvements.	Total		\$0	\$750	\$1,150	\$0	\$9,200	\$1,900	\$11,100
					2024 - C	CRRSAA	\$0	\$5,050	\$0	\$0	\$0	\$5,050	\$5,050
Yes	6460	DOT&PF	RDY00008	Mountain Air Drive [Rabbit Creek Road to Sandpiper Drive] - Extend Mountain Air Drive from Rabbit Creek Road to Sandpiper Drive. Recommend separated pathway. Purpose: Circulation, access, and safety.			\$0	\$0	\$0	\$0	\$0	\$0	\$0
					Total		\$0	\$0	\$0	\$500	\$13,000	\$500	\$13,500
Yes	6460	DOT&PF	RDY00009	Academy Drive/ Vanguard Drive Area Traffic Circulation Improvements [Brayton Drive to Abbott Road] - Project would improve and align Academy Drive and Vanguard Drive west of Abbott Road. Project would include non-motorized improvements and consider adjacent land use.	2026 - D	STBG	\$0	\$0	\$0	\$500	\$13,000	\$500	\$13,500
					Total		\$0	\$0	\$0	\$500	\$13,000	\$500	\$13,500
Yes	6460	DOT&PF	RDY00010	Pavement Replacement Program - This program will provide a single funding source for several pavement overlay and/or replacement projects. Improvements are also expected to include ADA and some existing curb and sidewalk repair. May include those projects listed in Table 6 or other priorities.	2024 - D	STBG	\$0	\$1,000	\$4,000	\$0	\$13,700	\$5,000	\$18,700
					2025 - ROW								
Yes	6460	DOT&PF	RDY00011	Safety Improvement Program (Traffic Count Support) 2023-2026 - Collect traffic data within the AMATS area completed by the ADOT&PF Central Region Highway Data Section and MOA Traffic Department Data Section.	Total		\$0	\$1,000	\$4,000	\$0	\$13,700	\$5,000	\$18,700
					2023-2026 Programming	STBG	\$16,480	\$3,716	\$3,000	\$7,100	\$20,000	\$30,296	\$50,296
No	6460	DOT&PF	RDY00012	Spenard Road Rehabilitation [Minnesota Drive to Northwood Drive] - Project would rehabilitate Spenard Road from Minnesota Drive to Northwood Drive. Project would include non-motorized improvements and consider adjacent land use.	Total		\$16,480	\$3,716	\$3,000	\$7,100	\$20,000	\$30,296	\$50,296
					2023-2026 Programming	STBG	\$630	\$630	\$630	\$630	\$2,520	\$2,520	\$5,040
No	6460	DOT&PF	RDY00013	Fireweed Lane Rehabilitation [Spenard Road to Seward Highway] - This project would rehabilitate Fireweed Lane from Spenard Road to the Seward Highway and include a road diet, changing Fireweed from 4 lanes to a maximum of 3 lanes (2 with a center turn lane). This project would also include non-motorized improvements.	Total		\$630	\$630	\$630	\$630	\$2,520	\$2,520	\$5,040
					2025 - D	STBG	\$0	\$0	\$1,800	\$0	\$16,200	\$1,800	\$18,000
No	6460	DOT&PF	RDY00014	O'Malley Road Reconstruction [Seward Highway to Hillside Drive] - Reconstruct the roadway to improve safety and capacity at intersections and improve pedestrian facilities and 3 lane section east of Lake Otis Pkwy, and 5 lane section between Seward Hwy and Lake Otis Pkwy. Landscaping @ 5% of Construction \$ = to be determined. \$1.0M in Design and \$4.3M ROW funding for Phase I in 2015. \$500,000 ROW in 2016 for Phase II. \$12.2M in U/C funding for Phase I in 2017 is A/C into 2016 for a total of \$26.7M. Phase I will receive additional funds of \$4.2M from FFY 2013 GO Bond or other non-AMATS sources of funding such as NHPP or statewide STP funds. Phase II is funded with the remainder of the FFY 2013 GO Bond supplemented by TIP funds.	Total		\$0	\$0	\$1,800	\$0	\$16,200	\$1,800	\$18,000

*Projects are not listed in priority order. Project totals include match. The match is funded with either State or Local funding. Project estimates are shown in Year of Expenditure Dollars.

Table 2. Roadway
AMATS FFY 2023-2026 TIP

Grandfathered Project	STIP Need ID	Responsible Agency	TIP Need ID*	PROJECT LOCATION	PROJECT PHASING PLAN	FUND CODE	FEDERAL FISCAL PROGRAMMING				Estimated funding needs after 2026	Est project cost 2023-2026	Est total project cost
							YEAR (\$ in Thousands)						
							October 1 - September 30						
							2023	2024	2025	2026			
No	6460	DOT&PF	RDY00016	Chugach Way Rehabilitation [Spenard Road to Arctic Blvd] - Project would rehabilitate Chugach Way from Spenard Road to Arctic Blvd and include non-motorized improvements. Project would use the Chugach Way Area Transportation Elements Study for design development.	2024 - D 2026 - D	STBG	\$0	\$1,200	\$0	\$800	\$9,600	\$2,000	\$11,600
					Total		\$0	\$1,200	\$0	\$800	\$9,600	\$2,000	\$11,600
No	6460	DOT&PF	RDY00017	Eagle River Road Rehabilitation [MP 0 to MP 5.3] - Project will construct selected traffic, safety, drainage, intersection, roadside hardware, and ADA improvements from Milepoint 0 to 5.3 (Old Glenn Highway to Oriedner Road). Special consideration will be made to improve the non-motorized facilities, both parallel to and within the roadway. The project may also include work on signing, striping, signalization, ITS equipment, pavement, digouts, guardrail, lighting, utility adjustments, and/or utility relocations.	2025 - D	STBG	\$0	\$0	\$2,500	\$0	\$57,500	\$2,500	\$60,000
					Total		\$0	\$0	\$2,500	\$0	\$57,500	\$2,500	\$60,000
No	6460	DOT&PF	RDY00018	3rd Avenue Signals and Lighting Upgrade [E Street to Cordova Street] - The purpose of the project is to replace traffic signals and lighting systems to meet current electrical safety standards and design criteria; sidewalks and pavement will be replaced as necessary to facilities electrical work and meet ADA requirements.	2023 - D 2024 - ROW	STBG	\$541	\$0	\$100	\$0	\$9,200	\$641	\$9,841
						CRRSAA	\$1,159	\$0	\$0	\$0	\$0	\$1,159	\$1,159
					Total		\$1,700	\$0	\$100	\$0	\$9,200	\$1,800	\$11,000
No	6460	DOT&PF	RDY00019	Lois Drive & 32nd Ave Upgrade [Benson Blvd to Minnesota Drive] - Project would upgrade Lois Drive and 32nd Ave from Benson Blvd to Minnesota Drive to current collector standards. This project would look at including lighting upgrades, addition of non-motorized facilities, and drainage upgrades were possible.	2023 - D 2025 - D	STBG	\$1,300	\$0	\$1,000	\$0	\$14,500	\$2,300	\$16,800
					Total		\$1,300	\$0	\$1,000	\$0	\$14,500	\$2,300	\$16,800
No	6460	DOT&PF	RDY00020	Folker Street Upgrade [Tudor Road to 40th Ave] - Project would upgrade Folker from Tudor Road to 40th Ave to current collector standards. This project would look at including lighting upgrades, non-motorized facilities, and drainage upgrades were possible.	2025 - D	STBG	\$0	\$0	\$400	\$0	\$7,000	\$400	\$7,400
					Total		\$0	\$0	\$400	\$0	\$7,000	\$400	\$7,400
No	6460/ 33044	DOT&PF	RDY00021	Dale Street Upgrade [Tudor Road to 40th Ave] - Project would upgrade Dale Street from Tudor Road to 40th Ave to current collector standards. This project will include non-motorized facilities on Dale Street from Tudor Road to 40th Ave to link up with the non-motorized facilities on Tudor Road and 40th Ave. This project would look at including lighitng and drainage upgrades were possible.	2025 - D	STBG	\$0	\$0	\$600	\$0	\$5,400	\$600	\$6,000
					Total		\$0	\$0	\$600	\$0	\$5,400	\$600	\$6,000
Illustrative				5th and 6th Ave Signals and Lighting Upgrade - The purpose of the project is to replace traffic signals and lighting systems to meet current electrical safety standards and design criteria; sidewalks and pavement will be replaced as necessary to facilities electrical work and meet ADA requirements.			\$0	\$0	\$0	\$0	\$1,000	\$0	\$1,000
					Total		\$0	\$0	\$0	\$0	\$1,000	\$0	\$1,000
				The contingency list of projects for each year will consist of the following year's projects.	STBG Totals		\$23,201	\$11,096	\$15,180	\$21,730	\$236,170	\$71,207	\$307,377
				Approximate percentage (%) for roadways			21%	23%	39%	46%	4-year average	32%	
				Approximate percentage (%) for pavement replacement projects			52%	12%	10%	23%	4-year average	24%	
					CRRSAA Totals		\$1,159	\$5,050	\$0	\$0	\$0	\$6,209	\$6,209

*Projects are not listed in priority order. Project totals include match. The match is funded with either State or Local funding. Project estimates are shown in Year of Expenditure Dollars.

Table 3. Non-motorized
AMATS FFY 2023-2026 TIP

Grandfathered Project	STIP Need ID	Responsible Agency	TIP Need ID*	PROJECT LOCATION	PROJECT PHASING PLAN	FUND CODE	FEDERAL FISCAL PROGRAMMING YEAR (\$ in Thousands)				Estimated funding needs after 2026	Est project cost 2023-2026	Est total project cost			
							October 1 - September 30									
							2023	2024	2025	2026						
Yes	6460	DOT&PF	29257	Dimond Center Pedestrian and Transit Improvements - Multiphase effort focusing on pedestrian, bicycle, transit and travel way improvements. Primary improvements includes sidewalk connectivity, bicycle infrastructure, pedestrian and bicycle signals/signage, traffic calming techniques, lighting and other safety related infrastructure to ensure compliance with ADA.	Underway		\$0	\$0	\$0	\$0	\$0	\$0	\$0			
					Total		\$0	\$0	\$0	\$0	\$0	\$0	\$0			
Yes	6460/33044	DOT&PF	NMO00001	Downtown Trail Connection - Project will construct a connection between the Tony Knowles Coastal Trail to the Ship Creek Trail in downtown Anchorage.	2023 - ROW	STBG	\$100	\$7,600	\$0	\$0	\$0	\$7,700	\$7,700			
					2024 - U/C	TAP	\$0	\$1,900	\$0	\$0	\$0					
					Total		\$100	\$9,500	\$0	\$0	\$0	\$7,700	\$7,700			
Yes	6460/33044	DOT&PF	NMO00002	Fish Creek Trail Connection [Northern Lights Blvd to the Tony Knowles Coastal Trail] - This project will construct a connection of the Fish Creek Trail to the Tony Knowles Coastal Trail.	2023 - ROW	STBG	\$500	\$0	\$4,700	\$0	\$5,200	\$5,200				
					2025 - U/C	TAP	\$0	\$0	\$1,900	\$0	\$0					
					Total		\$500	\$0	\$6,600	\$0	\$0	\$5,200	\$5,200			
Yes	6460	DOT&PF	NMO00006	Potter Marsh Improvements - This project would make improvements to the Potter Marsh southern parking facility.	Underway	STBG	\$0	\$0	\$0	\$0	\$0	\$0	\$0			
					Total		\$0	\$0	\$0	\$0	\$0	\$0	\$0			
Yes	6460	DOT&PF	NMO00008	Anchorage Areawide Pathway and Trails Pavement Replacement - This program will provide a single funding source for several pathway/trail pavement replacement projects. May include those projects listed in Table 6 or other priorities.	2023-2026 - Programming	STBG	\$1,745	\$3,000	\$5,316	\$4,766	\$0	\$14,827	\$14,827			
					Total		\$1,745	\$3,000	\$5,316	\$4,766	\$0	\$14,827	\$14,827			
No	6460	DOT&PF	NMO00009	Northern Lights Blvd Sidewalk Repairs - Project will rehabilitate the sidewalks along Northern Lights Blvd from Minnesota Drive to Seward Highway. This project will make ADA improvements to sidewalks and bus stops, reconstruct portions of the sidewalks, relocate utilities, widen the sidewalks where possible, and reconstruct/relocate/consolidate driveways.	2023 - ROW	STBG	\$100	\$4,300	\$0	\$0	\$0	\$4,400	\$4,400			
					Total		\$100	\$4,300	\$0	\$0	\$0	\$4,400	\$4,400			
No	9299	DOT&PF	NMO00010	Glenn Highway Trail Connection - Project will construct an extension of the Glenn Highway Separated Pathway from Ski Road to Settlers Drive (approximately 0.5 miles). This project may also include, as necessary: curb ramps, lighting, drainage improvements, vegetation clearing, signing, striping, and utilities.	2026 - D	TAP	\$0	\$0	\$0	\$600	\$5,400	\$600	\$6,000			
					Total		\$0	\$0	\$0	\$600	\$5,400	\$600	\$6,000			
No	6460/33044	DOT&PF	NMO00011	Campbell Creek Trail Grade Separated Crossing at Lake Otis Parkway - Project would construct an elevated non-motorized crossing over Lake Otis Blvd to connect the east and west portions of the Campbell Creek Trail.	2023 - D	STBG	\$850	\$0	\$1,300	\$0	\$10,400	\$2,150	\$12,550			
					2025 - D	TAP	\$450	\$0	\$0	\$0	\$0	\$450	\$450			
					Total		\$1,300	\$0	\$1,300	\$0	\$10,400	\$2,600	\$13,000			
No	6460/33044	DOT&PF	NMO00012	Multi-use Pathway from Tudor Road to Northern Lights Blvd - Project would construct a multi-use pathway along the Alaska Railroad corridor from Tudor Road to Northern Lights Blvd. This project would connect to the existing trail to the north and accommodate any future connections to the south near Tudor Road.	2023 - D	STBG	\$0	\$0	\$0	\$0	\$11,250	\$0	\$11,250			
					2026 - ROW	TAP	\$1,000	\$0	\$0	\$250	\$0	\$1,250	\$1,250			
					Total		\$1,000	\$0	\$0	\$250	\$11,250	\$1,250	\$12,500			
No	6460/33044	DOT&PF	NMO00013	West Tudor Road Pathway Connection [Tudor Road to Taft Drive] - Project would construct non-motorized improvements along West Tudor Road from Minnesota Drive to the exiting trail connection on Taft Street. Project would accommodate any future connection to a trail along the Alaska Railroad Right of Way to the north.	2024 - D	STBG	\$0	\$500	\$0	\$0	\$2,250	\$500	\$2,750			
					2026 - D	TAP	\$0	\$0	\$0	\$250	\$0	\$250	\$250			
					Total		\$0	\$500	\$0	\$250	\$2,250	\$750	\$3,000			
No	6460	DOT&PF	NMO00014	AMATS Non-Motorized Safety Campaign - Project will produce a non-motorized safety campaign to help provide education and safety equipment. Campaign is based on analyses of data with a multi-media approach that could incorporate crash behavior patterns, MOA generated heat maps, public polling and focus group (s) results.	2023-2026 - Programming	STBG	\$100	\$100	\$100	\$100	\$400	\$400	\$800			
					Total		\$100	\$100	\$100	\$100	\$400	\$400	\$800			
				The contingency list of projects for each year will consist of the following year's projects.	STBG Totals		\$3,395	\$15,500	\$11,416	\$4,866	\$24,300	\$35,177	\$59,477			
					Approximate percentage (%) for all Non-Motorized projects						11%	49%	36%	15%	4-year Avg=	27.9%
				The contingency list of projects for each year will consist of the following year's projects.	TAP Totals		\$1,450	\$1,900	\$1,900	\$1,100	\$5,400	\$2,550	\$7,950			

*Projects are not listed in priority order. Project totals include match. The match is funded with either State or Local funding. Project estimates are shown in Year of Expenditure Dollars.

Grandfathered Project	STIP Need ID	Responsible Agency	TIP Need ID*	PROJECT LOCATION	PROJECT PHASING PLAN	FUND CODE	FEDERAL FISCAL PROGRAMMING YEAR (\$ in Thousands)				Estimated funding needs after 2026	Est project cost 2023-2026	Est total project cost
							October 1 - September 30						
							2023	2024	2025	2026			
				Plans and Studies									
Yes		DOT&PF	PLN00003	Seward Highway to Glenn Highway Connection Planning and Environmental Linkages (PEL) Study [20th Ave to Glenn Hwy/Airport Heights Intersection] - The intent of this PEL is to define a vision for the future of this connection, identify environmental and resource concerns and opportunities in the study area, and use the information to develop reasonable alternatives through consultation with the affected agencies and the public.	Underway		\$0	\$0	\$0	\$0	\$0	\$0	\$0
					Total		\$0	\$0	\$0	\$0	\$0	\$0	\$0
Yes		DOT&PF	PLN00006	92nd Ave Extension Reconnaissance Study - This project will look at the challenges with extending 92nd Ave from Old Seward Highway to C Street and offer recommendations based on safety, congestion, non-motorized improvements, and freight mobility.	Underway		\$0	\$0	\$0	\$0	\$0	\$0	\$0
					Total		\$0	\$0	\$0	\$0	\$0	\$0	\$0
Yes		DOT&PF	PLN00007	Port of Alaska Multimodal Improvements Study - This project will study and make recommendations on how to improve the Ocean Dock Road connection to the Port of Alaska.	Underway		\$0	\$0	\$0	\$0	\$0	\$0	\$0
					Total		\$0	\$0	\$0	\$0	\$0	\$0	\$0
Yes		AMATS	PLN00009	AMATS Safety Plan - This project will create a comprehensive safety plan that will provide a coordinated framework for reducing fatalities and serious injuries on the surface transportation network in the AMATS planning area.	Underway		\$0	\$0	\$0	\$0	\$0	\$0	\$0
					Total		\$0	\$0	\$0	\$0	\$0	\$0	\$0
No		AMATS	PLN00010	AMATS Interim 2050 MTP Update - Funding for the AMATS Interim 2050 Metropolitan Transportation Plan Update.	2024 - Plan	CRRSAA	\$0	\$400	\$0	\$0	\$1,000	\$400	\$1,400
					Total		\$0	\$400	\$0	\$0	\$1,000	\$400	\$1,400
No		DOT&PF	PLN00011	AMATS Minnesota Drive and I/L Street Corridor Plan - Project would provide a comprehensive analysis of the Minnesota Drive and I/L Street corridor's current conditions, anticipated growth patterns and their impacts, likely outcomes and reasonable mitigation alternatives. It would include recommended improvements based on identified needs and community input, and a timeline for implementation. Project would include modeling analysis and engineering work as needed.	2023 - Plan	CRRSAA	\$700	\$0	\$0	\$0	\$0	\$700	\$700
					Total		\$700	\$0	\$0	\$0	\$0	\$700	\$700
No		DOT&PF	PLN00013	AMATS Tudor Road Corridor Plan - Project would provide a comprehensive analysis of the Tudor Road corridor's current conditions, anticipated growth patterns and their impacts, likely outcomes and reasonable mitigation alternatives. It would include recommended improvements based on identified needs and community input, and a timeline for implementation. Project would include modeling analysis and engineering work as needed.	2024 - Plan	CRRSAA	\$0	\$700	\$0	\$0	\$0	\$700	\$700
					Total		\$0	\$700	\$0	\$0	\$0	\$700	\$700
No		DOT&PF	PLN00014	AMATS Northern Lights Blvd and Benson Blvd Corridor Plan - Project would provide a comprehensive analysis of the Northern Lights Blvd and Benson Blvd corridor's current conditions, anticipated growth patterns and their impacts, likely outcomes and reasonable mitigation alternatives, such as a lane reduction. It would include recommended improvements based on identified needs and community input, and a timeline for implementation. Project would include modeling analysis and engineering work as needed.	2024 - Plan	CRRSAA	\$0	\$700	\$0	\$0	\$0	\$700	\$700
					Total		\$0	\$700	\$0	\$0	\$0	\$700	\$700
No		AMATS	PLN00015	AMATS Street Typologies Plan - A comprehensive plan relating existing street classifications within the AMATS planning area to their adjacent and surrounding land uses. This plan will result in assigning street typologies to streets within AMATS. Example street typologies include but are not limited to; mixed use, transit oriented development, downtown, neighborhood, park, main street, and industrial. This plan will also produce a street typologies map for the AMATS area.	2024 - Plan	CRRSAA	\$0	\$350	\$0	\$0		\$350	\$350
					Total		\$0	\$350	\$0	\$0	\$0	\$350	\$350
No		AMATS	PLN00016	AMATS Regional Household Travel Survey - Conduct a Regional Household Travel Survey to gather information on travel behaviors and patterns of the households in the region.	2023 - Study	CRRSAA	\$600	\$0	\$0	\$0		\$600	\$600
					Total		\$600	\$0	\$0	\$0	\$0	\$600	\$600
No		MOA & AMATS	PLN00017	Downtown Streets Engineering Study - Project will implement the Our Downtown Anchorage District Plan through a streets engineering study that will address the Plan's transportation & circulation policies, Plan action items, assess ROW ownership and management in the Downtown district, identify opportunities for complete streets, and include modeling as needed.	2023 - Study	CRRSAA	\$550	\$0	\$0	\$0		\$550	\$550
					Total		\$550	\$0	\$0	\$0	\$0	\$550	\$550
No	33044	MOA & AMATS	PLN00018	AMATS Recreational Trails Plan Update - A comprehensive update of all recreational trails within the AMATS area. This update will include primary and secondary linkages to established multi-use pathways as well as recreational facilities such as single track bicycle trails, hiking networks and bicycle parks within the planning area. This plan will also study trail expansion opportunities and strengthening the connections between recreational trail development and fostering economic growth within the AMATS area.	2023 - Study	TAP	\$450	\$0	\$0	\$0		\$450	\$450
					Total		\$450	\$0	\$0	\$0	\$0	\$450	\$450
No		MOA & AMATS	PLN00019	Non-Motorized Facilities Inventory and Mapping - Project would inventory the non-motorized facilities within the AMATS area and would inventory platted non-motorized easements, pedestrian ROW, and undeveloped ROW. Project would create GIS layers with this information.	2024 - Study	CRRSAA	\$0	\$300	\$0	\$0	\$0	\$300	\$300
					Total		\$0	\$300	\$0	\$0	\$0	\$300	\$300
				The contingency list of projects for each year will consist of the following year's projects.	STBG TOTALS		\$0	\$0	\$0	\$0	\$0	\$0	\$0
					CRRSAA TOTALS		\$1,850	\$2,450	\$0	\$0	\$1,000	\$4,300	\$5,300
					TAP TOTALS		\$450	\$0	\$0	\$0	\$0	\$450	\$450
				Notice to MOA Project Managers/Project Sponsors! If your project includes ITS elements and uses funds from the federal highway trust fund, <u>prior to acquisition, construction, or implementation</u> , you must demonstrate compliance with federal Systems Engineering Analysis requirements. Complete the ADOT&PF Systems Engineering Analysis Checklist and submit to FHWA through ADOT&PF Central Region Planning.									

*Projects are not listed in priority order. Project totals include match. The match is funded with either State or Local funding. Project estimates are shown in Year of Expenditure Dollars.

Table 5. Congestion Mitigation Air Quality (CMAQ)
AMATS FFY 2023-2026 TIP

Grandfathered Project	STIP Need ID	Responsible Agency	TIP Need ID*	PROJECT LOCATION	PROJECT PHASING PLAN	FUND CODE	FEDERAL FISCAL PROGRAMMING				Estimated funding needs after 2026	Est project cost 2023 - 2026	Est total project cost
							YEAR (\$ in Thousands)						
							October 1 - September 30						
							2023	2024	2025	2026			
				Statewide Improvement Program (SIP) Transportation Control Measures (TCM)									
No	9299/ 6460	MOA	CMQ00009	Anchorage Ridesharing/Transit Marketing 2023-2026 - This project funds the Municipal RideShare program which promotes, subsidizes, and contract manages an area-wide vanpool commuter service; and a comprehensive public transportation marketing effort.	2023-2026 Programming	CMAQ	\$958	\$958	\$1,000	\$1,000	\$4,000	\$3,916	\$7,916
						STBG	\$42	\$42	\$0	\$0	\$0	\$84	\$84
					Total		\$1,000	\$1,000	\$1,000	\$1,000	\$4,000	\$4,000	\$8,000
No	9299	MOA	CMQ00010	Air Quality Public & Business Awareness Education Campaign 2023-2026 - The goal of this program is to further inform the public about air quality issues and what steps people may take to reduce pollution.	2023-2026 Programming	CMAQ	\$300	\$300	\$300	\$300	\$1,200	\$1,200	\$2,400
					Total		\$300	\$300	\$300	\$300	\$1,200	\$1,200	\$2,400
				Project and Programs funded with CMAQ and AMATS STBG									
No	9299	MOA	CMQ00011	Arterial Roadway Dust Control 2023-2026 - Magnesium chloride (MgCl2) dust palliative will be applied to approximately 70 miles of high volume State and Municipal roadways prior to and after spring sweeping.	2023-2026 Programming	CMAQ	\$100	\$100	\$100	\$100	\$400	\$400	\$800
					Total		\$100	\$100	\$100	\$100	\$400	\$400	\$800
No	6460	MOA	CMQ00012	Traffic Control Signalization 2023-2026 - Program would provide proactive efficiencies with better/more updated signal timing plans to address intersection congestion and improve air quality. Funding supports development of Traffic Management Center and emergency vehicle and low priority transit signal preemption.	2023-2026 Programming	STBG	\$400	\$400	\$400	\$400	\$1,600	\$1,600	\$3,200
					Total		\$400	\$400	\$400	\$400	\$1,600	\$1,600	\$3,200
No	9299	MOA	CMQ00013	Non-Motorized Facility Maintenance Equipment - This project will purchase maintenance equipment that will be used to plow and sweep non-motorized facilities during the winter and summers months within the AMATS area.	2023-2025 Purchase	CMAQ	\$1,000	\$1,000	\$800	\$0	\$0	\$2,800	\$2,800
					Total		\$1,000	\$1,000	\$800	\$0	\$0	\$2,800	\$2,800
No	9299	MOA	CMQ00014	Non-Motorized Facility Maintenance Equipment for Winter Greenbelt Trails - This project will purchase maintenance equipment that will be used to groom greenbelt trails during the winter months within the AMATS area.	2025-2026 Purchase	CMAQ	\$0	\$0	\$0	\$658	\$0	\$658	\$658
					Total		\$0	\$0	\$0	\$658	\$0	\$658	\$658
Yes	6460	MOA	CMQ00005	Bus Stop & Facility Improvements - This project funds new and existing facilities and bus stop sites to meet both the federally mandated Americans with Disabilities Act [ADA] requirements and the operational needs. Typical bus stop activities include design/engineering, bus shelters, benches, trash receptacles, landscaping, grading, pacing, utility relocations, lighting, curb adjustments, drainage, constructing paths, and construction/reconstruction of turnouts. Typical facility activities include design/engineering, upgrades, rehabilitation, and construction/reconstruction not limited to safety, security, facility equipment, structures, underground storage tanks, parking lots, sidewalks, and drainage. Table 5 funds supplement FTA funds in projects 4, 7, 10, and 11 on Table 9.	2023-26 Design / Engineering / Implementation	STBG	\$1,500	\$1,500	\$1,500	\$1,500	\$4,509	\$6,000	\$10,509
					Total		\$1,500	\$1,500	\$1,500	\$1,500	\$4,509	\$6,000	\$10,509
Yes	6460	MOA	CMQ00007	Capital Vehicles - This project provides funding for the replacement and expansion of the Public Transportation Department fleet. The fleet consists of MV-1, 22' and 40' buses that provide service to AnchorRIDES, and People Mover. Vehicles will be replaced based on the FTA defined useful life and the People Mover Transit Asset Management Plan. Table 5 funds supplement FTA funds in project 2, 6, and 10 on Table 9.	2023-2026 Purchase	STBG	\$3,000	\$3,000	\$3,000	\$3,000	\$6,000	\$12,000	\$18,000
					Total		\$3,000	\$3,000	\$3,000	\$3,000	\$6,000	\$12,000	\$18,000
Yes	9299	MOA	CMQ00008	Demo Operations / Expansion - This project will provide for operational assistance and/or operational service expansion for fixed route, demand response, and/or microtransit public transit service. Table 5 funds supplement FTA funds in project 3, 5, 8, 9, and 10 on Table 9.	2023-2026 Programming	CMAQ	\$0	\$0	\$158	\$300	\$0	\$458	\$458
					Total		\$0	\$0	\$158	\$300	\$0	\$458	\$458
				The contingency list of projects for each year will consist of the following year's projects.	Section Totals - STBG		\$4,900	\$4,900	\$4,900	\$4,900	\$12,109	\$19,600	\$31,709
				Approximate percentage (%) for all AMATS STBG funding for Congestion Mitigation/Air Quality (CMAQ) projects			16%	16%	16%	16%	4-year Avg=	15.6%	
				The contingency list of projects for each year will consist of the following year's projects.	Section Totals - CMAQ		\$2,358	\$2,358	\$2,358	\$2,358	\$5,600	\$9,432	
Notice to MOA Project Managers/Project Sponsors! If your project includes ITS elements and uses funds from the federal highway trust fund, prior to acquisition, construction, or implementation, you must demonstrate compliance with federal Systems Engineering Analysis requirements. Complete the ADOT&PF Systems Engineering Analysis Checklist and submit to FHWA through ADOT&PF Central Region Planning. Project estimates are shown in Year of Expenditure Dollars.													

*Projects are not listed in priority order. Project totals include match. The match is funded with either State or Local funding. Project estimates are shown in Year of Expenditure Dollars.

Table 6. Pavement Replacement
AMATS FFY 2023-2026 TIP

2023 - 2026 TIP, Pavement Replacement Projects	
	Project Location
1	Airport Heights Road - Debarr Road to Glenn Hwy
2	Boundary Ave - Boniface Pkwy to Oklahoma
3	Brayton Drive - Dearmoun Road to - O'Malley Road
4	Elmore Rd - Huffman Rd to O'Malley Rd
5	Hiland Rd - MP 0 to MP 3.2
6	Post Rd - 3rd Ave to Reeve Blvd
7	Upper Huffman - Hillside Dr to Toilsome Hill Dr
8	Reeve Blvd - 5th Ave to Post Road
9	DeArmoun Road - Hillside Drive to Canyon Road
10	Old Seward Highway Spur - Old Seward Highway to Potter Valley Road
11	Eagle River Loop Road - Old Glenn Highway to Eagle River Road
12	Hillside Drive - DeArmoun Road to Abbott Road
13	VFW Road - Eagle River Road to Eagle River Loop Road
14	88th Avenue - Lake Otis Parkway to Abbott Road
15	A. Street - 6th Ave to Ocean Dock Road On-Ramp
16	Gambell Street/Ingra Street - 6th Ave to 4th Ave
17	I Street/L Street - 15th to 3rd Ave
18	Muldoon Road - Glenn Highway to Provider Drive
19	36th Ave/Providence Drive - C Street to Elmore Road
20	76th Ave - King Street to Old Seward Highway
	Projects not in priority order
	Pavement Replacement Annual Totals shown in Table 2

2023 - 2026 TIP, Pathway and Trail Pavement Replacement Projects	
	Project Location
1	Debarr Road - Boniface to Muldoon (southside sidewalk)
2	Airport Heights Road - Debarr Road to Glenn Hwy
3	Northern Lights Blvd - Lois Drive to Minnesota Drive (southside pathway)
4	Jewel Lake Pathway - Raspberry Road to International Airport Road
5	Minnesota Drive - Hillcrest Drive to W. Northern Lights Boulevard
6	Minnesota Drive - W. Northern Lights Boulevard to Tudor Road
7	Bragaw Street - Northern Lights Blvd to Mountain View Drive
8	Muldoon Road - E. 16th Ave to Boundary Ave
9	Tudor Road - Seward Highway to Muldoon Road
10	Tudor Road - Minnesota Drive to Seward Highway
11	Glenn Highway Pathway - Boniface to S. Peters Creek
12	Debarr Road - Airport Heights to Boniface Pkwy
13	International Airport Road - Northwood Drive to Homer Road
14	Patterson Street - Northern Lights Blvd to Sherwood including Spurs
15	Birch Knoll Bike Trail - Labar Road to E Klatt Road
	Projects not in priority order
	Pavement Replacement Annual Totals shown in Table 3

Table 7. Highway Safety Improvement Program (HSIP)
AMATS FFY 2023-2026 TIP

STIP Need ID	Responsible Agency	TIP Need ID*	PROJECT LOCATION	PROJECT PHASING PLAN	FEDERAL FISCAL PROGRAMMING YEAR (\$ in Thousands)				Estimated funding needs after 2026	Est project cost 2023- 2026	Est total project cost
					October 1 - September 30						
					2023	2024	2025	2026			
19217	DOT&PF	HSP0009	Gambell St Utility Pole Removal and Increased Lighting	2023 - U/C	\$7,000	\$0	\$0	\$0	\$0	\$7,000	\$7,000
19217	DOT&PF	HSP0010	Gambell and Ingra Streets - Overhead Signal Indication Upgrades	2023 - U/C	\$8,325	\$0	\$0	\$0	\$0	\$8,325	\$8,325
19217	DOT&PF	HSP0014	5th Ave: Concrete St to Karluk St Pedestrian Improvements	2023 - ROW/U/C	\$3,867	\$0	\$0	\$0	\$0	\$3,867	\$3,867
19217	DOT&PF	HSP0019	Anchorage Flashing Yellow Arrow and Signal Head Display Improvements	2024 - D 2025 - ROW/U/C 2026 - U/C	\$0	\$1,109	\$8,228	\$8,218	\$0	\$17,554	\$17,554
Total					\$19,192	\$1,109	\$8,228	\$8,218	\$0	\$36,746	\$36,746

*Projects are not listed in priority order. Project totals include match. The match is funded with State funding.
Project estimates are shown in Year of Expenditure Dollars.

Table 8. National Highway System (NHS)
AMATS FFY 2023-2026 TIP

STIP Need ID	Responsible Agency	TIP Need ID*	PROJECT LOCATION	PROJECT PHASING PLAN	FEDERAL FISCAL PROGRAMMING YEAR (\$ in Thousands)				Estimated funding needs after 2026	Est project cost 2023- 2026	Est total project cost	
					October 1 - September 30							
					2023	2024	2025	2026				
29730	DOT&PF	NHS0002	Seward Highway Dowling Road Interchange Rehabilitation - Project will improve the Dowling Road roundabouts, the associated highway ramps, and make other improvements as needed to enhance safety and increase traffic flow.	Underway	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
30691	DOT&PF	NHS0004	Seward Highway O'Malley Road to Dimond Boulevard Reconstruction Phase II - This is the second phase of the Seward Highway project, and will reconstructs the Seward Highway from Dimond Boulevard to O'Malley Road. Project includes an underpass to connect 92nd Avenue (west of the Seward Highway) with Academy Drive (east of the Seward Highway). The design and first construction phase are under Need ID 29731.	2023 - U/C	\$105,000	\$0	\$0	\$0	\$76,500	\$105,000	\$181,500	
18924	DOT&PF	NHS0005	Pavement and Bridge Preservation - Crack sealing, surface treatment drainage, signage, guardrail, illumination, and other refurbishments to prolong the life of road pavement and bridges and their safety related structures. Project includes NHS Lane Delineators, Destination & Distance Signing, Pavement Markings and Signalization, Abandoned Vehicle Program, Road Surfacing and Transfer, Road Surface Treatments, and improve curb ramps to meet ADA standards (in coordination with Need ID 30397). The scope does not include landscaping or other elements inconsistent with a pavement preservation focus. This is a DOT&PF central region wide program with approximately \$25M going to projects within the AMATS area on an annual basis with a majority going to the NHS.	2023-2026+ - All Phases	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$100,000	\$125,000	
31274	DOT&PF	NHS0006	Glenn Highway: Airport Heights to Parks Highway Rehabilitation - Projects consists of rehabilitation of the Glenn Highway between Airport Heights and the Parks Highway to be coordinated with HSIP safety improvements.	2023 - ROW 2024 - C	\$50	\$66,500	\$0	\$0	\$0	\$66,550	\$66,550	
	DOT&PF	NHS0007	Seward Highway MP 98.5-118 Reconstruction - Project will reconstruction the Seward Highway from MP 98.5-118 to a 4-lane highway.	2023 - D	\$2,500	\$662,500	\$0	\$0	\$0	\$665,000	\$665,000	
	DOT&PF	NHS0008	Tudor Road Interchange - Project will reconstruct the Tudor Road Interchange. Interchange is at the end of its design life and has operational issues. Reconstruction will improve the vertical clearance, widen the bridge, reconstruct ramps and intersections, improve non-motorized facilities, and incorporate other improvements to bring the interchange up to current standards.		\$0	\$36,000	\$0	\$0	\$0	\$36,000	\$36,000	
	DOT&PF	NHS0009	Glenn Highway Incident Management - Project will construct modifications and improvements to facilitate efficient through travel along the Glenn Highway and nearby roads between Airport Heights and the Parkks Highway so that during times when lanes are blocked by crashes or other events, ensuing trsfic congestion is mitigated, and gridlock does not preclude travel between Anchorage, Eagle River, and the Matanuska Valley.		\$0	\$18,900	\$0	\$0	\$0			
	DOT&PF	NHS0010	Glenn Highway Hiland Interchange - Project will make short term improvements to the Glenn Highway at Hiland Road interchange utilizing the existing bridge and delaying the need for eventual bridge overpass replacement and interchange reconstruction. This project will reconfigure the intercha nge amd make other associated improvmnts to increase the efficiency and functionality of the interchange, and reduce associated safety concerns.		\$0	\$8,640	\$0	\$0	\$0			
	DOT&PF	NHS0011	Muldoon Road - Debarr Road to Glenn Highway - Extend service life of the existing roadway. Work may include ADA improvements, structural improvements in specific areas, roadside hardware, signal hardware, utilities, minor safety and improvements, (and stormwater treatment if required).		\$0	\$14,400	\$0	\$0	\$0			
	DOT&PF	NHS0012	Abbott Road - Lake Otis to New Seward Highway - Extend service life of the existing roadway. Work may include ADA improvements, structural improvements in specific areas, roadside hardware, signal hardware, utilities, minor safety and improvements, (and stormwater treatment if required).		\$0	\$6,600	\$0	\$0	\$0			
The contingency list of projects for each year will consist of the following year's projects.						\$132,550	\$838,540	\$25,000	\$25,000	\$101,500	\$972,550	\$1,074,050

*Projects are not listed in priority order. Project totals include match. The match is funded with State funding.

Project estimates are shown in Year of Expenditure Dollars.

Table 9. Transit
AMATS FFY 2023-2026 TIP

STIP Need ID	Responsible Agency	TIP Need ID*	PROJECT LOCATION	PROJECT PHASING PLAN	FEDERAL FISCAL PROGRAMMING YEAR (\$ in Thousands)					Estimated funding needs after 2026	Est project cost 2023-2026	Est total project cost
					October 1 - September 30							
					Carryover	2023	2024	2025	2026			
19458	MOA Public Transportation	TRN00001	Preventative Maintenance/Capital Maintenance - FTA [Federal Transit Administration] allows grantees to use capital funds for overhauls and preventative maintenance. FTA assistance for those items is based on a percentage of annual vehicle maintenance costs.	2023-2026 - Implementation	\$0	\$4,500	\$4,500	\$4,500	\$4,500	\$13,500	\$18,000	\$31,500
19462	MOA Public Transportation	TRN00002	Fleet Replacement/Expansion - This project funds the fleet expansion and replacement for the AnchorRIDES paratransit service, as well as the fixed route fleet.	2023-2026 - Implementation	\$0	\$0	\$0	\$0	\$100	\$600	\$100	\$700
19464	MOA Public Transportation	TRN00003	ADA Complementary Paratransit Services - Costs associated with ADA paratransit programs are eligible for this funding. The project funds the ADA paratransit eligibility process with a transportation skills assessment and a travel training program for people who could benefit from individualized instruction regarding how to independently ride People Mover buses. May also be used to purchase AnchorRIDES trips.	2023-2026 - Implementation	\$0	\$0	\$0	\$0	\$300	\$1,200	\$300	\$1,500
19457	MOA Public Transportation	TRN00004	Bus Stop Improvements/1% Section 5307 Transit Improvements - This project funds the upgrade of bus stop sites to meet both the federally-mandated Americans with Disabilities Act [ADA] requirements and the operational needs. Typical improvements include bus shelters, benches, trash receptacles, landscaping, grading, paving, utility relocations, lighting, curb adjustments, drainage, constructing paths, and construction/reconstruction of turnouts. Table 10 FTA funds supplement CMAQ funds for the Bus Stop & Facility Improvements project in Table 5.	2023-2026 - Implementation	\$0	\$300	\$0	\$300	\$0	\$75	\$600	\$675
19463	MOA Public Transportation	TRN00005	ITS/Automated Operating System/Management Information Systems - This projects funds information systems necessary for efficient management of the public transportation system. Typical projects include: Geographical Information Systems [GIS] capabilities, upgrades to the automated maintenance system, refueling, and inventory system; a new computerized dispatch system; and upgrades to the scheduling/run-cutting process, customer information and telephone communications system, and desktop computers. This project also funds staff and capital resources to provide project oversight and capital for ITS for all modes of public transportation services. Provide day-to-day operational support to all ITS projects.	2023-2026 - Purchase	\$0	\$50	\$50	\$50	\$50	\$0	\$200	\$200
19459	MOA Public Transportation	TRN00006	Fleet Improvement/Support Equipment/Support Vehicle - This project funds improvements to existing transit and paratransit fleets. Typical projects include fareboxes, ticket readers with issue attachments that issue passenger passes on the bus; security systems; transit/signal improvements for headway enhancements; mechanical equipment and other improvements for facilities; mobile display terminals and vehicle communications, radios and locations systems. This project also funds the purchase of replacement vehicles and equipment to support the operation of the transit system. Typical purchases include pickup racks, maintenance trucks with special equipment, supervisor vehicles, shift change vehicles, forklifts, sweepers, and bus access snow removal equipment.	2023-2026 - Purchase	\$0	\$700	\$700	\$700	\$600	\$1,500	\$2,700	\$4,200
29264	MOA Public Transportation	TRN00007	Transit Centers/Support Facilities - This project supports an ongoing effort to provide major transit facilities in key areas of the city and major destinations. The Anchorage Comprehensive Plan and 2040 Land Use Plan (LUP) identified neighborhood, town, regional commercial, and city centers that function as focal points for community activities with a mix of retail, residential, and public services and facilities. Anchorage Talks Transit coordinated with the LUP and implemented a frequent bus network along transit-supportive development corridors. These corridors should provide pedestrian connections to surrounding neighborhoods and transit. Existing and future facility improvements along these corridors and in areas like Midtown, Downtown, U-Med, Dimond Center, Debarr, and Muldoon, are vital to the implementation of these community planning documents.	2023-2026 - Implementation	\$0	\$750	\$750	\$750	\$750	\$2,250	\$3,000	\$5,250
	MOA Public Transportation	TRN00008	Operating Assistance - Section 5307 operating assistance for fixed route, demand responsive, and/or Microtransit public transit service.	2023-2026 - Implementation	\$0	\$0	\$300	\$0	\$0	\$3,000	\$300	\$3,300
			subtotal FTA Section 5307 & 5340			\$6,300	\$6,300	\$6,300	\$6,300	\$22,125	\$25,200	\$47,325

*Projects are not listed in priority order. Project totals include match. The match is funded with State or Local funding.
Project estimates are shown in Year of Expenditure Dollars.

Table 9. Transit
AMATS FFY 2023-2026 TIP

STIP Need ID	Responsible Agency	TIP Need ID*	PROJECT LOCATION	PROJECT PHASING PLAN	FEDERAL FISCAL PROGRAMMING YEAR (\$ in Thousands)					Estimated funding needs after 2026	Est project cost 2023-2026	Est total project cost
					October 1 - September 30							
					Carryover	2023	2024	2025	2026			
19119	MOA Public Transportation	TRN00009	Section 5310 Enhanced Mobility of Seniors & Individuals w/ Disabilities. - Projects may include purchasing buses and vans; wheelchair lifts, ramps, and securement devices; transit-related information technology systems including scheduling/routing/one-call systems; mobility management programs; and acquisition of transportation services under a contract, lease, or other arrangement. Other activities may include travel training; building an accessible path to a bus stop, including curb-cuts, sidewalks, accessible pedestrian signals or other accessible features; improving signage or way-finding technology; providing same day service or door-to-door service; purchasing vehicles to support new ride-sharing and/or vanpooling programs; and mobility management programs.			\$240	\$240	\$240	\$240	\$624	\$960	\$1,584
27969	MOA Public Transportation	TRN00010	Section 5339 Bus and Bus Facilities Program - This program includes capital projects to replace, rehabilitate and purchase buses, vans, and related equipment, and to construct bus-related facilities, including technological changes or innovations to modify low or no emission vehicles or facilities.			\$720	\$720	\$720	\$720	\$1,614	\$2,880	\$4,494
		TRN00011	Section 5339(b) Bus and Bus Facilities Competitive Program - This competitive program addresses significant repair and maintenance needs, improves the safety of transit systems, and deploys connective projects that include advanced technologies. Examples include projects to replace, rehabilitate and purchase buses, vans, and related equipment; to replace, rehabilitate, and construct bus-related facilities; including technological changes or innovations to modify vehicles and/or facilities.			\$0	\$2,250	\$0	\$0	\$1,614	\$2,250	\$3,864
			subtotal FTA section 5307, 5310, 5340 Transit funding to the MOA			\$7,260	\$9,510	\$7,260	\$7,260	\$25,977	\$31,290	\$57,267
			Alaska Railroad - FTA Section 5307 (Rail Tier) Funds									
21314	Alaska Railroad Corporation	TRN00012	1% Transit Security on the Alaska Railroad Corporation projects	2023-2026 - Implementation	\$0	\$25	\$25	\$50	\$0	\$100	\$100	\$200
19658	Alaska Railroad Corporation	TRN00013	Preventive Maintenance - This project partially funds statewide maintenance costs of passenger vehicle railcars and locomotives. Preventive maintenance is defined as all activities, supplies, materials, labor, services and associated costs required to preserve or extend the functionality and serviceability of the asset.	2023-2026 - Implementation	\$3,500	\$3,500	\$3,500	\$3,750	\$3,750	\$14,500	\$14,500	\$29,000
21314	Alaska Railroad Corporation	TRN00014	1% Associated Transit Enhancements - can include benches, landscaping, and other transit related amenities.	2023-2026 - Implementation	\$0	\$25	\$25	\$50	\$0	\$100	\$100	\$200
19634	Alaska Railroad Corporation	TRN00015	Track Rehab - Rail and tie rehabilitation inside AMATS boundaries including shoulder widening, siding program, drainage, State of Good Repair and improvement projects related to track infrastructure.	2023-2026 - Implementation	\$8,500	\$50	\$50	\$0	\$0	\$250	\$100	\$350
31091	Alaska Railroad Corporation	TRN00016	Radio and Communication System - Replace, upgrade or improvements to radio and communication locations, equipment, systems or components.	2023-2026 - Implementation	\$0	\$0	\$25	\$0	\$0	\$50	\$25	\$75
19635	Alaska Railroad Corporation	TRN00017	Bridge Rehabilitation - Bridge engineering, preventive maintenance, rehabilitation, replacements, and other bridge improvements within AMATS boundaries.	2023-2026 - Implementation	\$250	\$50	\$50	\$0	\$0	\$250	\$100	\$350
33243	Alaska Railroad Corporation	TRN00018	Signal and Detector System - Replace, upgrade or improve in-track detector and at-grade signal systems equipment and communication components within AMATS boundaries.	2023-2026 - Implementation	\$350	\$0	\$25	\$25	\$0	\$50	\$50	\$100
33245	Alaska Railroad Corporation	TRN00019	Facility Rehab - Within AMATS boundaries replace, upgrade or improve ARRC buildings and related functional appurtenances.	2023-2026 - Implementation	\$65	\$0	\$25	\$100	\$50	\$50	\$175	\$225
			subtotal FTA Section 5307 (Rail Tier) Transit funding to Railroad			\$3,650	\$3,725	\$3,975	\$3,800	\$15,350	\$15,150	\$30,500
			Alaska Railroad - FTA Section 5337 (State of Good Repair) Funds									
19634	Alaska Railroad Corporation	TRN00020	Track Rehab - Rail and tie rehabilitation inside AMATS boundaries including shoulder widening, siding program, drainage, State of Good Repair and improvement projects related to track infrastructure.	2019 - 2022 - Implementation		\$100	\$0	\$500	\$320	\$1,200	\$920	\$2,120
19658	Alaska Railroad Corporation	TRN00021	Preventive Maintenance - This project partially funds statewide maintenance costs of passenger vehicle railcars and locomotives. Preventive maintenance is defined as all activities, supplies, materials, labor, services and associated costs required to preserve or extend the functionality and serviceability of the asset.	2019 - 2022 - Implementation		\$500	\$1,700	\$3,900	\$3,900	\$9,500	\$10,000	\$19,500
19635	Alaska Railroad Corporation	TRN00022	Bridge Rehabilitation - Bridge engineering, preventive maintenance, rehabilitation, replacements, and other bridge improvements within AMATS boundaries.	2020 - 2022 - Implementation		\$0	\$0	\$0	\$360	\$5,640	\$360	\$6,000
31091	Alaska Railroad Corporation	TRN00023	Radio and Communication System - Replace, upgrade or improvements to radio and communication locations, equipment, systems or components.	2023-2026 - Implementation	\$0	\$50	\$50	\$50	\$50	\$200	\$200	\$400
33243	Alaska Railroad Corporation	TRN00024	Signal and Detector System - Replace, upgrade or improve in-track detector and at-grade signal systems equipment and communication components within AMATS boundaries.	2023-2026 - Implementation	\$0	\$25	\$50	\$25	\$0	\$100	\$100	\$200

*Projects are not listed in priority order. Project totals include match. The match is funded with State or Local funding.
Project estimates are shown in Year of Expenditure Dollars.

Table 9. Transit
AMATS FFY 2023-2026 TIP

STIP Need ID	Responsible Agency	TIP Need ID*	PROJECT LOCATION	PROJECT PHASING PLAN	FEDERAL FISCAL PROGRAMMING YEAR (\$ in Thousands)					Estimated funding needs after 2026	Est project cost 2023-2026	Est total project cost
					October 1 - September 30							
					Carryover	2023	2024	2025	2026			
33245	Alaska Railroad Corporation	TRN00025	Facility Rehab - Within AMATS boundaries replace, upgrade or improve ARRC buildings and related functional appurtenances.	2023-2026 - Implementation	\$0	\$25	\$50	\$25	\$0	\$100	\$100	\$200
			subtotal FTA Section 5337 (SGR) funding to Railroad			\$600	\$1,700	\$4,400	\$4,580	\$16,340	\$11,280	\$27,620
			Alaska Railroad - FTA Section 5337 (SGR) Funds			\$0	\$0	\$0	\$0	\$0	\$0	\$0
			subtotal FTA Section 5337 funding to Railroad			\$600	\$800	\$4,400	\$4,580	\$17,400	\$10,380	\$27,780
			subtotal FTA Sections 5307 (Rail Tier) & 5337 Transit funding to ARRC			\$4,250	\$5,425	\$8,375	\$8,380	\$31,690	\$26,430	\$58,120
			Total Transit Program (FTA {5307+5337})			\$11,510	\$14,935	\$15,635	\$15,640	\$57,667	\$57,720	\$115,387
			The Municipality of Anchorage's Transportation Improvement Program (TIP) process is used to satisfy the public participation process of the Program of Projects (POP) that is required in U.S.C. Section 5307. The POP as presented is the proposed Program of Projects and will also be the final Program of Projects unless amended.									

*Projects are not listed in priority order. Project totals include match. The match is funded with State or Local funding.
Project estimates are shown in Year of Expenditure Dollars.

Table 10. Other Federal, State, and Local Funded Projects within the AMATS Area
AMATS FFY 2023-2026 TIP

STIP Need ID	Responsible Agency	TIP Need ID*	PROJECT LOCATION	PROJECT PHASING PLAN	Funding Source	FEDERAL FISCAL PROGRAMMING YEAR (\$ in Thousands)				Estimated funding needs after 2026	Est project cost 2023 - 2026	Est total project cost
						October 1 - September 30						
						2023	2024	2025	2026			
	Port of Alaska	OFS00001	Port of Alaska Modernization Program (PAMP). Deducted from the 2019 number is \$20M received from the State.	2023 - 2026 Programming		\$0	\$0	\$0	\$0	\$0	\$1,196,016	\$1,450,255
19482	MOA	OFS00002	AK094 & AK105 - Construction & Road Improvements @ APU.	2022 - D/ROW/U 2023 - C	Earmark	\$1,548	\$2,888	\$0	\$0	\$0	\$4,436	\$4,436
28471	DOT&PF	OFS00004	Campbell Tract Facility Alternate Entrance Alignment - Relocate the CTF entrance road 260' to align with East 68th Avenue.	Underway		\$0	\$0	\$0	\$0	\$0	\$0	\$0
33008	MOA	OFS00005	Buses and Bus Facilities Infrastructure Investment Project - Replace and upgrade the information technology system for the Public Transportation Department. This project will improve the reliability of the bus system and help the city meet growing demand for transit.	Underway		\$0	\$0	\$0	\$0	\$0	\$0	\$0
	AEA	OFS00007	Alaska Cargo and Cold Storage - The project is a secure, up to 715,000sf climate-controlled warehouse facility located at Ted Stevens Anchorage International Airport (ANC), Anchorage AK. Phase I, the current project, is estimated to be ~190,000sf of cargo warehouse, with the option to include aircraft parking. It will incorporate best-in-class energy efficiency through innovative design, engineering, and project delivery. In doing so, ACCS will create jobs and help transform ANC into a global logistics hub while enhancing Alaska’s food security situation by improving its ability to handle perishable goods for Alaskans. ACCS will offer better and more efficient cargo transfer services to strengthen ANC’s competitive position in the global supply chain, thereby serving as a cornerstone development that Alaska logistics providers and manufacturers can build around for decades to come. This facility will help transform ANC from a “gas-and-go” location to a global logistics hub. The facility site has already been leased by one of the project partners.	2025 - C	BUILD Grant	\$0	\$0	\$17,800	\$0	\$0	\$17,800	\$17,800
					ACCS Partners	\$0	\$0	\$56,700	\$0	\$0	\$56,700	\$56,700
				Total						\$0	\$0	\$74,500
						\$1,548	\$2,888	\$0	\$0	\$0	\$4,436	\$4,436

*Projects are not listed in priority order. Project totals include match. The match is funded with State or Local funding.
Project estimates are shown in Year of Expenditure Dollars.

Appendix B

Self Certification Statement

Self-Certification Statement

MPO SELF-CERTIFICATION

In accordance with 23 CFR 450.336, the **Alaska State Department of Transportation and Public Facilities** and the **Anchorage Metropolitan Area Transportation Solutions** Metropolitan Planning Organization for the **Anchorage and Chugiak-Eagle River** urbanized area(s) hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

- (1) 23 U.S.C. Section 134, 49 U.S.C. Section 5303, and 23 CFR Part 450;
- (2) In nonattainment and maintenance areas, Sections 174 and 176(c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506(c) and (d) and 40 CFR Part 93);
- (3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR Part 21;
- (4) 49 U.S.C. Section 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex or age in employment or business opportunity;
- (5) Section 1101(b) of the FAST Act (Pub. L. 114-357) and 49 CFR Part 26 regarding the involvement of disadvantaged business enterprises in DOT funded projects;
- (6) 23 CFR Part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- (7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR Parts 27, 37, and 38;
- (8) Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- (9) 23 U.S.C. Section 324, regarding prohibition of discrimination based on gender; and
- (10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR Part 27 regarding discrimination against individuals with disabilities.

MPO

DOT&PF

Aaron Jongenelen

Signature

Signature

Aaron Jongenelen

Printed Name

Printed Name

AMATS Coordinator

Title

Title

08/29/22

Date

Date

Appendix C

Comment/ Response Summary

#	Comment	Comment Received From	Staff Response	AMATS Staff Recommendation	AMATS PC Action
1	<p>I am writing to request additional improvements to the TIP RDY0006, East 4th Ave Signal and Lighting Upgrade [Cordova St to Ingra St] - Reconstruct the traffic signal and street lighting system along 4th Ave between Cordova St and Ingra St. Sidewalk and curb ramps will also be replaced. Specific improvement requests are to plant trees in Silva soil cells and/ or planting beds. Install decorative lamp posts with hanging basket capabilities. Where sidewalks are narrow, widen for safety. Curb ramps also improve safety. We anticipate the cost of this to be \$1.2 to \$1.5 million. We are working on matching funds. These improvements score on several categories:</p> <p>1) Safety. Lighting improves visibility for pedestrian, motorized and non-motorized options.</p> <p>2) Mobility. Wider sidewalks and curb ramps improve pedestrian mobility.</p> <p>3) Environment. Green Infrastructure elements mitigate storm water runoff and improve air and water quality.</p> <p>4) Economics and Environmental Justice. This part of East Downtown is often neglected for improvements comparable to West Downtown. As a result, development does not occur and property value does not increase to the same extent in this lower socio-economic neighborhood in contrast to the higher socio-economic West Downtown. Improvements will increase tourism to the area; tourism is centered in West Downtown. Quality of life will also improve.</p> <p>5) Preservation. This project preserves 4th avenue as a backbone to Downtown Anchorage. Connectivity is improved by unifying the Fairview Community Council to Downtown Community Council areas.</p>	3rd Avenue Radicals	<p>The widening of sidewalks is outside the scope of the project as it was scored and ranked for inclusion in the TIP. That change to the scope would have significant impacts on the cost and schedule to a project that has already started.</p> <p>The project team has been made aware of the request for the decretive lamp posts and soil cells/or planting beds and is looking into what the project can do.</p>	No recommended change.	PC Approved Staff Recommendation.
2	<p>I’m an avid cyclist, both recreational and commuter. I strongly urge AMATS to prioritize the Eastside Drive path to further extend the trail system into the Northern Communities of the Municipality. With the rising gas prices, I believe there will be an increase in the number of commuter cyclists.</p> <p>For recreational cyclists, making Mirror Lake accessible will be a wonderful turnaround point for rides. Cyclists will have the opportunity to take a break and recharge before the ride back toward Anchorage.</p> <p>Thank you for your consideration,</p>	Alex Prosak	Thank you for your comment.	No recommended change.	PC Approved Staff Recommendation.
3	<p>Staff edits:</p> <p>1)Fix the display issues with how the projects look. Align them correctly and use uniform type font for all projects.</p> <p>2)Correct the TIP Need IDs for Roadway Projects and other as needed.</p> <p>3)Show the funding beyond FY26 for the CMAQ projects.</p>	AMATS Staff	Staff agrees with these edits.	<p>Staff recommends these edits be added to the draft TIP.</p> <p>1)Fix the display issues with how the projects look. Align them correctly and use uniform type font for all projects.</p> <p>2)Correct the TIP Need IDs for Roadway Projects and other as needed.</p> <p>3)Show the funding beyond FY26 for the CMAQ projects.</p>	PC Approved Staff Recommendation.
4	<p>There is an error in the project description for PLN00014 that lists Minnesota Drive and should say Northern Lights Blvd and Benson Blvd.</p>	AMATS Staff	Staff agrees.	Staff recommends updating the project description for PLN00014 AMATS Northern Lights Blvd to Benson Blvd Corridor Plan to replace "Minnesota Drive" with "Northern Lights Blvd and Benson Blvd".	PC Approved Staff Recommendation.
5	<p>Based on agency feedback the projects on 5th Avenue for the Signals and Lighting upgrades will require more work then what was originally included in the nominations. As such staff is recommending these projects be removed from 2023-2026 TIP until more work can be done on the Downtown Engineering Study. Staff recomneds the following projects be added into the TIP to replace these projects:</p> <p>Roadway Table 2 -</p> <p>Lois Drive & 32nd Ave Upgrade [Benson Blvd to Minnesota Drive] - Project would upgrade Lois Drive and 32nd Ave from Benson Blvd to Minnesota Drive to current collector standards. This project would look at including lighting upgrades, addition of non-motorized facilities, and drainage upgrades were possible.</p> <p>Folker Street Upgrade [Tudor Road to 40th Ave] - Project would upgrade Folker from Tudor Road to 40th Ave to current collector standards. This project would look at including lighting upgrades, non-motorized facilities, and drainage upgrades were possible.</p> <p>Non-motorized Table 3 -</p> <p>Dale Street Non-Motorized Improvements [Tudor Road to 40th Ave] - Project would install pedestrian facilities on Dale Street from Tudor Road to 40th Ave to link up with the non-motorized facilities on Tudor Road and 40th Ave</p>	AMATS Staff	Staff agrees.	<p>Staff recommends adding the projects listed in the comment to the 2023-2026 to replace the 5th Avenue signal and lighting projects with the cost estimates shown in the draft 2023-2026 TIP.</p> <p>Roadway Table 2 -</p> <p>Lois Drive & 32nd Ave Upgrade [Benson Blvd to Minnesota Drive]</p> <p>Folker Street Upgrade [Tudor Road to 40th Ave]</p> <p>Non-motorized Table 3 -</p> <p>Dale Street Non-Motorized Improvements [Tudor Road to 40th Ave]</p>	PC Approved Staff Recommendation.
6	<p>To whom this may concern:</p> <p>I have reviewed AMATS transportation improvement plan. I was wondering if Lake Otis from Northern Lights to Debarr will ever see improvements. Currently there are four lanes from northern lights to 20th. Seems all the right of way was given to the road and completely neglects sidewalk safety. Wendler Middle School kids use this sidewalk and it is completely unsafe for pedestrians and bikes. Also Lake Otis single family residents living on this stretch are an unsafe distance from the road. There have been 3 occasions the last 10 years where I've seen the aftermath of a vehicle that has crashed into a home. Furthermore, The traffic signal at lake Otis and 20th is very old and doesn’t seem to make the AMATS list, yet other newer signals around town seem to get upgrades. Example would be Birch & O’Malley? I believe this signal is new and yet is slatted for another upgrade? Why wouldn’t 20th and Lake Otis be considered first since it serves more cars by a long shot. What is the AMATS plan for Lake Otis from Northern light to Debarr? Has AMATS considered anything for this area and anything in the near future? What is the timeline to improve the safety along this stretch of Lake Otis.</p>	Amy Behm	This project was not nominated for inclusion in the 2023-2026 TIP and was not scored. The current TIP does not have a project that covers this area and the 2040 MTP has this project included in the illustrative section of the plan. Staff can forward this comment to the 2050 MTP project team for consideration during the 2050 MTP nomination process.	Staff recommends forwarding this comment to the 2050 MTP project team for consideration during the nomination process.	PC Approved Staff Recommendation.
7	<p>The Anchorage Park Foundation believes all transportation projects should increase connectivity to walk, bike and roll, including access to transit. We are so grateful for the Federal Highway Administration’s new approach for funding and designing the majority of federally funded roads as Complete Streets. We look forward to helping make that happen on a majority of Anchorage streets!</p> <p>Thank you for your consideration of our project submissions for the 2023-2026 Transportatation Improvement Program. In reviewing your draft plan, we support ALL of the non-motorized projects on the list and continue to advocate for ones that didn’t make the list.</p>	Anchorage Park Foundation	Thank you for your comment.	No recommended change.	PC Approved Staff Recommendation.

#	Comment	Comment Received From	Staff Response	AMATS Staff Recommendation	AMATS PC Action
8	Table 3 Non-Motorized Projects: The Anchorage Park Foundation is a proud partner on the Indigenous Place Names Project, an effort to creatively, accurately, and beautifully highlight the culture and history of Anchorage and its first peoples, the Dena’ina, through interpretive and place name signage. Many of the place names proposed for signage are along the ancient pathways included in your non-motorized plan. First, we are so excited to see the Campbell Creek Trail/Lake Otis Parkway crossing on the list. We strongly support this project which has been a priority for trail users for more than a decade. It is the missing link on the Moose Loop to connect our active transportation network. Qin Cheghitnu is the Dena’ina word for Campbell Creek and is the creek that comes from Crying Ridge, the ridge along the north side of upper Campbell Creek near Flattop.	Anchorage Park Foundation	Thank you for your comment.	No recommended change.	PC Approved Staff Recommendation.
9	We have actively promoted the park bonds to secure funding for the local match for the critically important Downtown Trail Connection and Fish Creek Trail Connections. We are strongly supportive and appreciate of AMATS’ high prioritization to connect both the Fish Creek (Ch'atanaltsegh) Trail and the Ship Creek (Dgheyaytnu) Trail to the Tony Knowles Coastal Trail. We are thrilled to support extending the Ship Creek Trail west from C Street to the small boat launch and its Indigenous interpretation and beyond to connect with the Coastal Trail at Elderberry Park.	Anchorage Park Foundation	Thank you for your comment.	No recommended change.	PC Approved Staff Recommendation.
10	Hkaditali is the Dena’ina word for Potter Marsh and means driftwood and other debris washed up from shipwrecks. We are glad to see this project included in the TIP.	Anchorage Park Foundation	Thank you for your comment.	No recommended change.	PC Approved Staff Recommendation.
11	We strongly support the Glenn Highway Trail connection in the TIP.	Anchorage Park Foundation	Thank you for your comment.	No recommended change.	PC Approved Staff Recommendation.
12	We suggest adding a study to the TIP to determine the best route for the connection near Eklutna.	Anchorage Park Foundation	A project to fund the construction of the pathway was nominated for inclusion in the 2023-2026 TIP. It did not score high enough for funding. However, it and this study recommendation will be carried forward to the 2050 MTP for consideration during the MTP project nomination process.	Staff recommend this study recommendation and associated nominated project for the Glenn Highway Trail North Extension be forwarded to the 2050 MTP project team for consideration during the 2050 MTP nomination process.	PC Approved Staff Recommendation.
13	Table 4: Plans and Studies Momentum is building for the vision of an Alaska Long Trail like the west coast’s Pacific Crest Trail. The Alaska Legislature has included funding for nearly \$15 million in projects to build this connected trail from Seward to Fairbanks, including funding for a feasibility study to connect Mirror Lake and Eklutna to the Glenn Highway trail. By adding this study to the 2023-2026 TIP, we could make good use of these funds. There are many stakeholders involved, including ADOT&PF, Eklutna Inc., Native Village of Eklutna, Alaska Railroad, Anchorage and Mat-Su local governments, Chugach State Park and trails advocates who need to meet and look over maps to find the best route for this critical non-motorized infrastructure. We look forward to rolling up our sleeves and finding a solution for this gap in the system. The Alaska Long Trail will also connect to Anchorage from the south. There are only a few missing links remaining between Girdwood and Anchorage along the Seward Highway from Potter Marsh to Girdwood. This continues to be a priority for us. It is unfortunate that some of these connections lie outside the AMATS border, but nonetheless they need to be pursued. We strongly support the Downtown Streets Engineering Study and the Streets Typology Plan.	Anchorage Park Foundation	Thank you for your comment.	No recommended change.	PC Approved Staff Recommendation.
14	Table 2: Road Projects We strongly support redesigning roads as Complete Streets, and Fireweed, Spenard Road and Chugach Way are excellent candidates for Anchorage.	Anchorage Park Foundation	Thank you for your comment.	No recommended change.	PC Approved Staff Recommendation.
15	Other comments: Anchorage Park Foundation’s Schools on Trails program has helped identify better, safer trail connections to schools and worked to build them with Anchorage Parks and Recreation utilizing the Youth Employment in Parks program. A recent example is the Rabbit Creek Trail connection to Rabbit Creek Elementary. We strongly support a separated bikeway and increasing from medium to high the prioritization of Huffman Road. We would like to see a 3.6 mile separated path on Upper Huffman from Toilsome Hill Drive to Lake Otis Parkway. Huffman is part of the Hillside District Plan and the 2010 Anchorage Bike Plan. Huffman Elementary is at the intersection of Huffman and Elmore and would support safe routes to school. The Principal at Huffman Elementary is strongly supportive. There is currently no trail connection east on Huffman between Elmore and Birch. If built it would connect to many other safe trails in the area.	Anchorage Park Foundation	Part of this project was nominated for inclusion in the 2023-2026 TIP. It did not score high enough for funding. However, it will be carried forward to the 2050 MTP for consideration during the MTP project nomination process.	Staff recommend this project be forwarded to the 2050 MTP project team for consideration during the 2050 MTP nomination process.	PC Approved Staff Recommendation.
16	We would also like to add a new Schools on Trails trail project to the non-motorized plan project list. It would be to create a non-motorized trail connecting Golden View Middle School and Bear Valley Elementary School via a Section Line Easement and platted-but-undeveloped pedestrian easement.	Anchorage Park Foundation	A Schools on Trails project was nominated for the TIP and was scored and ranked. It appears to be an area wide study, and different from this project. This project, "a non-motorized trail connecting Golden View Middle School and Bear Valley Elementary School via a Section Line Easement and platted-but-undeveloped pedestrian easement" was not nominated to the TIP and was not scored for inclusion. The non-motorized plan list has already been developed. Additionally Mountain Air Drive roadway project will be making non-motorized improvements in this area. This project can be looked at by the 2050 MTP to see if any portion will be left uncompleted as part of the Mountain Air Drive project.	Staff recommend this project be forwarded to the 2050 MTP project team for consideration during the 2050 MTP nomination process.	PC Approved Staff Recommendation.
17	Complete Streets/Parklets/Pop ups : We strongly support any pilot projects that promote connectivity. There are opportunities in many neighborhoods across Anchorage, including those organized by Anchorage Downtown Partnership and those identified in the Spenard Corridor Plan for festival streets.	Anchorage Park Foundation	Thank you for your comment.	No recommended change.	PC Approved Staff Recommendation.
18	We are disappointed that funding for Signage and Wayfinding is not included in the plan, because new users need help to identify where trails begin and how to navigate between them. We look forward to working with you to implement the projects on the 2023-2026 TIP. Let’s work to make Anchorage more active and healthy, together	Anchorage Park Foundation	This project was nominated for inclusion in the 2023-2026 TIP as a Bicycle and Pedestrian project. However, the funding for those projects is very limited and does not include this type of work. The project was moved into the Transportation Alternatives Program (TAP) which can fund this type of work. It did not score high enough for funding in the TIP.	Staff recommend this project be forwarded to the 2050 MTP project team for consideration during the 2050 MTP nomination process.	PC Approved Staff Recommendation.
19	Thank you for considering my public comments on the 2023-2026 draft AMATS transportation plan. I'm writing to support all non-motorized pathway and trail improvements and new non-motorized segments in the plan. One segment in particular I highly support prioritizing is the extension of the Glenn Highway Separated Pathway from Ski Road to Settlers Drive (B&P 34 - Eastside Drive I believe). This is the next important step in expanding safe biking conditions toward Mirror Lake.	Ann Marie Larquier	Thank you for your comment.	No recommended change.	PC Approved Staff Recommendation.
20	Please consider moving forward with the plan to create this short trail in Peters Creek. I live in Peters Creek and feel this small extension would be a great addition to our local trails and get the kids off the road when riding or walking to our trail system at Mirror Lake.	Ben Booher	Thank you for your comment.	No recommended change.	PC Approved Staff Recommendation.
21	AMATS should seriously consider zero fares. The positives appear to far outweigh the negative factors! Thank you.	Bernhard Richert	AMATS does not establish bus fares, this is done by the Anchorage Assembly. The Public Transportation Department (PTD) is planning to conduct a fare analysis study in late 2022/early 2023.	No recommended change.	PC Approved Staff Recommendation.

#	Comment	Comment Received From	Staff Response	AMATS Staff Recommendation	AMATS PC Action
22	<p>Thank you for the opportunity to comment on the draft 2023-2026 TIP. We greatly appreciate the public transportation goals being recognized in the form of TIP criteria allocating funds to a greater percentag of non-motorized transportation projects. Bike Anchorage has developed the following recommendations to improve the ability of the TIP to meet stated policy and planning goals for Anchorage.</p> <p>General:</p> <p>1) Please remove value-judgment language from the TIP. Example: “improve/improvements”. Projects self-described as such are not considered improvements by all in our city and the language induces a bias within the departments. Many non-motorized (NM) users may consider vehicle-oriented planning/engineering “improvements” detrimental to their safety, comfort, economic well being, and mobility. This may come directly from the constructed facility or from the transportation network impacts caused by induced motorized demand in other parts of the city.</p>	Bike Anchorage	Thank you for your comment.	No recommended change.	PC Approved Staff Recommendation.
23	<p>Roadway Projects:</p> <p>RDY00001 Fireweed Lane Rehabilitation:</p> <p>2) We strongly approve of this project location and its goals of building wealth for the community, decreasing likelihood of traffic violence, and adding a much needed Midtown non-motorized connection in this location.</p> <p>3) Please specify that bike lanes and NM protection should be maintained through intersections, including across the Seward Highway.</p> <p>a) Intersections make up 85% of NM collision sites, so they need to have the greatest level of safety designed into them.</p> <p>b) Seward Highway is a huge barrier within Anchorage’s NM network, and every point of permeability is critical.</p> <p>4) Include options for a two-lane conversion in the project scope.</p> <p>a) Three motorized lanes are not necessary along the full length of this corridor. Greater space will be needed to reduce driveway conflicts with the separated bike lanes.</p> <p>b) Innovative roadway design should be considered in the TIP’s scoping language, including 2 motorized lanes throughout the entire corridor.</p> <p>5) Add scoping language for separated cycle track.</p> <p>a) If the speed of motorized vehicles is not reduced, protected bike lanes will be required.</p> <p>b) Multi-use paths would be inappropriate with the high density of approaches.</p> <p>6) Call for reduced design speed.</p> <p>a) Would allow for much more functional raised crosswalks at high pedestrian and school zone locations.</p> <p>b) Fireweed’s primary use should focus on safety and building economic developments, not prioritizing long distance motorized travel.</p> <p>c) Crosswalk yield rates significantly decrease at higher speed. Physical indicators ofpedestrian right-of-way increase all users’ safety and comfort, along with driver yield rates.</p>	Bike Anchorage	All of these comments are better addressed by the project team as they are design level details. Staff will forward these comments to the project team for consideration.	Staff recommends forwarding these comments to the project team for consideration.	PC Approved Staff Recommendation.
24	<p>RDY00003 Spenard Road Rehabilitation:</p> <p>7) Reword or change the goal to “improve traffic flow”.</p> <p>a) This goal does not reflect the values of increasing traffic safety in the Spenard corridor plan, Non-Motorized plan, or AMATS 2040 plan. Throughput should not be the goal, nor be labeled an “improvement”, along a complex urban business corridor. If “increasing”traffic flow is the intent, that should be explicitly stated and justified.</p>	Bike Anchorage	This project is already underway. Staff will forward this comment to the project team for consideration.	Staff recommends forwarding this comment to the project team for consideration.	PC Approved Staff Recommendation.
25	<p>RDY00007 Potter Drive Rehabilitation:</p> <p>8) Consider adding language for bike-specific infrastructure.</p> <p>a) Intersections make up 85% of NM collision sites, so they need to have the greatest level of safety designed into them.</p> <p>b) Seward Highway is a huge barrier within Anchorage’s NM network, and every point of permeability is critical. Providing efficient, low-stress NM connectivity across the highway should be a priority for this project to connect the Campbell Creek greenbelt with businesses, residences, and the Arctic Blvd NM corridor.</p> <p>c) Specify that the bicycle facility with this project should be cycletrack or protected bike lanes. A multi-use trail would be inappropriate due to the density of approaches and lack of recommended 5’ buffer</p>	Bike Anchorage	All of these comments are better addressed by the project team as they are design level details. Staff will forward these comments to the project team for consideration.	Staff recommends forwarding these comments to the project team for consideration.	PC Approved Staff Recommendation.
26	<p>RDY00004 Dr. Martin Luther King Jr Avenue Extension:</p> <p>9) Do not pursue this project.</p> <p>a) The project would increase motorized traffic at intersections, thus further jeopardizing the safety of NM users.</p> <p>b) The project detrimentally impacts trail and greenspace, including a key part of the NM network (Campbell Creek Trail).</p> <p>c) The project adds negligible connection convenience for motorists at high cost, including increased through traffic, decreased usability of neighborhood roads for NM users, more dangerous street traffic for kids, and more conflict points on Elmore.</p>	Bike Anchorage	The initial Environmental Assessment work completed so far suggests the impacts of the Dr. Martin Luther King Jr Avenue Extension project, in its current configuration, will likely outweigh the benefits. The Municipality of Anchorage and DOT&PF are exploring the possibility of closing out the project.	No recommended change.	PC Approved Staff Recommendation.
27	<p>RDY00014 3rd Ave Signal and Lighting Upgrade</p> <p>RDY00013 5th Avenue Signals and Lighting Upgrade</p> <p>10) Reconsider allocating 33 million, 3 of 7 of the new roadway projects, towards motorized infrastructure that dictates future corridor improvements without proper planning or public input on future corridor use.</p> <p>a) Replacing existing signals and lighting would serve to solidify current traffic patterns, as redoing the signals and lighting in the near term would be an added expense. These projects therefore bypass the public input process on best use of funds and future plans for these corridors. The current use of these corridors does not follow planning goals and should not be perpetuated into the future.</p>	Bike Anchorage	These signals are some of the oldest within the AMATS area and are in need of replacement. There is a study in the TIP to look at the downtown streets for future changes.	Staff recommends 3rd Ave Signals project remain in the TIP. Staff recommends 5th Ave signals projects be removed and replaced with the projects outlined in comment #5 from AMATS staff.	PC Approved Staff Recommendation.
28	<p>11) Bike Anchorage preferred Roadway Projects to be added to the TIP:</p> <p>a) 32nd/33rd Midtown Connection Phase II Project</p> <p>b) Downtown east-west cycle track project, preferably along 6th and or 5th Ave.</p>	Bike Anchorage	<p>33/32 Midtown Connection Phase II project is already underway and was not included in the 2023-2026 TIP for funding as adding in federal funding would delay the project.</p> <p>5th/6th Ave is being looked at in the Downtown Study.</p>	No recommended change.	PC Approved Staff Recommendation.
29	<p>NMO00001 Downtown Trail Connection:</p> <p>12) Bike Anchorage endorses this project.</p> <p>13) Add more specific language to connect to Fish Creek Trail all the way to Barbara St.</p> <p>a) This should include ADA accessibility to the bridge over Northern Lights. The curb ramp on south side of bridge does not currently meet standards.</p> <p>b) Will allow for a maintainable trail on the south side of the bridge. Current design is cumbersome and too close to shrubs and fence, so the path is not being maintained in summer or winter. A large mud path has developed and the local community has been clearing shrubs due to the lack of Muni maintenance.</p> <p>c) Minor and inexpensive route finding signage and or striping is needed along Barbara Street to connect the trails sections. Please add this to the project scope.</p>	Bike Anchorage	All of these comments are better addressed by the project team as they are design level details. Staff will forward these comments to the project team for consideration.	Staff recommends forwarding these comments to the project team for consideration.	PC Approved Staff Recommendation.
30	<p>NMO00009 Northern Lights Blvd Sidewalk Repairs:</p> <p>14) Include language that specifies designing for future non-motorized developments</p> <p>a) This corridor is in need of much greater non-motorized accessibility. There is concern this project will disincentivize those improvements.</p>	Bike Anchorage	The improvements included as part of this project are needed now. Future improvements are not disincentivized by this project being funded and construction. The 2023-2026 TIP has a study in the TIP to look at changes to NLB and Benson BLVD.	No recommended change.	PC Approved Staff Recommendation.
31	<p>NMO00010 Glenn Highway Trail Connection:</p> <p>15) Bike Anchorage endorses this project.</p> <p>a) This connection is greatly needed for the Eagle River NM community and to connect the Anchorage network to communities to the north.</p>	Bike Anchorage	Thank you for your comments.	No recommended change.	PC Approved Staff Recommendation.

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32	NMO00012 and NMO00013: 16) Bike Anchorage endorses these projects. a) These urban car free connections will greatly benefit the community and increase safety along the ARRC ROW. b) Ensure neighborhood access points, including potential ROW acquisition, are scoped and considered in budget.	Bike Anchorage	Thank you for your comments.	No recommended change.	PC Approved Staff Recommendation.
33	17) Requested addition of a planning study for wayfinding signage and striping for connecting segments of the NM network. a) The existing options for NM travel in Anchorage are often inaccessible and underutilized by the public due to a lack of knowledge. The NM community has to rely on local insights info@bikeanchorage.and learning to ignore “dead end” signage on streets that lead to arterial NM trails or other low-stress routes. This greatly hinders public use of NM transportation. Signage, striping, and small connections within existing ROW could be implemented to dramatically increase NM connectivity. A study needs to be conducted on how a project could efficiently sign, stripe, and connect existing roadway connections throughout the city as a whole. This should be part of a greater greenway connection project that helps route NM traffic through low-stress areas immediately adjacent to higher stress corridors.	Bike Anchorage	A construction project regarding wayfinding was nominated for inclusion in the 2023-2026 TIP as a Bicycle and Pedestrian project. However, the funding for those projects is very limited on this type of work. The project was moved into the Transportation Alternatives Program (TAP) which can fund this type of work. It did not score high enough for funding in the TIP. A planning study would be better funded using non-federal funds for this type of work and it requires a lot of maintenance.	No change.	PC Approved Staff Recommendation.
34	Thank you for the opportunity to comment on the 2023-2026 Transportation Improvement Plan (TIP). My overall aim is to emphasize the importance of focusing investments to support the long range plans of Anchorage with regards to land use and transit supported development (higher density) corridors as highlighted in TRN000007 – but as far as I can see, no where else in the plan. This is so crucial to all the other goals of the plan – reducing emissions, improving safety, improving connectivity and promoting environmental justice. I would like to see a table or pie chart that categorizes investment by area (in particular, in transit-supported development corridors, focal points for community activities, and areas intended for higher density housing, and surrounding neighborhoods) and by whether or not the investment positively supports the land use and density goals. A complete streets score or other score could be assigned to these areas (maybe it already has been) and when the score is low, investment to make progress on the score in that area should be prioritized. As these infill areas become more like the “complete street” goal, investment could be normalized.	Carma Reed	Focusing on the Land Use special focus areas (RFA, Transit Supportive Development Corridor, Greenway Supportive Development Corridor) and denser land use was a key component of the TIP criteria. The criteria are used to score projects based on these and other factors. The criteria and scores can be found here: https://www.muni.org/Departments/OCPD/Planning/AMATS/Pages/1_TIP.aspx This criteria was used only for project in tables 2-5. Table 7-10 are projects funded by federal/state funds outside the AMATS allocation of federal funds. Infill is strongly correlated with land use changes, which is outside AMATS purview. AMATS is helping to support these changes by focus projects based on the 2040 Land Use Pan. A majority of the projects in tables 2 & 3 help to do this. Staff agrees more information can be included in the narrative about which projects are helping with complete streets and other aspects and will work on adding this information.	Staff recommends updating the 2023-2026 TIP narrative to add additional pie charts/graphics to show which projects are helping to focus transportation investments in areas called out by the 2040 Land Use plan as well as the number of Complete Street projects.	PC Approved Staff Recommendation.
35	The plan also suggests that a gas tax or vehicle registration tax is used in some places to support transit and other emission-reducing, non-motorized work. That should be done in Anchorage as well, to strengthen this strategy.	Carma Reed	This is outside AMATS purview. Thank you for the comment.	No recommended change.	PC Approved Staff Recommendation.
36	For context, the sidewalks that I regularly use, year-round, or try to, include the West side of C street from 15th to 36th and Arctic from 18th to Benson. My comments are heavily influenced by this. C Street: I have commented on multiple plans that the West side of C Street is not maintained consistently and is hazardous to the many pedestrians and cyclists that use it. It is not plowed in the Winter, nor consistently swept in the spring/summer. And, in places, there are obstructions in the middle of the sidewalk.	Carma Reed	Maintenance is outside the purview of AMATS. Staff will forward this comment to the DOT&PF and MOA Maintenance departments for consideration.	Staff recommends forwarding this comment to DOT&PF and MOA maintenance for their consideration.	PC Approved Staff Recommendation.
37	The West side of C Street is a heavily trafficked pedestrian/bike area and side of the street. It really needs to be safer. Bus stops are on this side of the street. Yet, reaching them or leaving them when the snow is not plowed on the sidewalk, can be hazardous. From the stops on C street between 15th and Fireweed, reaching a sidewalk that is maintained with more regularity (although not completely – it is often not plowed on the bridge over Chester Creek for some reason), pedestrians often resort to walking across busy C street mid-block (it is a very long block) means darting across the busy street without a crosswalk, and in winter this is often in darkness. For people with mobility challenges this would be nearly impossible. Is such a hazardous and inaccessible bus stop even legal?	Carma Reed	Maintenance is outside the purview of AMATS. Staff will forward this comment to the DOT&PF and MOA Maintenance departments for consideration.	Staff recommends forwarding this comment to DOT&PF and MOA maintenance for their consideration.	PC Approved Staff Recommendation.
38	Alternatively, highly mobile pedestrians climb the berm or trudge through ice and snow and make their way on the West side – an undignified and dangerous path. In the months without snow, when it is not swept promptly, the debris along this sidewalk makes the footing slippery and bicycle tires can easily slip.	Carma Reed	Maintenance is outside the purview of AMATS. Staff will forward this comment to the DOT&PF and MOA Maintenance departments for consideration.	Staff recommends forwarding this comment to DOT&PF and MOA maintenance for their consideration.	PC Approved Staff Recommendation.
39	I do note the bike lane recently added on this side of the street – which is good but not sufficient. Of course, this bike lane can only be used going one way. It is also rather narrow and very scary/precarius in the dark and/or if streets have not been very recently and well plowed. You should try it some time.	Carma Reed	The bike lane follows the flow of traffic as C Street is one way.	No recommended change.	PC Approved Staff Recommendation.
40	Many years, I have seen snow plowed to clear the bus stop, only to be piled where it blocks the sidewalk or trail– this happens at the bus stop just south of Fireweed on C Street (by Leroy's/flower ship/tattoo shop). Similar snow piling happens on the sidewalk south of Popeye's by the access driveway to 3000 C Street. And between the bus stop at Chester Creek and the Chester Creek trail N. I would like to see more thought put into connectivity of sidewalks and trails to bus stops in snow plowing plans – after all, people must walk or bike to the bus stop in order to ride the bus.	Carma Reed	Maintenance is outside the purview of AMATS. Staff will forward this comment to the DOT&PF and MOA Maintenance departments for consideration.	Staff recommends forwarding this comment to DOT&PF and MOA maintenance for their consideration.	PC Approved Staff Recommendation.
41	Obstructions mid-sidewalk are problematic: for example, the fire hydrant just south of Benson, in front of Popeye's and multiple light poles near the bus stop North of Northern Lights on Arctic.	Carma Reed	Thank you for your comment.	No recommended change.	PC Approved Staff Recommendation.
42	Design of access driveways should somehow emphasize to cars leaving parking lots on to C Street the need to glance to the right before then cross over the sidewalk– with couplets, often oncoming cars only look to their left (or whichever direction has oncoming traffic), making those traveling North on the West side of the sidewalk especially vulnerable to cars. Couplets require extra care to design for this reason and I don't see that on C Street. (how about getting rid of the couplet as an alternative!)	Carma Reed	Design of driveways is outside AMATS purview.	No recommended change.	PC Approved Staff Recommendation.
43	Part of what is frustrating about this is that there is so much potential on this side of the C Street sidewalk. From 15th to Fireweed, there is space to make a wide multi-use trail with good design. There is potential to link the sidewalk to 21th street on the West side using a switchback trail (currently pedestrians make their own harrowing, muddy or snowy slippery cut down the bank to 21st, holding on to tree branches or brush as they go). There is room from Fireweed to Benson to make a wider sidewalk – with a few exceptions. There might even be an option to extend 21st with a tunnel under C Street to link the neighborhoods on either side and allowing better access for the Loussac Place neighborhood to the C Street bustops, and, if the C Street sidewalk is improved, schools on Fireweed. This is fixable! In this TIP there is an engineering plan proposed for downtown to identify a path towards complete streets. That is also needed for mid-town, and in particular, C Street. While I don't use A street regularly, it is also appalling that that pedestrians are expected to proceed on the trail between Fireweed and 18th (not sure the exact street). Many do not. They walk on the side of what amounts to a highway – with strollers, with grocery carts, with as much dignity as they can muster. There should always be a sidewalk adjacent to the street, on both sides of the street, in mid-town.	Carma Reed	This project was not nominated for inclusion in the 2023-2026 TIP and was not scored. Staff can forward this comment to the 2050 MTP project team for consideration during the 2050 MTP nomination process.	Staff recommends forwarding this comment to the 2050 MTP project team for consideration during the nomination process.	PC Approved Staff Recommendation.

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44	Arctic: On Arctic, there is the mess around the bus stop just south of Northern lights, on the East side of the street. There are probably four poles of some kind right in the middle of the sidewalk by the bus stop there where a retaining wall presents a barrier on one side of the sidewalk, and the street on the other. Someone with a good design sense needs to work on that (consolidate poles lighting poles and bus stop sign, and perhaps launch them from just outside the sidewalk.	Carma Reed	This project was not nominated for inclusion in the 2023-2026 TIP and was not scored. Staff can forward this comment to the 2050 MTP project team for consideration during the 2050 MTP nomination process.	Staff recommends forwarding this comment to the 2050 MTP project team for consideration during the nomination process.	PC Approved Staff Recommendation.
45	It has often occurred to me that people that use the sidewalks and streets have daily insights that can inform planners and engineers who design improvements. However, it is unrealistic to expect these users to document the issues they encounter effectively and at the right time on the right plan. Could you please incorporate a method to collect sidewalk and bike path hazards using a phone ap, for example, so these insights can be collected with a GPS marker. Then, planners and engineers could access them as they design transportation corridors and as investment priorities are made. That method of commenting could be easily advertised at bus stops, on streets with a QR code link to encourage people to comment on the spot and upload a picture of the hazard they see. In this way, people can highlight specific “lived experience” issues that could help hone your design tools and efforts. It is tedious to slog through a plan, and I’m sure many people do not take the time, or have the time, to do it. And for you, it must be tedious to slog through comments such as mine, which may or not be offered at the right time, on the right plan. IF you had a GPS based option for real-time comments, then, as you compile needs and priorities, this input could be taken into consideration even if it is not specifically mentioned during the public comment period at the time. It is hard to comment on the same hazards every time a plan comes out, yet the problems are still there. Transportation planners are smart people – I’m sure they are aware of these things, but I also know it is helpful to have input from residents and local businesses to back up decisions made. (If this method of providing feedback already exists, please advertise it more, and call it out in your plan, make it searchable by other residents, I am not aware of it – however I have seen something close on specific project plans such as I think the 32nd street planning process, however, I don’t know if those comments are shared with other planning efforts).	Carma Reed	Staff will consider this for future efforts. Thank you for your comment.	Staff recommends forwarding this comment to the 2050 MTP project team for consideration during the nomination process.	PC Approved Staff Recommendation.
46	OK, so with those comments as a background, here are the projects I think might be able to help (recommend adding page numbers to your document next time) –	Carma Reed	Staff missed adding this to the document and will do so with the next draft version. Thank you for your comment.	Staff recommends adding page numbers to the 2023-2026 TIP document.	PC Approved Staff Recommendation.
47	Narrative – in the narrative, please show investments in a pie chart, or other visual, by whether or not they support transit-supported development corridors so the public knows if these funds are being invested to support the land use goals. Also, in the narrative, please make sure all acronyms have their complete titles easily identifiable. There were some tables early on in the narrative that were hard to follow because they used acronyms I did not find spelled out until later.	Carma Reed	Staff agrees more information can be included in the narrative about which projects are helping with complete streets and other aspects and will work on adding this information.	Staff recommends updating the 2023-2026 TIP narrative to add additional pie charts/graphics to show which projects are helping to focus transportation investments in areas called out by the 2040 Land Use plan as well as the number of Complete Street projects.	PC Approved Staff Recommendation.
48	Table 2 RDY00012 – please show these investments by transit-supported development corridor so the public knows if these funds are being invested to support the land use goals.	Carma Reed	This information can be added in the TIP narrative.	Staff recommends updating the 2023-2026 TIP narrative to add additional pie charts/graphics to show which projects are helping to focus transportation investments in areas called out by the 2040 Land Use plan as well as the number of Complete Street projects.	PC Approved Staff Recommendation.
49	RDY00014 – 3rd Avenue Signals and Lighting Upgrade – hoping this project is well coordinated with the new navigation center being developed in this area – and assuming it is. Hoping also that the Traffic count projects are counting pedestrians, cyclists and their patterns in this area over time, and the design can nimbly change as informed by these patterns to keep the area safe for pedestrians and cyclists as patterns evolve.	Carma Reed	Once this project starts this comment can be sent to the project team for consideration.	Staff recommends this comment be forwarded to the project team once the project starts.	PC Approved Staff Recommendation.
50	RDY00014 – safety improvement program – traffic counts – please include counts of pedestrians and cyclists, with an aim to establish goals to increase pedestrian and cyclist traffic (specific goals) in transit supported development corridors and surrounding neighborhoods.	Carma Reed	This count program is run by the MOA traffic department staff and does help to count non-motorized users. Staff will forward this comment to the MOA traffic department staff for consideration.	Staff recommends forwarding this comment to the MOA traffic department staff who run the traffic count program for consideration.	PC Approved Staff Recommendation.
51	Table 3 Really appreciate the work in areas targeted for higher density and transit corridors, and linking trails with the railroad corridors. Some I see are: NMO0009 Northern Lights Sidewalk NMO00012 trail along Rail corridor NMO00013 – trail with the potential to link to rail corridor	Carma Reed	Thank you for your comment.	No recommended change.	PC Approved Staff Recommendation.
52	NMO00014 – Non-motorized safety plan – does “multi-media” mean the marketing side, or the data collection side? I believe it should be both. In the same way that google magically knows if there is a traffic jam on a highway, there should be some way to crowd-source pedestrians and cyclists. Also could there be a way to trigger a “walk” sign to turn “green” if a pedestrian is using google to give directions or track walking path and allows that tracking to occur. That would be sweet, especially in areas where long waits for pedestrian lights result in dangerous ped crossings across busy streets before the light changes. Please also promote counts of pedestrians and cyclists, with an aim to establish goals or increasing numbers of pedestrian and cyclist traffic (specific numeric goals) in transit supported development corridors and surrounding neighborhoods, thereby supporting MOA land use goals.	Carma Reed	This project has not started yet, but once it does staff can forward this comment to the project team for consideration.	Staff recommends forwarding this comment to the project team for consideration once the project starts.	PC Approved Staff Recommendation.
53	Table 3 seems to miss work on the sidewalks on C Street, between 15th and 36th, as identified in my initial comments.	Carma Reed	This project was not nominated for inclusion in the 2023-2026 TIP and was not scored. Staff can forward this comment to the 2050 MTP project team for consideration during the 2050 MTP nomination process.	Staff recommends forwarding this comment to the 2050 MTP project team for consideration during the nomination process.	PC Approved Staff Recommendation.
54	Table 4 PLN00017 – Downtown Streets Engineering Study – great! Use this as a model for all transit-supported development corridors. Fast track it, and be poised to use infrastructure investment funds to support transforming transit-supported development corridors and focal points, especially as identified in Anchorage’s land use plans and goals.	Carma Reed	Thank you for your comment.	No recommended change.	PC Approved Staff Recommendation.
55	PLN00018 – Recreational Trails Plan – Trails plan update, please incorporate how urban streets work – one trail on one side of a busy street in a transit-supported development corridor is not sufficient. There needs to be sidewalk on both sides of a busy street.	Carma Reed	This project has not started yet, but once it does staff can forward this comment to the project team for consideration.	Staff recommends forwarding this comment to the project team for consideration once the project starts.	PC Approved Staff Recommendation.
56	Table 5 CMQ00013 and 14: groom and purchase equipment for winter and summer trails, sidewalks. Make sure you can maintain awkward spaces when mid-sidewalk fire-hydrants or other impediments make sidewalk maintenance difficult, before these impediments are resolved.	Carma Reed	Thank you for your comment.	No recommended change.	PC Approved Staff Recommendation.

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57	Table 9 TRN0004 Bus Stop Improvements – please make sure all bus stops, especially in transit supported development corridors, accessible by their sidewalk, year round, all along the street, and at least to the end of the block on each side. West side C St between 15th and 36th especially, and also bus stop on Arctic north of Northern lights where multiple poles appear in the middle of the sidewalk. Ensure snow plowed to clear bus stops does not block access to sidewalks or trails (this happens now at bus stop on C Street south of Northern Lights (in front of the flower shop/tattoo shop/Leroys) and North of Chester Creek (near the new CITC Headstart)).	Carma Reed	Thank you for your comment.	Staff recommends forwarding this comment to the MOA Public Transportation department for their consideration.	PC Approved Staff Recommendation.
58	TRN00007 – Transit Centers/Support Facilities – this is the only project that mentions the transit-supported development corridors. In the spirit of “you get what you measure”, all investments should be identified as supporting these goals or not. Investments made that do not support these goals do have a negative impact on these land use goals, as they limit fiscal opportunities to support these land use goals by using funds elsewhere. Sure, there are other land use goals, but these are very important and should be linked overall to the TIP, and the TIP has an oversized impact on these land use goals’ success or failure.	Carma Reed	There are multiple projects that are supporting Transit Supportive Development corridor, it was part of the TIP criteria for projects. Staff can identify these in the TIP narrative. The TIP is one piece of help implement land use and does not have an "oversize impact" on the land use goals as it is very limited in funding and focuses on the federal program.	Staff recommends updating the 2023-2026 TIP narrative to add additional pie charts/graphics to show which projects are helping to focus transportation investments in areas called out by the 2040 Land Use plan as well as the number of Complete Street projects.	PC Approved Staff Recommendation.
59	CMQ000012 – Traffic Control Signalization. Where there are pedestrian lights triggered by pushing a button, strive to make sure the wait is short, and if that is possible, it is ok if the ped light doesn’t last a really long time. Peds won’t wait long for a light to turn– they will cross without the light or go a different way if they can, then the ped light goes on with no-one to use it, wasting everyone’s time. This would be especially important/appreciated where streets are busy and wide, but all “on demand” ped lights could benefit from this. Can you publicize the algorithms used for each ped crossing? I remember the ped light between Steller and Northern Lights Elementary took a VERY long time to change, and once green, stayed green (blocking traffic) for a VERY long time. Both time frames could have been shortened to benefit both peds and cars. Maybe that is part of your Fireweed project, but you can do it now (maybe this has been fixed... since the North Star stairs were eliminated, I no longer walk that way). Another pedestrian friendly enhancement would be to link automatic ped lights to change as people approach who have elected to be tracked using a tracking route such as google maps.	Carma Reed	This is managed by the DOT&PF and MOA Traffic departments and not AMATS.	Staff recommends forwarding this comment to the DOT&PF and MOA traffic departments for consideration.	PC Approved Staff Recommendation.
60	The Anchorage Citizens Coalition appreciates the opportunity to comment on Anchorage’s 2023-2026 Transportation Improvement Program. For the last 3 years, AMATS response to our comments on long term, twenty year transportation goals, objectives, performance measures and project ranking criteria has been, “It’s too late to change, wait until the next plan in 2022.” Now, AMATS' Draft 2023-2026 TIP shows those years of citizen comments, and the many years before, were not incorporated into this program. While we greatly appreciate the increase in bike and pedestrian funding, we also see that Anchorage’s roadbuilders still need to commit to building a healthy, modern transportation system that <ul style="list-style-type: none">• gives the same importance to safe bike and ped travel as safe vehicle travel,• promotes urban infill and redevelopment by reducing and slowing traffic,• supports convenient, comfortable transit service,• reduces vehicle trips and greenhouse gas emissions. Instead, this TIP goes the opposite direction and pours over a billion dollars into freeway construction.	Cheryl Richardson	These large cost highway projects are reflected in the TIP at the request of DOT&PF and utilizes their federal funding outside the AMATS allocation. Staff will forward this comment to DOT&PF for their consideration.	Staff recommends forwarding this comment to DOT&PF for their consideration.	PC Approved Staff Recommendation.
61	This spring, the FHWA issued a Directive adopting Complete Streets as its default approach for designing and funding the large majority (70 percent) of federally funded roadways – typically “urban arterials.” While the TIP funds contains reconstructions and rehabilitations, we need to know which projects should be rightfully labeled “Complete Streets.”	Cheryl Richardson	These projects which make up the primary spending of the current and future AMATS allocation portion of the TIP help implement the AMATS Complete Streets policy: 1) RDY00001 Fireweed Lane Rehabilitation 2) RDY00003 and RDY00013 - Both Spenard Road Rehabilitation projects 3) RDY00007 Potter Drive Rehabilitation 4) RDY00010 Mountain Air Drive 5) RDY00012 Chugach Way Rehabilitation AMATS has a complete street policy and it was integrated into the TIP criteria.	No recommended change.	PC Approved Staff Recommendation.
62	AMATS chose not to fund the Complete Streets study of A and C Streets in the urban core, ostensibly because the project “hasn’t been reviewed/modeled as part of the MTP to determine the impacts it would have on the transportation network.” This feels like old fashioned obstruction, and we must ask why the transportation demand model was not listed as a prerequisite for funding a roadway study. Modeling was not mentioned during the TIP nomination process. To offer up the “black box” afterwards takes decision-making behind the curtain again, shutting the public out. Anchorage cannot afford to wait another 2 years to begin implementing the Complete Streets Directive.	Cheryl Richardson	A Complete Street study of A/C is not included in the 2040 MTP. The 2040 MTP recommend a pedestrian safety study of A/C which is different form what was nominated for A/C. A Complete Street study of A/C needs to be looked at as part of the MTP model work to see what impacts it would have on the transportation system as a whole. Other projects that are similar are Fireweed Lane Rehabilitation, Spenard Road Rehabilitation, and a Lane Reduction on Northern Lights Blvd (the Northern Lights Blvd/Benson Blvd Corridor Plan) all of which were modeled as part of the MTP.	Staff recommend this project be forwarded to the 2050 MTP project team for consideration during the 2050 MTP nomination process.	PC Approved Staff Recommendation.
63	Anchorage’s transportation planning process is broken. It does not serve adopted land use, neighborhood plans, nor relieve low income neighborhoods of excessive traffic and noise. It puts high speed traffic over safety, health, air and noise pollution and climate change. Staff explain that one transportation goal is supposedly equal to another even though the system is clearly weighted to favor vehicle travel. When and how was this policy of “equal weighting” adopted by our elected officials?	Cheryl Richardson	AMATS staff can not speak to the Municipality of Anchorage transportation planning process as that is outside AMATS purview. The 2040 Land Use Plan states “The Goals are organized in a progression of topics, not by order of importance.” The 2020 Comprehensive Plan does not appear to weight the goals listed in the document either.	No recommended change.	PC Approved Staff Recommendation.
64	Project prioritization needs transparency. It's not clear how one project scored more or less points than another. Project ranking sheets should be available, and internal staff "adjustments" to ranking should be determined within defined guidelines.	Cheryl Richardson	Individual scoring sheets are not released. Information on which groups participated on the scoring committee was already provided. The combine scoring sheet is located on the AMATS website: www.muni.org/AMATS. Individual scores were not used by the score	No recommended change.	PC Approved Staff Recommendation.
65	Anchorage’s bus service has never been adequate to provide a competitive choice for those who can drive. When will officials take the first step towards improving service by simply adopting a plan to secure the needed funding?	Cheryl Richardson	This is outside AMATS purview and it up to the Municipality of Anchorage/Assembly and the State of Alaska to address.	No recommended change.	PC Approved Staff Recommendation.
66	Transportation has an oversized impact on land use goals success or failure, but adopted land uses are largely ignored in transportation budgeting. Simple pie charts could show investments by category such as designated investment areas, transit corridors, high density residential zones, office and shopping districts. Calculated Complete Street scores could direct investments and as goals are accomplished, investments could be redirected.	Cheryl Richardson	Thank you for your comment.	No recommended change.	PC Approved Staff Recommendation.

#	Comment	Comment Received From	Staff Response	AMATS Staff Recommendation	AMATS PC Action
67	Local land use planners state, “We have no influence within the right of way.” What is being done to educate Anchorage planners to effectively integrate land use and transportation planning?	Cheryl Richardson	The education of Anchorage planners is outside AMATS purview. AMATS planning staff continue their education yearly through conferences, webinars, and working with other groups.	No recommended change.	PC Approved Staff Recommendation.
68	A number of desired outcomes still need to be measured and reported including: total VMT and/or Greenhouse Gas emissions; investments and residential density in high density land use districts; vehicle speeds in residential and storefront shopping districts; percent of work commutes by auto, transit and non-motorized; percent of low income household resources spent on transportation; low income households’ proximity to transit service; miles of pavement, bridges, trails in disrepair; ensure performance targets to “provide” and “include” also measure the ultimately desired outcomes.	Cheryl Richardson	A number of these are being looked at by the 2050 MTP. Staff will forward this comment to the 2050 MTP project team for consideration.	Staff recommends forwarding these comments to the 2050 MTP project team for consideration.	PC Approved Staff Recommendation.
69	1. Thank you for citing the federal regulation regarding Anchorage's share of ADOT's federal dollars. The question remains: Is Anchorage getting its fair share of federal dollars? Can Anchorage's share of federal dollars be increased? It feels as if AMATS share of ADOT's federal dollars has been the same for many years now, while federal funding has increased, but I am not personally able to perform the federal USC calculation. Please provide the latest calculation for Alaska and AMATS.	Cheryl Richardson - Additional Questions to Staff	Responses provided by the AMATS Coordinator: I can only speak for the federal funding that AMATS receives. I can’t speak on the federal funding that comes from grants or the amount allocated by DOT&PF within the AMATS area. The amount of funding AMATS receives is based on the authority outlined already. The amount AMATS is receiving is shown in the TIP. It has increased or decreased over the years responding to the federal authorization bills (MAP-21, FAST, IIJA). AMATS is receiving the full amount available for areas of population 200k or greater.	No recommended change.	PC Approved Staff Recommendation.
70	2. Response is clear, thank you. Anchorage and ADOT must agree on which projects go forward for federal funding. The question remains, how do ADOT and MOA come to agreement as to which projects are most important to fund?	Cheryl Richardson - Additional Questions to Staff	This is done through the AMATS TIP scoring process, by the Technical Advisory Committee, and final approval by the Policy Committee. There are members of both the TAC and PC from ADOT and MOA.	No recommended change.	PC Approved Staff Recommendation.
71	3. How Anchorage influences ADOT's projects and spending within the city, remains an open question.	Cheryl Richardson - Additional Questions to Staff	I can only speak for AMATS. AMATS can comment on projects through the Policy Committee.	No recommended change.	PC Approved Staff Recommendation.
72	4. This question is related to #3: what influence does Anchorage have over ADOT projects in the city. Please respond accordingly. In our experience, ADOT is immune to public opinion and 'concerns.'	Cheryl Richardson - Additional Questions to Staff	I can only speak for AMATS. AMATS can comment on projects through the Policy Committee. We can forward these concerns on to ADOT.	Staff recommends forwarding this comment to DOT&PF for their consideration.	PC Approved Staff Recommendation.
73	5. I understand this response to mean the Assembly does not have amendment or approval authority over the TIP, only to 'comment' as would any citizen?	Cheryl Richardson - Additional Questions to Staff	As laid out in the AMATS operating agreement and MOA code, the Assembly is given the ability to provide comments. The final approval of the TIP is by the AMATS Policy Committee and then by FHWA/FTA.	No recommended change.	PC Approved Staff Recommendation.
74	6. Agency control over TIP priorities seems very influential. The 'weighing in' process seems to be an important element in the black box that is AMATS. Well defined and prioritized goals and objectives could help illuminate and refine the process. It seems unreasonable for 'weighing in' to be done outside publicly defined goals and objectives, and outside public scrutiny.	Cheryl Richardson - Additional Questions to Staff	Thank you for your comment. I will add this comment to the list of comments for the next update of the TIP scoring criteria.	Staff will include this comment in the notes for the next TIP criteria update cycle.	PC Approved Staff Recommendation.
75	7. Thank you for identifying the state and local positions of staff who rank AMATS projects. Now, can you please provide the actual scoring sheets when citizens ask for the scoring of particular projects? Staff identities may be held confidential.	Cheryl Richardson - Additional Questions to Staff	Individual scoring sheets are not released. Information on which groups participated on the scoring committee was already provided. The combine scoring sheet is located on the AMATS website: www.muni.org/AMATS. Individual scores were not used by the scoring committee, only the total scores were used.	No recommended change.	PC Approved Staff Recommendation.
76	8. Regarding why Minnesota reconstruction scored 25 points higher than A-C Couplet complete streets, you respond: 'The scoring committee reviewed the A/C complete streets project and didn't recommend it for inclusion in the 2023-2026 TIP as it hasn't been reviewed/modeled as part of the MTP to determine the impacts it would have on the transportation network.' This standard seems totally outside the standards the public was offered when nominating projects. This appears to be one more set of criteria beyond the public's view or influence and presents another major problem.	Cheryl Richardson - Additional Questions to Staff	Thank you for your comment. I will add this comment to the list of comments for the next update of the TIP scoring criteria for consideration.	Staff will include this comment in the notes for the next TIP criteria update cycle.	PC Approved Staff Recommendation.
77	9. It's understandable to 'adjust' project scoring to meet geographic standards. Please publicly allow for more publicly adjusting scoring criteria for geographic 'equity' in the future. And also perhaps consider local freeway project costs within those adjustments.	Cheryl Richardson - Additional Questions to Staff	Thank you for your comment. I will add this comment to the list of comments for the next update of the TIP scoring criteria for consideration.	Staff will include this comment in the notes for the next TIP criteria update cycle.	PC Approved Staff Recommendation.
78	10. Nomination form omissions may have harmed South Addition Community Council's priority nominations by out not calling out that South Addition's preferred projects were supported by community council resolutions, the draft neighborhood plan, and the MTP 2040. How can this be remedied?	Cheryl Richardson - Additional Questions to Staff	This can be considered during the next update of the TIP criteria. I will add this comment to list of comment for consideration. *Further clarification, no project had this option in the nomination form nor was it part of the scoring criteria*	Staff will include this comment in the notes for the next TIP criteria update cycle.	PC Approved Staff Recommendation.
79	11. A corridor study of Minnesota Boulevard seems perfectly reasonable. That way it can be examined as a 'complete street' or a rehabilitation. Otherwise, TIP language is not clear, and may potentially threaten a freeway section through midtown.	Cheryl Richardson - Additional Questions to Staff	Thank you for your comment.	No recommended change.	PC Approved Staff Recommendation with the an edit to add I & L Streets with a terminus at 3rd avenue to the corridor study description.
80	12. It is confusing to have so many TIP projects funded only for the study phase, and appear to lack enough funding to construct within the next ten years or more. Please explain where the funding will come from for all the new TIP projects that will be soon 'grandfathered in,' given that AMATS TIP is funding just over \$30,000,000 per year?	Cheryl Richardson - Additional Questions to Staff	Response provided was too lengthy to include in the comment response summary. [It is included in the attached Appendix B].	No recommended change.	PC Approved Staff Recommendation.
81	13. Thank you for your detailed response to pavement maintenance and preservation including trail pavements.	Cheryl Richardson - Additional Questions to Staff	Thank you for your comment.	No recommended change.	PC Approved Staff Recommendation.
82	1. By what authority is AMATS' share of ADOT's FHWA funding determined?	Cheryl Richardson - Questions to Staff	That authority resides in 23 USC 133(d) & 23 USC 133(e).	No recommended change.	PC Approved Staff Recommendation.
83	2. What is the relationship between the TIP and the STIP? For instance, Is ADOT obligated to put TIP projects into their STIP?	Cheryl Richardson - Questions to Staff	Projects in the TIP must be in the STIP in order to receive federal funding. Projects in the STIP within the AMATS area must be in the TIP to receive federal funding. AMATS, MOA, and DOT are all encouraged to work cooperatively together on the transportation process which includes including projects in the TIP and STIP.	No recommended change.	PC Approved Staff Recommendation.
84	3. I understand that ADOT is allowed complete freedom to do what they want within their ROW. What authority did AMATS PC have in 2019 to stop ADOT from purchasing ROW for the freeway between Rogers Park and Sears? Where was the estimated \$250 million eventually allocated or spent?	Cheryl Richardson - Questions to Staff	I am following up on this question as I was provided more information, but still need time to research this question. *Further clarification. Staff did not end up follow up on this question as staff has been unable to figure out this question is referring to. If the member of the public would like to reach out to help explain further staff would be happy to help.*	No recommended change.	PC Approved Staff Recommendation.

#	Comment	Comment Received From	Staff Response	AMATS Staff Recommendation	AMATS PC Action
85	4. What tools does Anchorage have to prevent ADOT from building 'an underpass to connect 92nd Ave (west of the Seward Highway) with Academy Drive?'	Cheryl Richardson - Questions to Staff	You would need to reach out to DOT&PF to find out more about this project and to express your concerns.	No recommended change.	PC Approved Staff Recommendation.
86	5. What role does the Assembly play in adopting the TIP?	Cheryl Richardson - Questions to Staff	The Assembly is given a chance to review and provide recommendations on the TIP. You can find this in the AMATS Operating Agreement and MOA Code Title 2, 2.10.060.	No recommended change.	PC Approved Staff Recommendation.
87	6. How do agencies express their support for one project over another?	Cheryl Richardson - Questions to Staff	For the 2023-2026 TIP scoring, it was part of the scoring committee discussion in person. The Technical Advisory Committee, where many agency representatives sit, also has an opportunity to weigh in and provide recommendations to the Policy Committee.	No recommended change.	PC Approved Staff Recommendation.
88	7. What were the titles of people on the scoring committee?	Cheryl Richardson - Questions to Staff	The TIP scoring committee was made up of two representatives from DOT&PF, one representative form Public Transportation Department, one representative from MOA Long Range Planning, one representative from MOA PM&E, and AMATS staff.	No recommended change.	PC Approved Staff Recommendation.
89	8. Why did Minnesota score 65 points in the TIP and A-C Streets only 40 points? Please tell me specifically why Minnesota ranked better for the different criteria. Also, why were lower ranked projects funded over the higher ranking A-C Complete Streets project?	Cheryl Richardson - Questions to Staff	<p>The Minnesota projects ranked higher in all five categories of the scoring criteria over the A/C complete streets project. The scoring team uses the criteria to score the projects based on the information provided in the nomination form as well as information collected by staff, such as the safety data.</p> <p>The scoring committee reviewed the A/C complete streets project and didn't recommend it for inclusion in the 2023-2026 TIP as it hasn't been reviewed/modeled as part of the MTP to determine the impacts it would have on the transportation network. Any project nominated, but not included in the 2023-2026 TIP will be carried forward to the 2050 MTP for consideration during the nomination process.</p>	No recommended change.	PC Approved Staff Recommendation.
90	9. You mentioned scoring changes to accomodate 'underfunding' Eagle River-Chugiak. What other scoring changes took place?	Cheryl Richardson - Questions to Staff	<p>The scoring committee looked at the scores and were concerned the land use criteria might have impacted the Chugiak/Eagle River projects more than intended. As such the committee selected 2 projects (3 total, but two were combined into 1) from the Chugiak/Eagle River area and recommended them for inclusion in the TIP.</p> <p>Some projects were combined into one project or changed into a study. These were noted on the score sheet posted on the AMATS website. No scores were changed.</p>	No recommended change.	PC Approved Staff Recommendation.
91	10. Was there a place on the TIP nomination form to note a project's inclusion in the MTP?	Cheryl Richardson - Questions to Staff	There was not a spot specifically for this, but it could have been included in the project description or title as was done with a number of projects.	No recommended change.	PC Approved Staff Recommendation.
92	11. Is Minnesota being studied as a rehabilitation or as a complete street?	Cheryl Richardson - Questions to Staff	There were two projects nominated for Minnesota. One a Minnesota corridor study that would look at Minnesota and “describe current conditions and challenges to the transportation network, identify future developments that may impact the corridor and provide alternatives to improve the transportation corridor”. The other project was named Minnesota Rehabilitation but was a nomination for a PEL study for changing Minnesota into a Multi-way Blvd (this project is in the MTP and more information can be found there on project #120). The scoring team looked at both projects and recommended that a corridor study would need to look into more detail on the Multi-way Blvd or other changes to Minnesota before moving forward on a construction project.	No recommended change.	PC Approved Staff Recommendation with the an edit to add I & L Streets with a terminus at 3rd avenue to the corridor study description.
93	12. Why are projects listed if there is not enough TIP revenue to construct them?	Cheryl Richardson - Questions to Staff	The federal process typically takes 5-10 years to complete a project from design to construction. As such, projects are broken down by phases (Design, Environmental, ROW, Utilities/Construction) to follow the process required for each phase. Part of what we do at AMATS is helping to manage the projects and the funding available. Sometime additional funding is needed, which means we have to find the funding. This means one project could slip or advance from one fiscal year to the next or outside funding can come in to play.	No recommended change.	PC Approved Staff Recommendation.
94	13. In what ways does FHWA pay for roadway maintenance? How much does FHWA contribute to MOA and ADOT roadway maintenance?	Cheryl Richardson - Questions to Staff	<p>FHWA itself doesn't pay for maintenance, FHWA allows the federal money AMATS receives to be used for pavement maintenance. In the TIP you can see two pots of funding that has been setup to help, one for roadway and one for pathway. AMATS setup these pots of funding based on funding percentages outlined in the AMATS Policies and Procedures. The pathway pot of funding is new and was added in the 2019-2022 TIP and continued in the 2023-2026 TIP as it was very successful. AMATS staff worked with DOT&PF and MOA to review their list of pavement needs and include some of those projects in our lists (Table 6).</p> <p>DOT&PF also has a pot of federal funding for pavement preservation, the per year amount you can find on table 8 under project NHS0005.</p>	No recommended change.	PC Approved Staff Recommendation.

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95	<p>Please accept these comments from the Eagle River-Chugiak Parks and Recreation Board of Supervisors regarding the draft AMATS 20023-2026 TIP for Eagle River Road Rehabilitation [MP 0 to MP 5.3].</p> <p>We support this combination of Bike & Pedestrian project B&P #12 "Eagle River Rd. Pathway Rehabilitation & Extension - Old Glenn Hwy to Mile Hi Ave" with Complete Streets CS #13 "Eagle River Road Rehabilitation: MP 0 to MP 5.3" in the 2023-2026 draft TIP.</p> <p>TIP: "Eagle River Road Rehabilitation [MP 0 to MP 5.3] - Project will construct selected traffic, safety, drainage, intersection, roadside hardware, and ADA improvements from Milepoint 0 to 5.3 (Old Glenn Highway to Oriedner Road). Special consideration will be made to improve the non-motorized facilities parallel to and within the roadway. The project may also include work on signing, striping, signalization, ITS equipment, pavement, digouts, guardrail, lighting, utility adjustments, and utility relocations."</p> <p>We want to clarify that this project will include a separate and protected bike path. An unprotected bike lane will not provide for the community's transportation needs, as this route brings children directly to Ravenwood Elementary School.</p>	Chugiak Eagle River Parks and Recreation Board of Supervisors	<p>This project will look at what non-motorized options are available. This comment can be forwarded to the project team for consideration.</p>	Staff recommends forwarding this comment to the project team once the project starts.	PC Approved Staff Recommendation.
96	<p>A resolution Requesting for Transportation Improvement Plan to have equitable funding for Municipality of Anchorage District 2</p> <p>Whereas assembly District 2 has a population of 47,069</p> <p>Whereas the Municipality of Anchorage has a population of 291,247 Whereas Assembly District 2 makes up 16% of the Municipality of Anchorage Whereas Roadway Improvements and Non-Motorized Improvement for the 2023-2026 totals to \$61,211,000</p> <p>Whereas Assembly District 2 has only 1 project: Eagle River Road Rehabilitation in Roadway Improvements and Non-Motorized Improvement for the 2023-2026 TIP.</p> <p>Whereas all project funding for Assembly District 2 is equal to 4% of total Roadway Improvements and Non- Motorized Improvement for the 2023-2026 TIP</p> <p>Therefore, Chugiak-Birchwood Eagle River Rural Road Service Area (CBERRRSA) resolves to request the Policy Committee to adjust Roadway Improvements and Non-Motorized Improvement for the 2023-2026 TIP to better represent assembly District 2.</p>	Chugiak-Birchwood-Eagle River Rural Road Service Area, Board of Supervisors	<p>What is being asked for here in not equity, but rather equality. The AMATS criteria helps to implement projects based on equity. Projects are not just funded in one TIP cycle, but multiple. Looking over the last three and the next two TIP cycles District 2 will have/will receive on average 15% of the AMATS allocation for projects.</p> <p>Some years a district might not receive as much funding as other districts, but some years they receive more then others.</p>	No recommended change.	PC Approved Staff Recommendation.
97	My family and business are wholeheartedly in favor of the proposed Glenn Hwy bike extension (B&P-Eastside Drive)	Clark Saunders	Thank you for your comment.	No recommended change.	PC Approved Staff Recommendation.
98	I agree with and strongly support the comments of Anchorage Citizens’ Coalition on Anchorage’sTransportation Improvement Program. We need a city not so focussed on cars, and we desperately need to reduce greenhouse gases. Hopefully someday we will have commuter rail between the Mat-Su Valley, downtown Anchorage, and Ted Stevens International Airport, where more cargo facilities are being built and where some of the future employees will be Mat-Su Valley residents.	Cynthia Wentworth	Thank you for your comment.	No recommended change.	PC Approved Staff Recommendation.
99	4th Ave Signals and Lighting Upgrad project needs \$324K in FY23 for Design and ROW.	DOT&PF	Staff agrees with this change.	Staff recommends this change.	PC Approved Staff Recommendation.
100	Downtown Trail Connection needs \$2.060M more in U/C funding in FY24.	DOT&PF	Staff agrees with this change.	Staff recommends this change.	PC Approved Staff Recommendation.
101	Fish Creek Trail Connection needs an additional \$650K in FY25 for U/C.	DOT&PF	Staff agrees with this change.	Staff recommends this change.	PC Approved Staff Recommendation.
102	Identification of the agencies responsible for carrying out the project or phase. 23 CFR 450.326(g)(4)	FHWA	Staff agrees.	Staff recommends adding a new column to the 2023-2026 TIP to show responsible agency for carrying out each project phase.	PC Approved Staff Recommendation.
103	[Fiscal Constraint] - This was hard to determine, as there is not summary table that compares revenue to expenditures.	FHWA	Table 1 shows the revenue versus expenditures, but it might not be as clear as it could be. This can be corrected.	Staff recommends updating Table 1 to identify the revenues and costs to more easily show the TIP is fiscally constrained.	PC Approved Staff Recommendation.
104	Are project estimates in Year of Expenditure (YOE) dollars? 23 CFR 450.326(j)	FHWA	Yes project costs show in the 2023-2026 TIP are in Year of Expenditure Dollars. A note can be added to the footers of the TIP tables to reflect this.	Staff recommends adding a footnote to each Table in the 2023-2026 TIP - "Project costs are shown in Year of Expenditure Dollars."	PC Approved Staff Recommendation.
105	Identification of projects that are identified as TCMs in the applicable SIP. 23 CFR 450.326(g)(5)	FHWA	Yes the Transportation Control Measures (TCMs) are shown in the 2023-2026 TIP on Table 5 under Statewide Implementation Plan (SIP) mandated projects. This title can be updated to reflect they are the TCM identified in the SIP.	Staff recommends updating the title of the SIP mandated projects in Table 5 to read "Transportation Control Measures (TCM) Identified in the SIP."	PC Approved Staff Recommendation.
106	List major projects from the last TIP that were implemented or identify significant delays in the implementation of major projects? 23 CFR 450.326(n)(2)	FHWA	Staff can add this to the TIP narrative.	Staff recommends adding a list of projects implemented since the last TIP or identify any that has been significantly delayed to the TIP narrative.	PC Approved Staff Recommendation.
107	<p>I am taking time out of my packed, busy schedule to write a quick comment regarding the latest TIP. As citizens of Anchorage we rely on your work to apply best practices for the sustainability of a viable community and a city that is moving quickly toward energy saving practices.</p> <p>I am using a quote that speaks to my concerns because I don’t have time to prepare a lengthy statement.</p> <p>“Why isn’t Anchorage focusing on infill and redevelopment of the urban core and reducing vehicle travel and greenhouse gases? Why aren’t we clearly stating these goals are more important than speeding traffic? We need to define and measure our most important outcomes in order to build a sustainable northern city our children will choose when they begin raising their own families.”</p> <p>We, you, must begin implementing the Complete Streets Directive immediately.</p> <p>Thank you for working toward a viable city my young adult daughters (born and raised here) will choose to return to in order to live work and play.</p>	Gretchen Nelson	<p>Infill and redevelopment is primarily correlated to Land Use changes which is outside AMATS purview. AMATS can help by building facilities that support the local land use as listed in the 2040 Land Use Plan.</p> <p>These projects which make up the primary spending of the current and future AMATS allocation portion of the TIP help implement the AMATS Complete Streets policy:</p> <p>1) RDY00001 Fireweed Lane Rehabilitation 2) RDY00003 and RDY00013 - Both Spenard Road Rehabilitation projects 3) RDY00007 Potter Drive Rehabilitation 4) RDY00010 Mountain Air Drive 5) RDY00012 Chugach Way Rehabilitation</p>	No recommended change.	PC Approved Staff Recommendation.

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108	<p>The Glenn Hwy Bike Path needs your help! And I’d like to help by completely agreeing with this extension as a local rider in Eagle River who also uses this path. I’m looking forward to being able to ride all the way to Mirror Lake.</p> <p>Can you please prioritize the "B&P 34 - Eastside Drive" (NMP #130 section of the larger MTP #505 Glenn Hwy Trail).</p> <p>The next segment of the Glenn Hwy path connecting Anchorage to Mirror Lake has been tentatively approved in the 2023-2026 draft AMATS transportation plan.</p> <p>Happy Trails</p>	Jeff Estes	Thank you for your comment.	No recommended change.	PC Approved Staff Recommendation.
109	I strongly support work to be done on this unsafe bike trail. It is dangerous with the protruding roots. I hope it can be fixed sooner rather than later. It is almost impossible to ride a bike on it, I can’t imagine pushing a stroller or a walker over it. It is used a lot now but if fixed more users use it for sure. I’m including a couple pictures. [Pictures are included in attachment in Appendix A]	Joanne and Mel Ackerman	Thank you for your comment.	No recommended change.	PC Approved Staff Recommendation.
110	Why does Anchorage’s transportation spending remains stuck in the last century? We give lip service to transportation safety, but spend billions adding freeway lanes when we should be converting our major roads into “Complete Streets” that are safe, and feel safe for everyone using the roadway. We need to focus on climate change, urban infill and redevelopment, maintenance, affordability, reducing vehicle travel, air pollution and noise.	Joe Banta	<p>Infill and redevelopment is primarily correlated to Land Use changes which is outside AMATS purview. AMATS can help by building facilities that support the local land use as listed in the 2040 Land Use Plan.</p> <p>These projects which make up the primary spending of the current and future AMATS allocation portion of the TIP help implement the AMATS Complete Streets policy:</p> <p>1) RDY00001 Fireweed Lane Rehabilitation 2) RDY00003 and RDY00013 - Both Spenard Road Rehabilitation projects 3) RDY00007 Potter Drive Rehabilitation 4) RDY00010 Mountain Air Drive 5) RDY00012 Chugach Way Rehabilitation</p>	No recommended change.	PC Approved Staff Recommendation.
111	But we do not. Most of the 3 year Transportation Improvement Program (TIP) budget will be spent on expanding freeways at a cost of about \$1 billion. This flies in the face of the new federal directive to build all streets – those that are not freeways – as Complete Streets. We can start with rebuilding Anchorage’s dreaded couplets.	Joe Banta	These large cost highway projects are reflected in the TIP at the request of DOT&PF and utilizes their federal funding outside the AMATS allocation. Staff will forward this comment to DOT&PF for their consideration.	Staff recommends forwarding this comment to DOT&PF for their consideration.	PC Approved Staff Recommendation.
112	The Anchorage Assembly should have much more say so in our transportation spending. It’s time to begin working again on the Long Range Transportation Plan they drafted a year ago. AMATS states that all its goals are of equal importance. Clinging to traditionally vague goals and objectives keeps the decision-making in staffs’ hands, and avoids public accountability.	Joe Banta	<p>The Anchorage Assembly has authority for transportation spending by the Municipality of Anchorage.</p> <p>AMATS is not a municipal entity and is directed by the AMATS Policy Committee who has authority in transportation spending for AMATS.</p>	No recommended change.	PC Approved Staff Recommendation.
113	AMATS’ latest spending plan, while laudably providing more bike and pedestrian spending than usual, spends many times more making it easier to drive. There is no stated intent to build convenient transit service linked by pedestrian/bicycle routes to work centers, schools, shopping.	Joe Banta	Additional funding for transit operations would need to be provided by the MOA through the annual operating budget to increase transit routes. The 2023-2026 TIP criteria account for and trying to focus projects on areas with existing transit routes and providing links to transit.	No recommended change.	PC Approved Staff Recommendation.
114	Why isn’t Anchorage focusing on infill and redevelopment of the urban core and reducing vehicle travel and greenhouse gases? Why aren’t we clearly stating these goals are more important than speeding traffic? We need to define and measure our most important outcomes in order to build a sustainable northern city our children will choose when they begin raising their own families.	Joe Banta	<p>Infill and redevelopment is primarily correlated to Land Use changes which is outside AMATS purview. AMATS can help by building facilities that support the local land use as listed in the 2040 Land Use Plan.</p> <p>These projects which make up the primary spending of the current and future AMATS allocation portion of the TIP help implement the AMATS Complete Streets policy:</p> <p>1) RDY00001 Fireweed Lane Rehabilitation 2) RDY00003 and RDY00013 - Both Spenard Road Rehabilitation projects 3) RDY00007 Potter Drive Rehabilitation 4) RDY00010 Mountain Air Drive 5) RDY00012 Chugach Way Rehabilitation</p>	No recommended change.	PC Approved Staff Recommendation.
115	Not sure I understand the process that's underway, but I support the non-motorized project list in the 04.06.22 Public Review Draft, and would urge that the Campbell Creek/Lake Otis crossing be accelerated as much as possible (one year showed zero funding).	John Quinley	The schedule shown for this project has it starting in 2023, the soonest it is able to start due to the process for federal funds.	No recommended change.	PC Approved Staff Recommendation.
116	In the air quality (CMAQ) section, I would encourage the new transit vehicle purchasing process to look at alternative fuels -- natural gas or electric -- as a means of improving air quality and reduced diesel maintenance.	John Quinley	The current fleet will be replaced with diesel buses, but the next round of purchases will most likely consider alternative fuels.	No recommended change.	PC Approved Staff Recommendation.
117	<p>Missoula, Montana has a zero-fare bus system, meaning there is no charge for riding buses there. Since the inception of this program in 2015, ridership has increased 70%. This increase in ridership has made it possible for the city to qualify for millions of dollars in federal grants, which have allowed the purchase of 12 electric buses and bus stop improvements for Missoula. From their website, www.mountainline.com/zero-fare, a list of the:</p> <p>Top 11 Reasons Zero-Fare Matters</p> <ol style="list-style-type: none">Public transit benefits us all and helps create a quality community.More sanitary, as we’ve seen with COVID-19.Substantially increases transit ridership.	Kathie Veltre	The current fleet will be replaced with diesel buses, but the next round of purchases will most likely consider alternative fuels.	No recommended change.	PC Approved Staff Recommendation.
118	I want to go on record supporting construction of the East side multi use trail construction as soon as it can feasibly be done. This trail has been planned for 40 years. With increased pedestrian and vehicle traffic in the area, it has become a significant safety issue that could be resolved with a dedicated trail.	Leslie Lance	Thank you for your comment.	No recommended change.	PC Approved Staff Recommendation.
119	<p>Please give open-minded consideration to the merits of these comments on the draft TIP.</p> <p>The draft TIP narrative</p> <p>Page 2 – The pie chart is confusing because of poor labeling. What is the definition of “roadways without pavement”, and “bike/ped without pavement”? This implies unpaved roads and pathways; but probably it is intended to mean something else. Fix the labeling. Provide clear definitions</p>	Nancy Pease	Staff will review to try to and clarify this pie chart.	Staff recommends updating the pie chart in the TIP narrative to make it more easily understood.	PC Approved Staff Recommendation.

#	Comment	Comment Received From	Staff Response	AMATS Staff Recommendation	AMATS PC Action
120	Page 4 --Section 2.3 Consistency with Other Plans The draft TIP is not compliant with the Municipality’s adopted plans. The draft narrative claims that “the projects included in the TIP are consistent to the maximum extent possible with other adopted local, State, and AMATS plans”. If this statement is true, then Section 2.3 should: 1. Reference, and comply with, the Anchorage Climate Action Plan. Specifically, Section 2.3 should cite the targets for reduction of Greenhouse Gas Emissions, which is 50 percent reduction by 2030 (compared to 2008 levels). The Narrative should also state how much the mix of projects funded in this TIP will reduce GHG by the end-date of this TIP in 2026.	Nancy Pease	The climate action plan is considered in the TIP criteria. AMATS can't implement the plan alone. It was developed by the MOA and not AMATS. The 2050 MTP is looking at setting a GHG emission reduction target, that has not been done yet.	No recommended change.	PC Approved Staff Recommendation.
121	2. Reference, and comply with, the targets of Vision Zero for reduction of pedestrian and bicyclist deaths and injuries. The Alaska DOTPF has a “fatalistic” approach of accepting a continued high rate of traffic deaths and serious injuries (up to 60 such incidents in 2021 and 58 in 2022, per Table 2.1). The state target should not overrule the locally adopted targets set by Vision Zero.	Nancy Pease	The Safety targets are set by the State and AMATS has chosen to support their targets until the AMATS safety plan is completed. At that time AMATS staff will work on trying to establish safety targets specific to the AMATS area.	No recommended change.	PC Approved Staff Recommendation.
122	Page 12 - Section 2.8.1 Amendments and Section 2.8.2 Administrative Modifications RCCC has previously noted that the AMATS process is not responsive to public input. Section 2.8 of the draft TIP prevents public input on significant changes to the TIP. If the cost of a project increases by 25 to 49 percent, that is a major, not a minor, modification .That magnitude of change in a mid-sized or large project is likely to affect other projects in the TIP. RCCC feels that project cost increases in the magnitude of 25 to 49% should trigger an amendment to the TIP and should require Assembly approval and a redemonstration of fiscal constraint. The proposed TIP narrative specifically precludes Assembly approvals or public review unless a project cost increases by 50% or greater (page 12, Section 2.8).	Nancy Pease	This comes from the AMATS Operating Agreement and was agreed upon in consultation with DOT&PF and FHWA/FTA. It aligns with the STIP process as well as the requirements in Federal Regulations. The Assembly does not approve any AMATS documents or plans as AMATS is not a Municipal entity. The MOA Assembly is given the ability to provide comment and recommendation on the TIP and MTP as spelled out in the MOA code and the AMATS Operating Agreement.	No recommended change.	PC Approved Staff Recommendation.
123	Pages 5 and 6 – the Alaska DOTPF statewide safety performance targets are much grimmer than Anchorage’s Vision Zero targets. DOTPF is willing to accept a nearly steady level of deaths and serious injuries, including the DOTPF “target” of up to 58 non-motorized fatalities and serious injuries statewide in 2022. The state target should not overrule the locally adopted targets.	Nancy Pease	The Safety targets are set by the State and AMATS has chosen to support their targets until the AMATS safety plan is completed. At that time AMATS staff will work on trying to establish safety targets specific to the AMATS area. Vision Zero was part of the scoring criteria for the 2023-2026 TIP.	Staff recommends integrating the scoring criteria handbook into the TIP narrative.	PC Approved Staff Recommendation.
124	Page 7 – The narrative says that “Targets for Percent of non-single Occupant Vehicle Travel are due “after September 2021”. That was 8 months ago. Where are these targets for SOV? Also, GHG emissions should be part of the evaluation of projects funded in this 2023-2-26-TIP	Nancy Pease	These targets have not been set yet. Staff is working with the DOT&PF on setting them this year. Once set they can be incorporated into the document. The 2050 MTP is looking at setting a GHG emissions reduction targets, but more work needs to be done.	Staff recommends updating the TIP narrative to reflect the work being done on this target.	PC Approved Staff Recommendation.
125	Page 7 – This TIP should include targets for GHG emission reductions: and these targets whould be used to score the mix of projects funded by this TIP. Every year of AMATS transportation spending is important to meet the adopted goals for GHG emissions: 50% reduction by 2030 and 80% reduction by 2050. It is an abdication of responsibility for AMATS to ignore their power to reduce GHG emissions.	Nancy Pease	The 2050 MTP is looking at setting a GHG emissions reduction targets, but more work needs to be done.	No recommended change.	PC Approved Staff Recommendation.
126	Pages 7 & 8 – FTA Performance Measures Table 2.4 is not comprehensible to the public. The table has no definitions, and no references that a reader can look up. The columns showing percentages are not labeled: Percent of WHAT? Transit “ percentages “ drop from 24 percent to 8% over the two years ending in 2024, and I have no idea if that is good or bad for transit riders. And then what happens in 2025-2026? The MTP needs a good editor who is not embedded in the AMATS culture.	Nancy Pease	These are the targets given to AMATS by the MOA Public Transportation Department. Staff can ask them to provide more information.	Staff recommends working with the Public Transportation Department to try and provide more information on these targets.	PC Approved Staff Recommendation.
127	Page 12 Section 2.8.1 Amendments and Section 2.8.2 Administrative Modifications Section 2.8 of the draft TIP prevents public input on significant changes to the TIP. The proposed TIP narrative explicitly precludes Assembly approvals or public review unless a project cost increases by 50% or greater.	Nancy Pease	This comes from the AMATS Operating Agreement and was agreed upon in consultation with DOT&PF and FHWA/FTA. It aligns with the STIP process as well as the requirements in Federal Regulations. Administrative Modifications are posted a week in advance to the agenda page and member of the public are noticed about it and can provide comments on it. The Assembly does not approve any AMATS documents or plans as AMATS is not a Municipal entity. The MOA Assembly is given the ability to provide comment and recommendation on the TIP and MTP as spelled out in the MOA code and the AMATS Operating Agreement.	No recommended change.	PC Approved Staff Recommendation.
128	Section 2.8.1 of the narrative confers too much power to the AMATS Policy Committee by allowing huge modifications without any amendment process. The draft TIP speciously defines a cost increase as a “minor modification” if the cost (of a project) increases by 25 to 49 percent. That magnitude of cost run-up is likely to affect other projects in the TIP. Any cost increase in the magnitude of 25% to 49% (for a project or phase of a project) should trigger an amendment to the TIP and should require Assembly approval and a re-demonstration of fiscal constraint.	Nancy Pease	This comes from the AMATS Operating Agreement and was agreed upon in consultation with DOT&PF and FHWA/FTA. It aligns with the STIP process as well as the requirements in Federal Regulations. The Assembly does not approve any AMATS documents or plans as AMATS is not a Municipal entity. The MOA Assembly is given the ability to provide comment and recommendation on the TIP and MTP as spelled out in the MOA code and the AMATS Operating Agreement.	No recommended change.	PC Approved Staff Recommendation.
129	Similarly, Section 2.8.1 grants AMATS staff unilateral power to approve funding increases for any project by up to 25 percent, and to promote a project to the front of the funding line without either a TIP amendment or an administrative approval. Changes to the project timing, and increases in costs up to 25%, will inevitably lead to delays or downsizing for other projects in the approved TIP. The TIP narrative should be revised so that cost run-ups and re-prioritizing of projects are not merely a staff prerogative: instead, these changes to the TIP should require public notification, followed by review and approval by the Policy Committee.	Nancy Pease	This comes from the AMATS Operating Agreement and was agreed upon in consultation with DOT&PF and FHWA/FTA. It aligns with the STIP process as well as the requirements in Federal Regulations.	No recommended change.	PC Approved Staff Recommendation.
130	Draft TIP Roadways – Table 1 Note: There are numerous duplicate numbers in the TIP Need ID column of Table 1. This is confusing.	Nancy Pease	Thank you for point this out. Staff will correct these errors.	Staff recommends fixing the TIP project need IDs throughout the document.	PC Approved Staff Recommendation.
131	RDY00004 Dr. MLK Jr Drive Extension from Elmore to Piper Remove this project from the draft TIP. It is not within the U-Med District Plan and it does not contribute to infill and redevelopment. It extends high-speed traffic into a new neighborhood and a riparian greenbelt area. It is likely to induce traffic demand.	Nancy Pease	The initial Environmental Assessment work completed so far suggests the impacts of the Dr. Martin Luther King Jr Avenue Extension project, in its current configuration, will likely outweigh the benefits. The Municipality of Anchorage and DOT&PF are exploring the possibility of closing out the project.	No recommended change.	PC Approved Staff Recommendation.

#	Comment	Comment Received From	Staff Response	AMATS Staff Recommendation	AMATS PC Action
132	RDY00013 Academy/Vanguard Drive Area Traffic Circulation Improvements. •Don't fund this project, and don't fund the interchange at 92nd/Scooter Drive. The Academy/Vanguard projects are not needed if DOTPF does not build the proposed interchange and underpass of the Seward Highway at 92nd/Scooter Drive. And that interchange is a waste of public funding: it is not needed. Traffic patterns and counts for the Dimond Mall area no longer justify this interchange. The interchange is so close to Dimond Boulevard interchange that the FHWA must grant a waiver for this second interchange. •The Anchorage Assembly has previously voted to oppose this project. This is a big waste of public money and land; it impacts a low-income housing area; and it will induce cut-through traffic and over-all traffic demand. •Has AMATS analyzed a non-motorized linkage or transit that would be much lower cost, and would not adversely displace low-income housing and impact the neighborhood? •Has AMATS done an "induced demand" calculation for this proposed project and the underpass?	Nancy Pease	The Academy/Vanguard Drive project was included in the 2019-2022 TIP by a vote of the AMATS Policy Committee including the members of the Assembly on the committee at that time. This project has already been started. The 92nd Ave undercrossing was included in the modeling for the MTP and is called Seward Highway/Scooter-Academy Interchange #131. This included non-motorized improvements. The AMATS model accounts for induced demand, so this was reviewed as part of the MTP process. The AMATS model did not model a transit route here at the 2040 MTP is not showing any new additional route within the system.	No recommended change.	PC Approved Staff Recommendation.
133	RDY00013 and RDY00014 Signals and Lighting Upgrades on 3rd and 5th Avenues. Don't upgrade the signals and lighting until studies of Downtown Traffic circulation are complete and there are decisions on the street configurations and traffic flows. At the Technical Advisory Committee meeting in April, it was noted that the Downtown studies are not complete, and that upgrading the signals needs to be guided by the pending traffic study/plan.	Nancy Pease	These signals are some of the oldest within the AMATS area and are in need of replacement. There is a study in the TIP to look at the downtown streets for future changes.	Staff recommends 3rd Ave Signals project remain in the TIP. Staff recommends 5th Ave signals projects be removed and replaced with the projects outlined in comment #5 from AMATS staff.	PC Approved Staff Recommendation.
134	Draft TIP Plans and Studies – Table 4 PLN000015 AMATS Street Typologies Plan •Develop a new roadway and non-motorized corridor typology for travel within or adjacent to open space or natural settings. This might be labeled a Greenway or a Recreation Corridor. This typology would be applicable for sites such as upgrades to Clarks Road though Section 36 Park, and for the Old Seward Highway east of Potter Marsh adjoining the Coastal Wildlife Refuge •Develop a typology that prioritizes safe access to schools, where physical design is used to self-enforce low vehicular speeds, and where crossings are short and safe for children.	Nancy Pease	This project has not started yet, but once it does staff can forward this comment to the project team for consideration.	Staff recommends forwarding this comment to the project team for consideration once the project starts.	PC Approved Staff Recommendation.
135	PLN00018 AMATS Recreational Trails Plan Update Re-title this project as: The Utilitarian and Recreational Trails Plan Update . Trails that are labeled recreational are sometimes undervalued and not considered part of the transportation infrastructure, even where people use them for utilitarian travel. Anchorage needs many more trail connections for commuting and utilitarian travel; and these should be included in the Plan Update because the AMATS Non-Motorized Plan did not portray a complete pedestrian network outside of Downtown and Mid-town . Utilitarian trails should funded and maintained as part of the transportation network. The proposed Trails Plan update should include utilitarian trail connections throughout Anchorage, in addition to trails that are designed primarily for recreation.	Nancy Pease	The Recreational Trails Plan RFP will not be drafted until after October, 2022, once funds have been allocated to proceed with the project. Any policy language regarding utilitarian trail easements will need to be reviewed by MOA right of way working group as well as Current Planning. In addition, the Municipal Parks and Recreation department will be heading up this project and will decide whether or not to include this request in the forthcoming plan.	No recommended change.	PC Approved Staff Recommendation.
136	Congestion Mitigation Air Quality (CMAQ) - Table 5. CMQ00017 - Capital Vehicles Fleet replacement– This project should include language to purchase Electric Vehicles (EV) and convert the fleet to EV on an expeditious schedule	Nancy Pease	Unfortunately, the battery life of electric vehicles is not where it needs to be to transition the fleet at this time. The buses are out on the road for 18 hours. A sizeable investment for rapid chargers and other infrastructure would be needed first. Also, more buses would be needed to relieve the draining battery buses than what we have today. The current bus fleet is past its useful life, some of the buses are 24 years old and can not wait for this investment. The current fleet will be replaced with diesel buses, but the next round of purchases will most likely consider alternative fuels.	No recommended change.	PC Approved Staff Recommendation.
137	Magnesium Chloride for dust control along roads– how does this chemical affect water quality?	Nancy Pease	Staff reached out to the MOA group responsible for this program and they responded with the following "Salt in large quantities can impact fish, so the MOA developed a salt management program to limit the Municipality's salt use to very specific times and needs. Magnesium chloride is used to reduce dust levels in the spring when they are a serious concern for human health. We mitigate for this use by keeping our stored sand piles covered and eliminating the need to use salted sand on our roads throughout the snow season. This way we meet the community needs and effectively reduce our salt use by upwards of 90% compared to previous decades. This program has been a very positive change for water quality." This program is critical to ensuring AMATS can continue to meet the Air Quality requirements from EPA/FHWA.	No change.	PC Approved Staff Recommendation.
138	National Highway System - Table 8 NHS00004 Seward Highway O'Malley Road to Dimond Blvd Reconstruction Phase II: the 200-million-dollar mile The underpass at Scooter Drive and 92nd is not needed. Downsize this project and allocate the money to needed projects, rather than to this DOTPF heritage project that fails to address 21st century conditions. Dimond Mall does not generate the same congestion as 20 years ago when this underpass was proposed. The underpass/interchange is so close to the Dimond Boulevard Interchange that FHWA must issue a variance. The result of an underpass will be induced driving, further congestion, loss of low-income residential land, and adverse impacts to EJ neighborhoods. This interchange will necessitate \$18 million in neighborhood road upgrades at Vanguard and Academy. This stretch of road would cost 200-million-dollars for one mile, counting the ancillary local roads. This is a misuse of public funds.	Nancy Pease	This is a DOT&PF project already underway and is reflected in the TIP at the request of DOT&PF. Staff will forward this comment to DOT&PF for their consideration.	Staff recommends forwarding this comment to DOT&PF for their consideration.	PC Approved Staff Recommendation.
139	NHS0007 Seward Highway from MP 98.5 to MP 118– the design study should be reworded to include a cost-benefit travel analysis for all modes. Currently the project is described as: "reconstruct it to a four-lane highway". This is a prejudicial design decision. The project should analyze the optimum configuration for capacity and safety, and the cost/benefits, rather than assume four lanes the whole way. This project has an enormous \$662 price tag: the project should analyze multiple designs, and should look at the cost/benefits very seriously.	Nancy Pease	This project is reflected in the TIP at the request of DOT&PF and utilizes their federal funding outside the AMATS allocation. Staff will forward this comment to DOT&PF for their consideration.	Staff recommends forwarding this comment to DOT&PF for their consideration.	PC Approved Staff Recommendation.
140	NHS0009 Glenn Highway Incident Management. This project proposes to facilitate through-traffic in neighborhoods to take pressure off the Glenn Highway. This project should be focused on reconfiguration of traffic within the Highway corridor itself to resolve lane blockages: e.g. reverse direction travel. In addition, this project description should include the words "context sensitive design" it should be clearly worded that the diversionary through-travel of Glenn Highway traffic will be episodic, infrequent, and managed.	Nancy Pease	This project is reflected in the TIP at the request of DOT&PF and utilizes their federal funding outside the AMATS allocation. Staff will forward this comment to DOT&PF for their consideration.	Staff recommends forwarding this comment to DOT&PF for their consideration.	PC Approved Staff Recommendation.
141	Transit – Table 9 Projects TRN 00010 and TRN 00011 are essential investments in our transit system: but they seem grossly underfunded. A mere \$2.2 million will not adequately fund technology to improve the competitiveness of transit with other modes. Compare this \$2.2 million to mega-road projects: e.g. \$36 million for the Tudor Road interchange. Provide transformational funding for transit, not token upgrades	Nancy Pease	The funding in table 9 is formula funding from FTA. The total amount shown in this table cannot be increased.	No recommended change.	PC Approved Staff Recommendation.

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142	Is AK094 and AK105 Construction & Road Improvements at APU a code word for Bragaw extension? This has been strongly opposed by surrounding neighborhoods and is not needed for emergency vehicle access to hospitals, given the locations of Providence and Alaska Regional.	Nancy Pease	This is not the Bragaw extension project. It is a project for the APU University Lake Drive.	No recommended change.	PC Approved Staff Recommendation.
143	<p>The NECC appreciates the opportunity for additional advocacy for projects in our community council area.</p> <p>The top items on our CIP list includes traffic calming for pedestrian safety, road upgrades, and trail connectivity. There is a lot of pedestrian activity in northeast Anchorage.</p> <p>Trail Connectivity As a community we have put a lot of effort into the development of the Chanshtnu Muldoon Park over the last several years. It would be a great improvement to be able to have official trail connections to the park in both east-west and north-south directions.</p> <p>To the west we would like to connect to Cheney Lake Park which is connected through Nunaka Valley to Russian Jack Springs Park and a good network throughout the city. The non-motorized plan includes a poor, winding neighborhood connection that winds up at Muldoon at a non-signalized intersection. We would like to identify a trail connection on existing infrastructure as follows: Exit Cheney Lake Park to the north onto East 16th Avenue. Designate a bike line or include signage east along E 16th to Patterson. Connect the Patterson trail all the way north to DeBarr Road. Most of the way up Patterson, connect to Chester Court and the paved trails at Begich Middle School. Identify connection in both directions on Creekside Center Drive with its signaled connections to DeBarr Road to the north and Muldoon Road to the East. Both of these routes lead to Chanshtnu Muldoon Park. A more recreational trail along the South Fork of Chester Creek from the SW corner of Cheney Lake Park to Paterson street is also desired and would also fulfil this east-west connection.</p>	Northeast Community Council	These projects were not nominated for consideration in the 2023-2026 TIP and were not scored. Staff can forward this comment to the 2050 MTP project team for consideration during the 2050 MTP nomination process.	Staff recommends forwarding this comment to the 2050 MTP project team for consideration during the nomination process.	PC Approved Staff Recommendation.
144	The north-south connection from Chanshtnu Muldoon Park is less clear. Certainly going along Muldoon Road serves the purpose of connection from the Tudor/Muldoon curve to the Glenn Highway trail, but it's not particularly pleasant nor safe. The NECC frequently inquires with JBER for a trail along their western boundary, but it is consistently denied. An alternative route in the neighborhoods east of Muldoon may be better, although not yet identified	Northeast Community Council	This project was nominated for inclusion in the 2023-2026 TIP and did not score high enough for funding.	No recommended change.	PC Approved Staff Recommendation.
145	<p>Traffic Calming & Pedestrian Safety By in large these areas of concern have been brought up by community members, and is not comprehensive. Generally the observations for pedestrian safety is highest around schools. 4th Avenue between Boniface & Newell St., Patterson between DeBarr & Sherwood, State St. - E. 20th to E. 16th, Parkway Drive from Muldoon to E. 18th, Augustine Drive, Staedem Drive, Whisperingwood Park Drive & MacArthur Place, Duben Avenue near Grand Larry Drive, and the streets in Elmrich subdivision that provide a cut through between Turpin & Patterson (Trafford Lane, Dickerson Drive, 2nd Ave, and Fern Street).</p>	Northeast Community Council	These projects were not nominated for consideration in the 2023-2026 TIP and were not scored. Staff can forward this comment to the 2050 MTP project team for consideration during the 2050 MTP nomination process.	Staff recommends forwarding this comment to the 2050 MTP project team for consideration during the nomination process.	PC Approved Staff Recommendation.
146	<p>Northeast Muldoon Local Road Resurfacing This year was particularly bad, and added a couple roads to some long-standing ones. Some of these just need sections, and not an entire rebuild. It is likely that drainage improvements may need to be made in order for road improvements to really be made in the long-term. State Street between East 5th and 6th, Cherry & Valley Streets between 6th & 10th Ave, East 5th from State to Standish, East 11th & 12th Court, Baxter Road/Beaver Place, particularly at Gill Way, Turpin & Mlnk intersection, Golden Bear Drive.</p>	Northeast Community Council	Staff worked with the MOA and DOT to identify pavement preservation projects. These were not on that list. Staff will forward this to the MOA maintenance group for consideration.	Staff recommends forwarding this comment to the MOA maintenance group for consideration.	PC Approved Staff Recommendation.
147	I am in support of extending the Glen highway bike path north towards mirror lake.	Phil Block	Thank you for your comment.	No recommended change.	PC Approved Staff Recommendation.
148	<p>Thank you for the opportunity to comment on the draft Transportation Improvement Program (TIP) for 2023-2026 produced by the Anchorage Metropolitan Area Solutions (AMATS). The Rabbit Creek Community Council (RCCC) reviewed and voted on the draft TIP at its April 14, 2022 meeting. The following comments were approved there by a vote of 15 yeas, 0 nays and 0 abstentions. We have organized our comments by identified sections in the TIP.</p> <p>Draft TIP narrative Page 2, para 2 of Introduction: the link for the AMATS Boundary map is broken.</p>	Rabbit Creek Community Council	Thank for you for alerting staff to this issue. Staff will look into this and fix it.	Staff recommends fixing the broken link in the TIP narrative for the boundary map.	PC Approved Staff Recommendation.
149	<p>Page 4, Section 2.3 Consistency with Other Plans Compliance of the draft TIP with other adopted plans is not adequate. The draft narrative claims that, "the projects included in the TIP are consistent to the maximum extent possible with other adopted local, State, and AMA TS plans." If this statement is true, then Section 2.3 should:</p> <p>1. Reference, and comply with the Anchorage Climate Action Plan. Specifically, Section 2.3 should cite the targets for reduction of Greenhouse Gas Emissions (GHG), which includes a 50 percent reduction by 2030 (compared to 2008 levels). The Narrative should also state how the mix of projects funding in this TIP will reduce GHG, and what level of reductions will be achieved by the end-date of this TIP in 2026.</p>	Rabbit Creek Community Council	<p>The climate action plan is considered in the TIP criteria. AMATS can't implement the plan alone. It was developed by the MOA and not AMATS.</p> <p>The 2050 MTP is looking at setting a GHG emission reduction target, that has not been done yet.</p>	No recommended change.	PC Approved Staff Recommendation.
150	Reference, and comply with, the targets of Vision Zero for reduction of pedestrian and bicyclist deaths and injuries. The Alaska Department of Transportation and Public Facilities has a "fatalistic" approach of maintaining nearly the same rate of traffic deaths and serious injuries (up to 60 such incidents in 2021 and 58 in 2022, per Table 2.1). The state target should not overrule the locally adopted target.	Rabbit Creek Community Council	<p>The Safety targets are set by the State and AMATS has chosen to support their targets until the AMATS safety plan is completed. At that time AMATS staff will work on trying to establish safety targets specific to the AMATS area.</p> <p>Vision Zero was part of the scoring criteria for the 2023-2026 TIP.</p>	Staff recommends integrating the scoring criteria handbook into the TIP narrative.	PC Approved Staff Recommendation.
151	<p>Page 12, Section 2.8.1 Amendments and Section 2.8.2 Administrative Modifications RCCC has previously noted that the AMA TS process is not responsive to public input. Section 2.8 of the draft TIP prevents public input on significant changes to the TIP. If the cost of a project increases by 25 to 49 percent, that is a major, not a minor, modification. That magnitude of change in a mid-sized or large project is likely to affect other projects in the TIP. RCCC believes that project cost increases in the magnitude of 25 to 49% should trigger an amendment to the TIP and should require Assembly approval and a re-demonstration of fiscal constraint. Currently, the proposed TIP narrative on page 12, Section 2.8, specifically precludes Assembly approvals or public review unless a project cost increases by 50% or greater.</p>	Rabbit Creek Community Council	<p>This comes from the AMATS Operating Agreement and was agreed upon in consultation with DOT&PF and FHWA/FTA. It aligns with the STIP process as well as the requirements in Federal Regulations.</p> <p>Administrative Modifications are posted a week in advance to the agenda page and member of the public are noticed about it and can provide comments on it.</p> <p>The Assembly does not approve any AMATS documents or plans as AMATS is not a Municipal entity. The MOA Assembly is given the ability to provide comment and recommendation on the TIP and MTP as spelled out in the MOA code and the AMATS Operating Agreement.</p>	No recommended change.	PC Approved Staff Recommendation.

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152	Likewise, Section 2.8.1 of the proposed narrative grants AMA TS staff the right to approve funding increases for any project by up to 25 percent, and to leapfrog a project to the front of the funding line without either a TIP amendment or an administrative approval. It seems that changing the order and increasing the funding for projects will inevitably lead to delays or downsizing for projects in the approved TIP. Therefore, this should not be a staff prerogative without approval by the Policy Committee and public notification.	Rabbit Creek Community Council	<p>This comes from the AMATS Operating Agreement and was agreed upon in consultation with DOT&PF and FHWA/FTA. It aligns with the STIP process as well as the requirements in Federal Regulations.</p> <p>The Assembly does not approve any AMATS documents or plans as AMATS is not a Municipal entity. The MOA Assembly is given the ability to provide comment and recommendation on the TIP and MTP as spelled out in the MOA code and the AMATS Operating Agreement.</p>	No recommended change.	PC Approved Staff Recommendation.
153	Draft TIP Roadways - Table 2 RDY00005 Rabbit Creek Road Reconstruction - Seward Highway to Golden View Drive For the past at least 5 years, RCCC has requested that this Project Description be changed. The Council advocates a design for left turn pockets, not a center turn lane. Center turn lanes are notoriously unsafe. RCCC also emphasizes the need for the project description to specify a separated non-motorized pathway for this road because of the high-speed, high-volume traffic.	Rabbit Creek Community Council	Staff reached out to the DOT&PF project manager and said left turn accommodations can be looked at as part of the project. Non-motorized considerations are already included in the project description. Please note there are Right of Way concerns.	Staff recommends updating the project description for RDY00005 to the following "Project would reconstruct Rabbit Creek Road from Seward Highway to Goldenview Drive and will look at left turn accommodations where possible . Project will include non-motorized improvements were possible."	PC Approved Staff Recommendation.
154	RDY00010 Mountain Air Drive The scope of this project should include a possible connection to Bear Valley. Fire suppression and emergency evacuation along the upper Hillside is a top concern for RCCC. Bear Valley, at the windward edge of the Anchorage Bowl, has only one egress/ingress road. Mountain Air Drive could and should provide secondary egress to Bear Valley for wildfire fighting and evacuation for wildfires or other disasters. This is a tremendous safety issue that could be improved with this short additional segment!	Rabbit Creek Community Council	This project has already started. To update the description would require the project restart the environmental document which would add another 1-2 years to the project timeline. This addition would be better addressed as a separate project.	No change.	PC Approved Staff Recommendation.
155	RDY00013 AcademyNanguard Drive Area Traffic Circulation Improvements. These projects cost \$18.7 million and are precipitated by an UNNEEDED interchange and underpass of the Seward Highway at 92nd/Scooter Drive. RCCC has repeatedly commented on why this project is no longer needed: the interchange was designed 20 years ago when Dimond Mall was the only big regional mall in town. Traffic patterns and counts for the Dimond Mall area no longer justify this interchange. The interchange is so close to the existing Dimond Boulevard interchange that the Federal Highway Administration (FHWA) must grant a waiver for this second interchange. This is a huge waste of public money and land; it impacts a low-income housing area; and it will induce cut-through traffic and over-all traffic demand. Again, do not fund this project, or the interchange at 92nd/Scooter Drive. Our city has many higher priorities!	Rabbit Creek Community Council	This project was included in the 2019-2022 TIP by a vote of the AMATS Policy Committee, including the Assembly members at that time.	No recommended change.	PC Approved Staff Recommendation.
156	Draft TIP Plans and Studies - Table 4 PLN000015 AMA TS Street Typologies Plan RCCC supports this plan and advocates public involvement to ensure a range of context-sensitive street typologies, including new typologies to better address community opportunities. •Develop a new roadway and non-motorized corridor typology for a Greenway or a Recreation Corridor. RCCC recommends this sort of typology for the Old Seward Highway east of Potter Marsh adjoining the Coastal Wildlife Refuge, to improve safety and community benefits. •Develop a typology that prioritizes safe access to schools. •Develop a typology for non-motorized connections that can serve as emergency evacuation routes: for example, off-the-roadway trails that could function as-a bypass-or detour for vehicles in the case of an evacuation or other emergency.	Rabbit Creek Community Council	This project has not started yet, but once it does staff can forward this comment to the project team for consideration.	Staff recommends forwarding this comment to the project team for consideration once the project starts.	PC Approved Staff Recommendation.
157	PLN00018 AMA TS Recreational Trails Plan Update RCCC requests that this project be re-titled the Transportation and Recreation Trails Plan Update. The AMA TS 021 Non-motorized Plan includes very few parts of the pedestrian trail network (only the main pedestrian corridors in Downtown and Midtown). There is a city-wide need for pedestrian and multi-use trail connections for commuting to work, school, and other nei.9hborhoods. Including "transportation trails" in the title of this Plan will reduce prejudice against trail investment. Trails that are labeled recreational can sometimes be undervalued as a leisure-time investment, rather an investment in the transportation network. The proposed Trails Plan update should include utilitarian trail connections throughout Anchorage-not just trails for recreation.	Rabbit Creek Community Council	The Recreational Trails Plan RFP will not be drafted until after October, 2022, once funds have been allocated to proceed with the project. Any policy language regarding utilitarian trail easements will need to be reviewed by MOA right of way working group as well as Current Planning. In addition, the Municipal Parks and Recreation department will be heading up this project and will decide whether or not to include this request in the forthcoming plan.	No recommended change.	PC Approved Staff Recommendation.
158	Non-Motorized facilities -Table 3 NMO00012 Multi-use Pathway from Tudor Rd to No. Lights Blvd and West Tudor Connection RCCC supports the multi-use pathway along the railroad right-of-way from Tudor to Northern Lights. This offers a low-stress corridor for pedestrians and bicyclists, separated from high-volume traffic corridors. Low-stress corridors are lacking, but greatly needed, in Midtown.	Rabbit Creek Community Council	Thank you for your comment.	No recommended change.	PC Approved Staff Recommendation.
159	PLN00019 -Nonmotorized Facilities Inventory and Mapping This inventory should include not just existing facilities but existing easements and undeveloped right-of-way that are suitable for non-motorized connections. There are dormant easements all over town that could increase the efficiency and safety of the non-motorized network.	Rabbit Creek Community Council	That is outside the scope of AMATS purview. That is covered by the MOA ROW section.	No recommended change.	PC Approved Staff Recommendation.
160	Congestion Mitigation Air Quality (CMAQ) -Table 5. CMQ00013 and 00014 -Non-Motorized Facility Maintenance Equipment purchases and Winter Greenbelt Equipment purchases. RCCC supports these. They are much needed.	Rabbit Creek Community Council	Thank you for your comment.	No recommended change.	PC Approved Staff Recommendation.
161	CMQ00017 -Capital Vehicles Fleet replacement. This project should include language to purchase Electric Vehicles (EV) and convert the fleet to EV on an expeditious schedule.	Rabbit Creek Community Council	Unfortunately, the battery life of electric vehicles is not where it needs to be to transition the fleet at this time. The buses are out on the road for 18 hours. A sizeable investment for rapid chargers and other infrastructure would be needed first. Also, more buses would be needed to relieve the draining battery buses than what we have today. The current bus fleet is past its useful life, some of the buses are 24 years old and can not wait for this investment. The current fleet will be replaced with diesel buses, but the next round of purchases will most likely consider alternative fuels.	No recommended change.	PC Approved Staff Recommendation.

#	Comment	Comment Received From	Staff Response	AMATS Staff Recommendation	AMATS PC Action
162	Magnesium Chloride for dust control along roads -how does this chemical affect water quality?	Rabbit Creek Community Council	Staff reached out to the MOA group responsible for this program and they responded with the following "Salt in large quantities can impact fish, so the MOA developed a salt management program to limit the Municipality's salt use to very specific times and needs. Magnesium chloride is used to reduce dust levels in the spring when they are a serious concern for human health. We mitigate for this use by keeping our stored sand piles covered and eliminating the need to use salted sand on our roads throughout the snow season. This way we meet the community needs and effectively reduce our salt use by upwards of 90% compared to previous decades. This program has been a very positive change for water quality." This program is critical to ensuring AMATS can continue to meet the Air Quality requirements from EPA/FHWA.	No change.	PC Approved Staff Recommendation.
163	National Highway System -Table 8 NHS00004 Seward Highway O'Malley Road to Dimond Blvd Reconstruction Phase II As described above, the underpass at Scooter Drive and 92nd is not needed; it would be a misuse of public funds. It is so close to the Dimond Boulevard Interchange that FHWA must issue a variance. The cost is \$105 million in the next 4 years and \$76.5 million more later: that \$181 million could be scaled down and spent for much more useful and needed roadways elsewhere in Anchorage, benefitting many more people. Additionally, this interchange will necessitate \$18 million in neighborhood road upgrades at Vanguard and Academy.	Rabbit Creek Community Council	This project is reflected in the TIP at the request of DOT&PF and utilizes their federal funding outside the AMATS allocation. Staff will forward this comment to DOT&PF for their consideration.	Staff recommends forwarding this comment to DOT&PF for their consideration.	PC Approved Staff Recommendation.
164	Seward Highway from MP 98.5 to MP 118 DeArmoun or Huffman -the design study is worded as: reconstruct it to a four-lane highway. Comment: the design should include options to determine the optimum configuration for optimum capacity and safety cost/benefits and not assume four lanes for this entire distance. If the project is likely to cost \$662 million, the design should look at the cost/benefits of different alternatives very seriously	Rabbit Creek Community Council	This project is reflected in the TIP at the request of DOT&PF and utilizes their federal funding outside the AMATS allocation. Staff will forward this comment to DOT&PF for their consideration.	Staff recommends forwarding this comment to DOT&PF for their consideration.	PC Approved Staff Recommendation.
165	A better description of AK094 and AK105 Construction & Road Improvements at APU is needed. Is this a cover for the Bragaw extension?	Rabbit Creek Community Council	This is not the Bragaw extension project. It is a project for the APU University Lake Drive. The name is from the earmark associated with the project.	No change.	PC Approved Staff Recommendation.
166	On behalf of the Rogers Park Community Council (RPCC), we are writing to ask the AMATS Policy Committee to add TIP project 14 to the 2023-2026 TIP: *a graphic of the scoring sheet showing how the project scored was shown but can't be included in the comment response summary*. TIP project 14 was the RPCC's highest ranked State of Alaska project in the RPCC Capital Improvement Project survey in 2021, and in the recent draft 2023-2026 TIP scoring, it scored 4th highest out of about 50 bike/ped projects, and 14th out of all combined B&P/street projects. However, even though the project scored very highly in the TIP ranking, the scoring committee did not include it in the TIP, apparently because they increased the scope to add crosswalks across Latouche at Benson and at Northern Lights, dramatically increasing the cost. As proposed and shown in the attached PDF, this is a simple project of limited scope that would add a pathway along the east side of Latouche Street in the median between Benson and Northern Lights Boulevard. It primarily involves some minor curb and gutter work with sidewalk reconstruction, roadway marking, pathway construction, and walk/don't walk lights with associated wiring and programming. Please note that the RPCC did not request crosswalks across Latouche, is not aware of an AASHTO or other mandate for those crosswalks, and we observe that crosswalks are not provided as similar locations around town (which suggests that they are not absolutely required here). We would appreciate it if you would add TIP project 14, with the limited scope as proposed, to the 2023-2026 TIP.	Rogers Park Community Council	The committee looked at the area and determined that the project wouldn't be able to just put in the pathway on the east side of Latouche with crossings at NLB/Benson, it would also have to add in crossings on LaTouche so people can access the new pathway. Just having the pathway and no way to cross LaTouche would create a safety concern for those wanting/trying to access the pathway from the west side of LaTouche. Changes to the NLB/Benson intersection would be more than minor work. Depending on the signals and associated electric infrastructure age it could take a complete replacement to accommodate the new crossing signals. Even if the signals and infrastructure didn't need to be replaced, the addition of the crossing signals would be expensive. Signal timing changes for these new crossings would have to be evaluated to see the impact they have on the transportation system. The AMATS TIP uses federal funds, so the cost and timeframe for projects are all substantially bigger than if using non-federal funds. For timeframe projects typically take 5-10 years from design start to construction, regardless of the type of project, and double/triple the cost compared to using non-federal funds. So, looking at these factors and comparing this project with the other projects nominated and scored the committee decided to not recommend this project for inclusion in the 2023-2026 TIP.	No recommended change.	PC Approved Staff Recommendation.
167	We encourage changing the phasing of HSP0019 so that the work is completed earlier than shown in the current draft TIP. This note on HSP0019 is based on the RPCC Transportation committee's personal observation of traffic at this intersection and is not an official RPCC position.	Rogers Park Community Council Transportation Committee	HSIP projects are overseen by DOT&PF and the current schedule is reflected in the TIP.	No recommended change.	PC Approved Staff Recommendation.
168	Good afternoon! Your drafts look nice. What about expanding bus service to Eagle River and Chugiak? At present People Mover only runs during the morning rush hours and the afternoon rush hours -- and there's only one bus stop in Eagle River. I think there definitely should be regular bus service stops in Eagle River and Chugiak so that residents who live here can go shopping to all parts of Anchorage. Actually Eagle River and Chugiak are all part of the Municipality of Anchorage -- and the number of residents in these two suburbs is increasing. Thank you for putting this on the agenda soon.	Rosemary Vavrin	Additional funding for transit operations would need to be provided by the MOA through the annual operating budget.	No recommended change.	PC Approved Staff Recommendation.
169	Thank you for the opportunity to comment on the Transportation Improvement Program for 2023 – 2026. As legislators, we often hear from constituents who are eager to push Anchorage into the next century for walkability, mixed-use development, and access to our incredible trail system. AMATS has the opportunity to use this TIPs to identify and fund “complete streets” for the entirety of the heavily-used pedestrian zone in downtown Anchorage. The Our Downtown Plan laid out clear priorities for “complete streets” that are safe and feel safe for everyone using the roadway. A new federal directive calls for a redesign of all streets – besides freeways – as complete streets designed for multiple user groups.	Senator Tom Begich Representative Zack Fields	Thank you for your comment.	No recommended change.	PC Approved Staff Recommendation.

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170	We applaud AMATS for including one line-item referencing “complete streets” in the public draft. However, by only including that item, a downtown streets engineering study, AMATS will unnecessarily delay the redevelopment of Anchorage’s downtown couplets until 2027 at the very earliest.	Senator Tom Begich Representative Zack Fields	<p>There are a number of project in the AMATS TIP that focus on complete streets that include consideration and improvements for all users as listed in the AMATS Complete Street Policy:</p> <p>1) RDY00001 Fireweed Lane Rehabilitation 2) RDY00003 and RDY00013 - Both Spenard Road Rehabilitation projects 3) RDY00007 Potter Drive Rehabilitation 4) RDY00010 Mountain Air Drive 5) RDY00012 Chugach Way Rehabilitation</p> <p>These projects make up the primary spending of the current and future AMATS allocation portion of the TIP.</p> <p>Having the words "Complete Streets" in a project description does not make it a Complete Streets project. Just like not having the words "Complete Streets" in the project name does not mean it isn't a Complete Streets project.</p>	No recommended change.	PC Approved Staff Recommendation.
171	Unfortunately, the TIPs project recommendations for “Complete Streets” redevelopment on 5th and 6th Avenue, A and C Street, I and L Street, and Gambell and Ingra that our offices nominated in February 2022 were not included in the public draft.	Senator Tom Begich Representative Zack Fields	<p>Project nominations are scored and ranked regardless of who nominates them. This helps to keep the scoring process natural and free from outside influence.</p> <p>5th/6th Avenue Complete Street project was included as part of the Downtown Engineering study as it needs to be looked at in the wider context of the transportation system as a whole. It is included in the 2040 MTP partly with project #102 - 3rd/6th Avenue Couplet/5th Avenue Two Way Conversion/E Street Conversion - L Street to Ingra -Gambell/3rd to 4th Avenue, but needs to be studied more.</p> <p>The A/C Complete streets project were recommended to not be included in the TIP as they were not modeled as part of the 2040 MTP where the impacts to the transportation system could be reviewed. Additionally, while the nominations say "Complete Streets", they did not adhere the AMATS Complete Streets policy that requires all users to be considered. The nominations did not address Freight a key user of the roadway transportation system.</p> <p>The A/C Complete Streets project can be considered for inclusion in the 2050 MTP.</p>	Staff recommends forwarding the A/C Complete Street nominations, with a note about ensure consideration be given to freight users, to the 2050 MTP project team for consideration during the MTP nomination process.	PC Approved Staff Recommendation.
172	Now is the time to re-evaluate and plan for a more pedestrian focused future. We laud the goal of transportation safety but we wish to see it more reflected in where we direct our resources. We need to focus on liveability in our urban core, with an eye to climate change, urban infill and redevelopment, maintenance, affordability, reducing vehicle travel, air pollution and noise.	Senator Tom Begich Representative Zack Fields	This is what the 2023-2026 TIP is helping to do, but it can't be done by AMATS alone. AMATS funding is not the only funding being spent on transportation with the AMATS area.	No recommended change.	PC Approved Staff Recommendation.
173	Most of the 3-year Transportation Improvement Program (TIP) budget will be spent on expanding freeways at a cost of about \$1 billion. AMATS' latest spending plan, while laudably providing more bike and pedestrian spending than usual, spends many times more on transportation that doesn’t meet our needs.	Senator Tom Begich Representative Zack Fields	This project is reflected in the TIP at the request of DOT&PF and utilizes their federal funding outside the AMATS allocation. Staff will forward this comment to DOT&PF for their consideration.	Staff recommends forwarding this comment to DOT&PF for their consideration.	PC Approved Staff Recommendation.
174	There is no stated intent to build convenient transit service linked by pedestrian / bicycle routes to work centers, schools, shopping.	Senator Tom Begich Representative Zack Fields	AMATS federal funding, the only funding AMATS has access to, can not be used to add additional transit service. That has to come from non-federal sources either from the Municipality of Anchorage of the State of Alaska.	No recommended change.	PC Approved Staff Recommendation.
175	We need to define and measure our most important outcomes in order to build a sustainable northern city our children will choose for them to raise their own families.	Senator Tom Begich Representative Zack Fields	The TIP already has federally required performance measures and the 2050 MTP is working on adding more local performance measures.	No recommended change.	PC Approved Staff Recommendation.
176	<p>AMATS Members:</p> <p>I’d like to comment on the spending priorities of Anchorage’s Transportation Improvement Program (TIP). I urge you to reorient the focus of the budget away from building more highway lanes and toward building more neighborhood-oriented streets that are safe for all users – pedestrians, elderly, disabled, and bicyclists as well as motorists – and that do not chew up our neighborhoods.</p> <p>The three-year TIP budget focuses on spending \$1 billion to expand highway lanes. That is a colossal waste of public money when we have neighborhoods begging for safer streets and a reduction in traffic speeds and cut-throughs. There should be some accountability before spending this enormous amount of tax money on antiquated thinking.</p>	Sharon Stockard	The projects this is referring is reflected in the TIP at the request of DOT&PF and utilizes their federal funding outside the AMATS allocation. Staff will forward this comment to DOT&PF for their consideration.	Staff recommends forwarding this comment to DOT&PF for their consideration.	PC Approved Staff Recommendation.
177	<p>Preserving neighborhoods, reducing congesting, reducing pollution, improving transit/reducing barriers to transit, and quality of life should be of the highest priority. The latest plan continues to put the highest priority on making it easier to drive as fast as possible from point A to point B. It does not state any intent to build a convenient transit service that is linked by pedestrian and bicycle routes to jobs, schools, shopping centers.</p> <p>Planners should be focusing on “complete streets” that are designed for the safety of pedestrians, bicyclists, motorists and transit riders of all ages and abilities. These streets should include, at a minimum, sidewalks, bike lanes, bus lanes, crosswalks, and median islands for pedestrians to cross safely.</p> <p>Our city is filled with failed streets built using outdated measures and resulting in poor access, high pedestrian and bicycle fatalities, and divided neighborhoods; meanwhile you focus on spending \$1 billion more freeway lanes while ignoring the harm is does to our neighborhoods.</p>	Sharon Stockard	<p>There are a number of project in the AMATS TIP that focus on complete streets that include consideration and improvements for all users as listed in the AMATS Complete Street Policy:</p> <p>1) RDY00001 Fireweed Lane Rehabilitation 2) RDY00003 and RDY00013 - Both Spenard Road Rehabilitation projects 3) RDY00007 Potter Drive Rehabilitation 4) RDY00010 Mountain Air Drive 5) RDY00012 Chugach Way Rehabilitation</p> <p>These projects make up the primary spending of the current and future AMATS allocation portion of the TIP.</p>	No recommended change.	PC Approved Staff Recommendation.

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178	<p>The TIP budget fails to focus on infill and redeveloping the Anchorage core, or on reducing vehicle travel and emissions. It doesn’t even state these as goals. Why not? You make no effort to even define or measure outcomes. The draft LRTP says that all goals of equal importance. Ridiculous. AMATS is shirking its responsibilities and avoiding accountability to the public.</p> <p>When we raise concerns and ask for what measurements were used to set priorities, we get no answers. We are losing faith in AMATS to listen to the community and to employ 21st century thinking when spending our tax dollars on issues that are vital to our daily lives and to our quality of life. Anchorage is a city that is filled with brilliant minds. We should be a beacon for sustainable Northern Cities.</p>	Sharon Stockard	<p>Infill and redevelopment is primarily corrected to Land Use changes which is outside AMATS purview. AMATS can help by building facilities that support the local land use as listed in the 2040 Land Use Plan.</p> <p>These projects which make up the primary spending of the current and future AMATS allocation portion of the TIP help:</p> <p>1) RDY00001 Fireweed Lane Rehabilitation 2) RDY00003 and RDY00013 - Both Spenard Road Rehabilitation projects 3) RDY00007 Potter Drive Rehabilitation 4) RDY00010 Mountain Air Drive 5) RDY00012 Chugach Way Rehabilitation</p>	No recommended change.	PC Approved Staff Recommendation.
179	<p>As a first step, AMATS should fund studying A and C's transition into complete streets at a cost of \$500,000. That study is already included in Anchorage's MTP 2040. It simply needs to be funded. Ironically, projects scoring below “A and C Street Complete Streets” in the recent TIP ranking were funded, but the study of A and C was not. Why not?</p> <p>I urge you to immediately spend \$500,000 to fund a "Complete Streets" study for A and C Streets Downtown through South Addition, and to reorient your priorities into ones that support our communities and build “Complete Streets” designed for the health and safety of all users.</p>	Sharon Stockard	A Complete Street study of A/C is not included in the 2040 MTP. The 2040 MTP recommend a pedestrian safety study of A/C which is different form what was nominated for A/C. A Complete Street study of A/C needs to be looked at as part of the MTP model work to see what impacts it would have on the transportation system as a whole. Other projects that are similar are Fireweed Lane Rehabilitation, Spenard Road Rehabilitation, and a Lane Reduction on Northern Lights Blvd (the Northern Lights Blvd/Benson Blvd Corridor Plan) all of which were modeled as part of the MTP.	Staff recommend this project be forwarded to the 2050 MTP project team for consideration during the 2050 MTP nomination process.	PC Approved Staff Recommendation.
180	Additionally, AMATS prioritizes funding an unwanted new freeway offramp at Vanguard and Scooter near Dimond for an outrageous \$18.7 million rather than spending that money on traffic in downtown Anchorage. Meanwhile, Downtown and nearby South Addition are ignored while AMATS continues to throw public money at high-speed vehicle lanes.	Sharon Stockard	The Academy/Vanguard Drive project was included in the 2019-2022 TIP by a vote of the AMATS Policy Committee including the members of the Assembly on the committee at that time. This project has already been started.	No recommended change.	PC Approved Staff Recommendation.
181	<p>I just heard there is talk of connecting the Glenn Highway bike path around Mirror Lake. If there is any way to volunteer to assist with this I would be happy to do so. I run & cycle regularly up and down this area & would benefit greatly from this connection.</p> <p>Very Respectfully</p>	TSgt William J Fissel	Thank you for your comment.	No recommended change.	PC Approved Staff Recommendation.
182	<p>We support B&P #34 - Eastside Drive (NMP #130 section of the larger MTP #505 Glenn Hwy Trail , and ask that it be prioritized and completed earlier than projected.</p> <p>[The rest of the comment was too large to fit into the comment response summary. [The entire comment is attached in Appendix C].</p>	Will Tayan - Chugach Mountain Bike Riders President	Thank you for your comment.	No recommended change.	PC Approved Staff Recommendation.

From: [Will Taygan](#)
To: [AMATS Info](#)
Subject: 2023-2026 draft TIP comments B&P #34 Eastside Drive Support
Date: Wednesday, May 4, 2022 4:12:30 PM

[EXTERNAL EMAIL]

We support B&P #34 - Eastside Drive (NMP #130 section of the larger MTP #505 Glenn Hwy Trail , and ask that it be prioritized and completed earlier than projected.

The MTP #505 Glenn Hwy Trail - Birchwood Loop Road to Eklutna Village Road includes NMP #130 Eastside Drive, NMP #148 Gorsuch Street, NMP #144 Glenn Hwy, and a portion of NMP #224 Thunderbird Drive)

The need for a bike path connecting Anchorage to the Mat-Su has been noted in adopted Muni plans for 40 years.

These plans include the 2021 AMATS Non-Motorized Plan, 2040 AMATS MTP, 2027 Eagle River Long Range Transportation Plan, 2010 Bicycle Plan, 1997 Areawide Trails Plan, 1985 Park, Greenbelt and Rec Facility Plan, and the 1982 Coastal Trail Plan.

The Glenn Hwy bike path runs from Anchorage to N Birchwood Loop Rd, with a disconnected section 4 miles further north between Thunderbird Falls and Eklutna Lake Rd. Paralleling the Glenn path is the recently completed Old Glenn bike path from N Eagle River to Peters Creek. At Peters Creek the path ends, and users are forced onto Eastside Drive, a narrow road between a tight guardrail and a ditch, forcing cyclists and walkers into traffic.

B&P #34 Eastside Drive is an especially dangerous/narrow corridor and is the highest priority section of the Glenn Hwy Trail due to safety. The Chugiak Community Council has specifically requested that MOA Traffic conduct a traffic study for this intersection at North Peters Creek, and supports the construction of the Eastside Drive path. This path will keep nonmotorized users on the SE side of the Glenn and separates bike and pedestrian users from commuter and freight traffic.

The Eastside Drive project is expected to improve air quality and will develop a major nonmotorized corridor leading to the northern edge of the Municipality of Anchorage, serving not only the communities of Thunderbird, Eklutna and Peters Creek, but as the only nonmotorized connection north, it will serve the entire population of Anchorage and the Mat-Su, and will provide a safe alternative to driving, improving Glenn Hwy capacity (VMT) for commuters and freight.

The Eastside Drive path will help Anchorage implement the Climate Action Plan through:
"6F (ongoing) Continue to expand and connect non-motorized transportation facilities.
Fund and implement policies and projects recommended by the Anchorage Non-Motorized Plan.

6G (near term) Make it easier for people to walk, bike, or use mobility aids by improving

coordination and developing strategies with other agencies (e.g. lighting, winter maintenance of sidewalks, bike pathways and lanes). Prioritize safe routes to school to improve access and appeal of neighborhood schools.”

Eastside Drive provides neighborhood connectivity to students traveling south to Chugiak Elementary School and north to Mirror Lake Middle School .

Thank you for including the Eastside Drive path as a funded project for the 2023-2026 TIP. We ask that this project be prioritized and completed earlier than projected.

Will Taygan, CMBR President

Chugach Mountain Bike Riders (CMBR)
PO Box 672555
Chugiak, AK 99567
907-306-4733

Chugach Mountain Bike Riders 501(c)3 is dedicated to educating and organizing the Chugiak-Eagle River community to build, maintain and ride sustainable mountain bike trails.