



*Alaska Railroad*



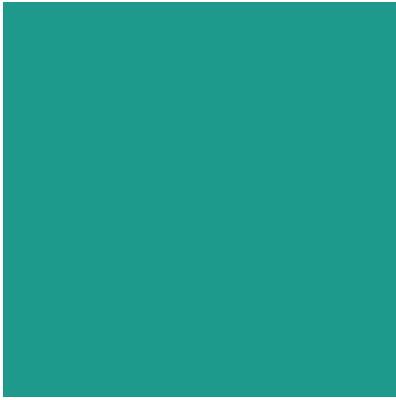
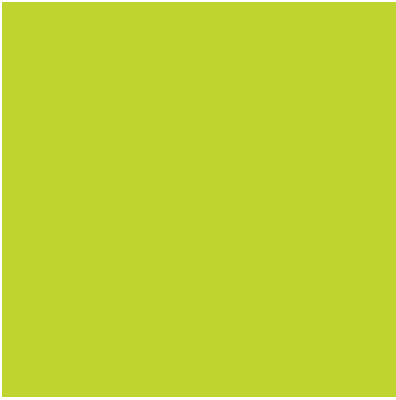
*Transit Stop, Municipality of Anchorage Public Transportation Department*



*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 Updated: April 18, 2024

TIP Narrative Updated: May 16, 2024

Please find us at: [www.muni.org/amats](http://www.muni.org/amats)

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# Narrative

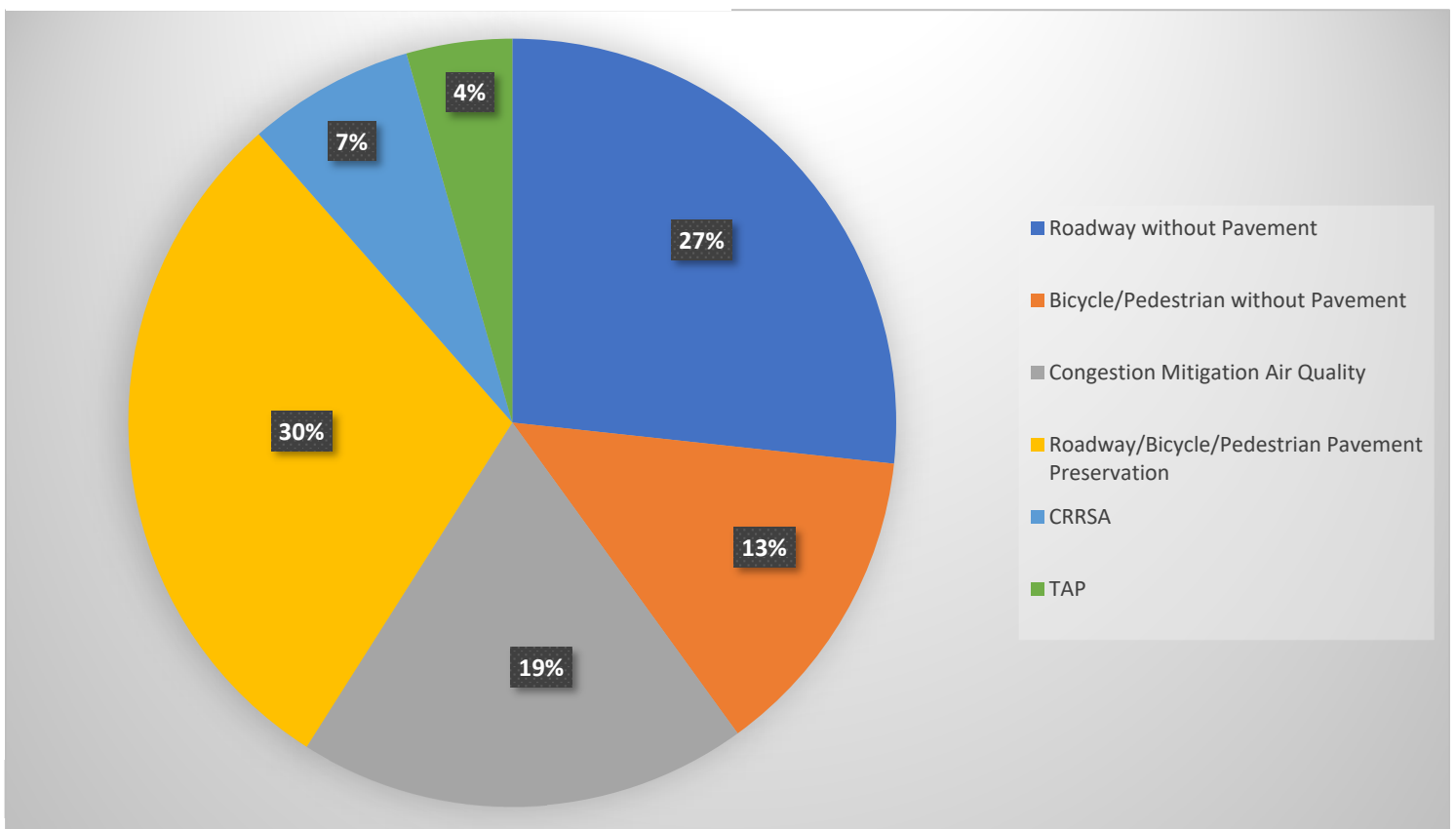
## Introduction

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



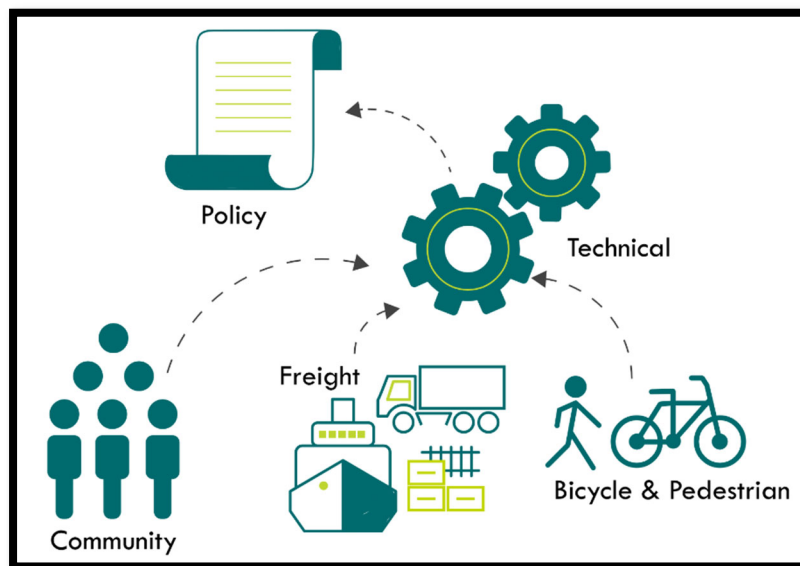
## 2.1 Purpose

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 Parks and Recreation 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 12<sup>th</sup>, 2022, and closed February 14<sup>th</sup>, 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 April 6th and closed May 5th. One hundred and eighty-two comments were received and responded to in a comment response summary posted on the TIP website: [Transportation Planning / AMATS Transportation Improvement Plan \(muni.org\)](https://www.muni.org/transportation-planning/amats-transportation-improvement-plan) or in Appendix D of this document.

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

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

A meeting with the Federal Lands Highway group was held on July 13<sup>th</sup>. 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 Solutions (AMATS). AMATS is updating the Anchorage Transportation Improvement Plan (TIP) to include 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.

\*PM<sub>10</sub> 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.

The 2050 MTP adopted the following targets:

Table 2.1

PERFORMANCE MEASURES			2021 Target	2021 Actual	2022 Target	2022 Actual	2023 Target	2023 Projected	2024 Target	2025 Target	2026 Target	Status	
1A-1 (FHWA) Percentage of pavements of the Interstate System in Good condition			20%	34%	N/A	30%	N/A	31%	20%	N/A	20%	✓	
1A-2 (FHWA) Percentage of pavements of the Interstate System in Poor condition			10%	1%	N/A	1%	N/A	1%	5%	N/A	5%	✓	
1A-3 (FHWA) Percentage of pavements of the non-Interstate NHS in Good condition			15%	24%	N/A	25%	N/A	29%	15%	N/A	15%	✓	
1A-4 (FHWA) Percentage of pavements of the non-Interstate NHS in Poor condition			15%	8%	N/A	8%	N/A	6%	10%	N/A	10%	✓	
1A-5 (FHWA) Percentage of NHS bridges classified as in Good condition			40%	34%	N/A	36%	N/A	N/A	40%	N/A	40%	X	
1A-6 (FHWA) Percentage of NHS bridges classified as in Poor condition			10%	6%	N/A	6%	N/A	N/A	10%	N/A	10%	✓	
1A-7 (FTA) Infrastructure: Percentage of track segments under performance restriction			N/A	N/A	1%	N/A	N/A	N/A	N/A	N/A	N/A	—	
1A-10 (FTA) Rolling Stock: Percentage of revenue vehicles exceeding useful life benchmark <sup>1</sup>	People Mover	Bus	38%	38%	54%	59%	18%	N/A	25%	20%	3%	X	
		Cutaway Bus	11%	20%	27%	17%	0%	N/A	0%	0%	21%	✓	
		Mini-Van	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	—
		Van	87%	87%	87%	87%	N/A	N/A	N/A	N/A	N/A	N/A	—
	ARRC	Passenger Railcars	N/A	N/A	0%	N/A	N/A	N/A	N/A	N/A	N/A	N/A	—
		Locomotives	N/A	N/A	0%	N/A	N/A	N/A	N/A	N/A	N/A	N/A	—
1A-11 (FTA) Equipment: Percentage of non-revenue vehicles exceeding useful life benchmark	People Mover	Non-Revenue/Service Automobile	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	—	
		Trucks & other Rubber- Tire Vehicles	30%	66%	64%	N/A	11%	N/A	11%	19%	0%	X	
	ARRC	Truck & Rubber Tired	N/A	N/A	25%	N/A	N/A	N/A	N/A	N/A	N/A	N/A	—
		Steel Wheel Vehicle	N/A	N/A	38%	N/A	N/A	N/A	N/A	N/A	N/A	N/A	—
		Automobile	N/A	N/A	0%	N/A	N/A	N/A	N/A	N/A	N/A	N/A	—
1A-12 (FTA) Facilities: Percentage of facilities rated under 3.0 on the TERM scale <sup>2</sup>	People Mover	Administration	0%	0%	0%	0%	0%	N/A	0%	0%	0%	—	
		Maintenance	0%	0%	0%	0%	0%	N/A	0%	0%	0%	—	
		Parking Structures	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	—
	ARRC	Passenger Facilities	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	—
		Admin & Maintenance	N/A	N/A	9%	N/A	N/A	N/A	N/A	N/A	N/A	N/A	—
		Passenger & Parking	N/A	N/A	0%	N/A	N/A	N/A	N/A	N/A	N/A	—	



PERFORMANCE MEASURES		2021 Target	2021 Actual	2022 Target	2022 Actual	2023 Target	2023 Projected	2024 Target	2025 Target	2026 Target	Status
2A-1 (FHWA) Number of fatalities		75	70	70	83	70	86	75	N/A	N/A	X
2A-2 (FHWA) Fatality rate (per 100 million vehicle miles traveled)		1.4	1.11	1.3	1.3	1.3	1.33	1.25	N/A	N/A	X
2A-3 (FHWA) Number of serious injuries		330	279	325	330	325	310	300	N/A	N/A	X
2A-4 (FHWA) Rate of serious injuries (per 100 million vehicle miles traveled)		6	4.41	5.9	5.17	5.9	4.81	5.5	N/A	N/A	✓
2A-5 (FHWA) Number of non-motorized fatalities and serious injuries		60	53	58	55	58	70	55	N/A	N/A	X
2A-6 (FTA) Total number of reportable fatalities		0	0	0	0	0	N/A	N/A	N/A	N/A	✓
2A-7 (FTA) Fatality rate per total vehicle revenue miles by mode		0	0	0	0	0	N/A	N/A	N/A	N/A	✓
2A-8 (FTA) Total number of reportable injuries	People Mover	N/A	N/A	N/A	N/A	7	N/A	N/A	N/A	N/A	—
	AnchorRIDES	N/A	N/A	N/A	N/A	3	N/A	N/A	N/A	N/A	—
	RideShare	N/A	N/A	N/A	N/A	0	N/A	N/A	N/A	N/A	—
2A-9 (FTA) Injury rate per total vehicle revenue mile by mode	People Mover	N/A	N/A	N/A	N/A	3	N/A	N/A	N/A	N/A	—
	AnchorRIDES	N/A	N/A	N/A	N/A	1.6	N/A	N/A	N/A	N/A	—
	RideShare	N/A	N/A	N/A	N/A	1.4	N/A	N/A	N/A	N/A	—
2A-10 (FTA) Total Number of reportable safety events	People Mover	N/A	N/A	N/A	N/A	13	N/A	N/A	N/A	N/A	—
	AnchorRIDES	N/A	N/A	N/A	N/A	9	N/A	N/A	N/A	N/A	—
	RideShare	N/A	N/A	N/A	N/A	3	N/A	N/A	N/A	N/A	—
2A-11 (FTA) Safety event rate per total vehicle miles by mode	People Mover	N/A	N/A	N/A	N/A	2.6	N/A	N/A	N/A	N/A	—
	AnchorRIDES	N/A	N/A	N/A	N/A	1.8	N/A	N/A	N/A	N/A	—
	RideShare	N/A	N/A	N/A	N/A	4.3	N/A	N/A	N/A	N/A	—
3A-1 (FHWA) Percent of person miles traveled on the Interstate System that are reliable		92%	97%	N/A	98%	N/A	N/A	92%	N/A	92%	✓
3A-2 (FHWA) Percent of person miles traveled on the non-Interstate NHS that are reliable		70%	88.1%	N/A	90.5%	N/A	N/A	70%	N/A	70%	✓
3A-3 (FTA) Mean distance between major mechanical failures by mode	People Mover	N/A	N/A	N/A	N/A	10746	N/A	N/A	N/A	N/A	—
	AnchorRIDES	N/A	N/A	N/A	N/A	75608	N/A	N/A	N/A	N/A	—
	RideShare	N/A	N/A	N/A	N/A	0	N/A	N/A	N/A	N/A	—
3E-1 (FHWA) Annual hours of peak-hour excessive delay per capita		N/A	9.5	N/A	N/A	N/A	N/A	11	N/A	12	—



PERFORMANCE MEASURES	2021 Target	2021 Actual	2022 Target	2022 Actual	2023 Target	2023 Projected	2024 Target	2025 Target	2026 Target	Status
3E-2 (FHWA) Percent of non-Single-Occupancy- Vehicle (SOV) travel	N/A	N/A	N/A	N/A	N/A	N/A	24.5%	N/A	25%	—
4A-1 (FHWA) Truck Travel Time Reliability Index	N/A	1.6	N/A	1.7	N/A	N/A	2	N/A	2	✓
5A-1 (FHWA) On-road mobile source emissions reduction – carbon monoxide	N/A	N/A	40	173.7	40	N/A	N/A	N/A	N/A	✓
5A-2 (FHWA) On-road mobile source emissions reduction – PM10	N/A	N/A	4	59.3	4	N/A	N/A	N/A	N/A	✓
1 Useful Life Benchmark: The expected lifecycle of a capital asset for a particular transit provider's operating environment, or the acceptable period of use in service for a particular transit provider's operating environment.										
2 Transit Economic Requirements Model (TERM) Scale. A 1-5 rating: ( <a href="https://www.transit.dot.gov/PerformanceManagement">https://www.transit.dot.gov/PerformanceManagement</a> )										
✓ = On Target, X = Not on Target, — = Need More Information										

### 2.6.1 Performance Measures and TIP Criteria

The criteria for the 2023-2026 TIP were completely redesign from the ground up compared to prior TIPs with a focus on equity, safety, and integration of performance measures. Each criteria category was directly tied to any performance measures that fall within that area. Some performance measures were not included in the TIP criteria but are still supported by projects programmed in the TIP as listed in Table 2.2. Criteria categories are listed below along a brief statement of which performance measures they connect with:

1. Safety – Project helps reduce serious injuries & fatalities, promotes a safe and accessible pedestrian and bicycle environment, and improves emergency response. Helps to address performance measures 2A1-2A5.
2. Mobility – Project improves access to and accessibility of all modes, supports roadway management and operation strategies to improve travel reliability, mitigates congestion, and supports non-single occupant vehicle travel. Helps to address performance measures 3A1-2, 3E1-2, 4A-1, and 5A1-2.
3. Economic – Project supports land use that is consistent with a healthy population, supports the economy, and provides for growth. Helps to address performance measure 4A-1.
4. Environment – Project supports improvements to the transportation system then help improve air quality while reducing impacts to the natural environment. Helps to address performance measures 5A1-2.
5. Preservation – Project maintains the transportation system for roadway, transit, and active transportation infrastructure in a state of good repair. Helps to address performance measures 1A1-1A6 and 3A1-2.

### 2.6.2 TIP Projects and Performance Targets Analysis

Table 2.2

Project Number	Project Name	Performance Measures
2159	O'Malley Road Reconstruction	Pavement; Fatalities; Serious Injuries; Excessive Delay
RDY00001	Fireweed Lane Rehabilitation	Fatalities; Serious Injuries; Non-Motorized; Reliability; Excessive Delay; Non-SOV; Truck Reliability; On-Road Mobile CO; On-Road Mobile PM10

<b>Project Number</b>	<b>Project Name</b>	<b>Performance Measures</b>
RDY00003	Spenard Road Rehabilitation [Benson Blvd to Minnesota Dr]	Fatalities; Serious Injuries; Non-Motorized; Reliability; Excessive Delay; Non-SOV; Truck Reliability; On-Road Mobile CO; On-Road Mobile PM10
RDY00005	Rabbit Creek Road Rehabilitation	Fatalities; Serious Injuries; Non-Motorized; Reliability; Non-SOV
RDY00006	East 4th Ave Signal and Lighting Upgrade	Fatalities; Serious Injuries; Non-Motorized; Reliability; Non-SOV
RDY00007	Potter Drive Rehabilitation	Fatalities; Serious Injuries; Non-Motorized; Reliability; Non-SOV
RDY00010	Mountain Air Drive	Reliability
RDY00013	Academy Drive/Vanguard Drive Area Traffic Circulation Improvements	Fatalities; Serious Injuries; Non-Motorized; Reliability; Non-SOV
RDY00012	Pavement Replacement Program	Pavement
RDY00014	Safety Improvement Program (Traffic Count Support) 2023-2026	Fatalities; Serious Injuries; Non-Motorized
RDY00015	Spenard Road Rehabilitation [Minnesota Drive to Northwood Drive]	Fatalities; Serious Injuries; Non-Motorized; Reliability; Excessive Delay; Non-SOV; Truck Reliability; On-Road Mobile CO; On-Road Mobile PM10
RDY00016	Chugach Way Rehabilitation	Fatalities; Serious Injuries; Non-Motorized; Reliability; Excessive Delay; Non-SOV
RDY00018	3rd Avenue Signals and Lighting Upgrade	Fatalities; Serious Injuries; Non-Motorized; Reliability; Excessive Delay; Non-SOV
RDY00019	32nd Ave Upgrade	Fatalities; Serious Injuries; Non-Motorized; Reliability; Excessive Delay; Non-SOV
RDY00020	Dale and Folker Street Upgrade	Fatalities; Serious Injuries; Non-Motorized; Reliability; Excessive Delay; Non-SOV
TAP00001	Chugach Foothills Connector, Phase II	Fatalities; Serious Injuries; Non-Motorized; Reliability; Excessive Delay; Non-SOV; Truck Reliability; On-Road Mobile CO; On-Road Mobile PM10
NMO00001	Downtown Trail Connection	Fatalities; Serious Injuries; Non-Motorized; Reliability; Excessive Delay; Non-SOV; Truck Reliability; On-Road Mobile CO; On-Road Mobile PM10
NMO00002	Fish Creek Trail Connection	Fatalities; Serious Injuries; Non-Motorized; Reliability; Excessive Delay; Non-SOV; Truck Reliability; On-Road Mobile CO; On-Road Mobile PM10
NMO00006	Potter Marsh Improvements	Non-Motorized
NMO00008	Anchorage Areawide Pathway and Trails Pavement Replacement	Pavement
NMO00009	Northern Lights Blvd Sidewalk Repairs	Pavement; Fatalities; Serious Injuries; Non-Motorized; Reliability; Excessive Delay; Non-SOV; Truck Reliability; On-Road Mobile CO; On-Road Mobile PM10
NMO00010	Glenn Highway Trail Connection	Fatalities; Serious Injuries; Non-Motorized; Reliability; Excessive Delay; Non-SOV; Truck Reliability; On-Road Mobile CO; On-Road Mobile PM10
NMO00011	Campbell Creek Trail Grade Separated Crossing at Lake Otis Parkway	Fatalities; Serious Injuries; Non-Motorized; Reliability; Excessive Delay; Non-SOV; Truck Reliability; On-Road Mobile CO; On-Road Mobile PM10

<b>Project Number</b>	<b>Project Name</b>	<b>Performance Measures</b>
NMO00014	AMATS Non-Motorized Safety Campaign	Fatalities; Serious Injuries; Non-Motorized; Reliability; Excessive Delay; Non-SOV; Truck Reliability; On-Road Mobile CO; On-Road Mobile PM10
NM00015	Eagle River Road Pathway [Eagle River Loop Road to Mile Hi Avenue]	Fatalities; Serious Injuries; Non-Motorized; Reliability; Excessive Delay; Non-SOV; On-Road Mobile CO; On-Road Mobile PM10
PLN00007	Port of Alaska Multimodal Improvements Study	Fatalities; Serious Injuries; Non-Motorized; Reliability; Excessive Delay; Non-SOV; Truck Reliability; On-Road Mobile CO; On-Road Mobile PM10
PLN00010	AMATS 2052 MTP Update	Pavement; Bridges; FTA Track; FTA Revenue Vehicles; FTA Non-revenue Vehicles; FTA Facilities on TERM; Fatalities; Serious Injuries; Non-Motorized; FTA Fatalities; FTA Fatality Rate; FTA Reportable Injuries; FTA Injury Rate; FTA Reportable Safety Events; FTA Safety Event Rate; Reliability; FTA Mean Distance; Excessive Delay; Non-SOV; Truck Reliability; On-Road Mobile CO; On-Road Mobile PM10
PLN00011	AMATS Minnesota Drive and I/L Street Corridor Plan	Pavement; Fatalities; Serious Injuries; Non-Motorized; Reliability; Excessive Delay; Non-SOV; Truck Reliability; On-Road Mobile CO; On-Road Mobile PM10
PLN00013	AMATS Tudor Road Corridor Plan	Pavement; Fatalities; Serious Injuries; Non-Motorized; Reliability; Excessive Delay; Non-SOV; Truck Reliability; On-Road Mobile CO; On-Road Mobile PM10
PLN00014	AMATS Northern Lights Blvd and Benson Blvd Corridor Plan	Pavement; Fatalities; Serious Injuries; Non-Motorized; Reliability; Excessive Delay; Non-SOV; Truck Reliability; On-Road Mobile CO; On-Road Mobile PM10
PLN00015	AMATS Complete Street Plan	Pavement; Fatalities; Serious Injuries; Non-Motorized; Reliability; Excessive Delay; Non-SOV; Truck Reliability; On-Road Mobile CO; On-Road Mobile PM10
PLN00016	AMATS Regional Household Travel Survey	Pavement; Bridges; Fatalities; Serious Injuries; Non-Motorized; Reliability; Excessive Delay; Non-SOV; Truck Reliability; On-Road Mobile CO; On-Road Mobile PM10
PLN00017	Downtown Street Engineering Study	Pavement; Fatalities; Serious Injuries; Non-Motorized; Excessive Delay; Non-SOV; Truck Reliability; On-Road Mobile CO; On-Road Mobile PM10
PLN00018	AMATS Recreational Trails Plan Update	Fatalities; Serious Injuries; Non-Motorized; Reliability; Excessive Delay; Non-SOV; Truck Reliability; On-Road Mobile CO; On-Road Mobile PM10
PLN00019	Non-Motorized Facilities Inventory and Mapping	Pavement; Fatalities; Serious Injuries; Non-Motorized; Reliability; Excessive Delay; Non-SOV; Truck Reliability; On-Road Mobile CO; On-Road Mobile PM10
PLN00020	AMATS A/C Street Corridor Plan	Pavement; Fatalities; Serious Injuries; Non-Motorized; Reliability; Excessive Delay; Non-SOV; Truck Reliability; On-Road Mobile CO; On-Road Mobile PM10
PLN00021	AMATS Climate Action Plan	Pavement; Fatalities; Serious Injuries; Non-Motorized; Reliability; Excessive Delay; Non-SOV; Truck Reliability; On-Road Mobile CO; On-Road Mobile PM10

Project Number	Project Name	Performance Measures
PLN00022	Anchorage Human Services Coordinated Transportation Plan	Reliability; Excessive Delay; Non-SOV; On-Road Mobile CO; On-Road Mobile PM10
CMQ00009	Anchorage Ridesharing/Transit Marketing 2023-2026	Reliability; Excessive Delay; Non-SOV; On-Road Mobile CO; On-Road Mobile PM10
CMQ00010	Air Quality Public & Business Awareness Education Campaign 2023-2026	Reliability; Excessive Delay; Non-SOV; On-Road Mobile CO; On-Road Mobile PM10
CMQ00011	Arterial Roadway Dust Control 2023-2026	Reliability; Excessive Delay; Non-SOV; On-Road Mobile CO; On-Road Mobile PM10
CMQ00012	Traffic Control Signalization 2023-2026	Fatalities; Serious Injuries; Non-Motorized; Reliability; Excessive Delay; Non-SOV; On-Road Mobile CO; On-Road Mobile PM10
CMQ00013	Non-Motorized Facility Maintenance Equipment	Reliability; Non-SOV; On-Road Mobile CO; On-Road Mobile PM10
CMQ00014	Non-Motorized Facility Maintenance Equipment for Winter Greenbelt Trails	Reliability; Non-SOV; On-Road Mobile CO; On-Road Mobile PM10
CMQ00005	Bus Stop & Facility Improvements	FTA Facilities on TERM; Fatalities; Serious Injuries; Non-Motorized; FTA Fatalities; FTA Fatality Rate; FTA Reportable Injuries; FTA Injury Rate; FTA Reportable Safety Events; FTA Safety Event Rate; Reliability; Excessive Delay; Non-SOV; On-Road Mobile CO; On-Road Mobile PM10
CMQ00007	Capital Vehicles	FTA Fatalities; FTA Fatality Rate; FTA Reportable Injuries; FTA Injury Rate; FTA Reportable Safety Events; FTA Safety Event Rate; FTA Revenue Vehicles; FTA Non-revenue Vehicles; Reliability; FTA Mean Distance; Excessive Delay; Non-SOV; On-Road Mobile CO;
CMQ00008	Demo Operations/Expansion	Reliability; Excessive Delay; Non-SOV; On-Road Mobile CO
CMQ00015	Seniors and Youth Ride Free	Reliability; Excessive Delay; Non-SOV; On-Road Mobile CO; On-Road Mobile PM10
CMQ00016	Microtransit	Non-SOV
CMQ00017	Muldoon Transit Hub Mixed Used Development	FTA Facilities on TERM
HSP0009	Gambell St Utility Pole Removal and Increased Lighting	Fatalities; Serious Injuries; Non-Motorized
HSP0010	Gambell and Ingra Streets - Overhead Signal Indication Upgrades	Fatalities; Serious Injuries; Non-Motorized
HSP0014	5th Ave: Concrete St to Karluk St Pedestrian Improvements	Fatalities; Serious Injuries; Non-Motorized
HSP0019	Anchorage Flashing Yellow Arrow and Signal Head Display Improvements	Fatalities; Serious Injuries; Non-Motorized
HSP0020	Tudor Road: Baxter Road to Patterson Street Channelization	Fatalities; Serious Injuries; Non-Motorized
HSP0021	Old Seward Highway: Industry Way/120th Ave Channelization	Fatalities; Serious Injuries; Non-Motorized
HSP0022	Ocean Dock Road RR Crossing Device Upgrades	Fatalities; Serious Injuries; Non-Motorized; FTA Fatalities; FTA Fatality Rate; FTA Reportable Injuries; FTA Injury Rate; FTA Reportable Safety Events; FTA Safety Event Rate

<b>Project Number</b>	<b>Project Name</b>	<b>Performance Measures</b>
HSP0023	Anchorage Pedestrian Lighting Phase I	Fatalities; Serious Injuries; Non-Motorized
HSP0024	68th Ave, Ocean View Dr, and 2nd St/FAA Rd RR Crossing Improvements Nomination name was: Railroad Crossing Sight Distance Improvements and Signal Hut Upgrades	Fatalities; Serious Injuries; Non-Motorized; FTA Fatality Rate; FTA Reportable Injuries; FTA Injury Rate; FTA Reportable Safety Events; FTA Safety Event Rate
HSP0025	CR Guardrail Inventory and Update	Fatalities; Serious Injuries; Non-Motorized
HSP0026	Anchorage Signalized Intersection Cameras	Fatalities; Serious Injuries; Non-Motorized
HSP0027	Pease Avenue Railroad Crossing Surface and Signal Upgrade	Fatalities; Serious Injuries; Non-Motorized; FTA Fatality Rate; FTA Reportable Injuries; FTA Injury Rate; FTA Reportable Safety Events; FTA Safety Event Rate
NHS0005	Pavement and Bridge Preservation	Pavement; Bridges;
TRN00001	Preventative Maintenance/Capital Maintenance	FTA Fatalities; FTA Fatality Rate; FTA Reportable Injuries; FTA Injury Rate; FTA Reportable Safety Events; FTA Safety Event Rate; FTA Revenue Vehicles; FTA Non-revenue Vehicles; Reliability; FTA Mean Distance; Excessive Delay; Non-SOV; On-Road Mobile CO; On-Road Mobile PM10
TRN00002	Fleet Replacement/Expansion	FTA Fatalities; FTA Fatality Rate; FTA Reportable Injuries; FTA Injury Rate; FTA Reportable Safety Events; FTA Safety Event Rate; FTA Revenue Vehicles; FTA Non-revenue Vehicles; Reliability; FTA Mean Distance; Excessive Delay; Non-SOV; On-Road Mobile CO; On-Road Mobile PM10
TRN00003	ADA Complementary Paratransit Services	Non-SOV; On-Road Mobile CO
TRN00004	Bus Stop Improvements/1% Section 5307 Transit Improvements	FTA Facilities on TERM; Fatalities; Serious Injuries; Non-Motorized; FTA Fatalities; FTA Fatality Rate; FTA Reportable Injuries; FTA Injury Rate; FTA Reportable Safety Events; FTA Safety Event Rate; Reliability; Excessive Delay; Non-SOV; On-Road Mobile CO; On-Road Mobile PM10
TRN00005	ITS/Automated Operating System/Management Information Systems	Reliability
TRN00006	Fleet Improvement/Support Equipment/Support Vehicle	FTA Fatalities; FTA Fatality Rate; FTA Reportable Injuries; FTA Injury Rate; FTA Reportable Safety Events; FTA Safety Event Rate; FTA Revenue Vehicles; FTA Non-revenue Vehicles; Reliability; FTA Mean Distance; Excessive Delay; Non-SOV; On-Road Mobile CO; On-Road Mobile PM10
TRN00007	Transit Centers/Support Facilities	FTA Facilities on TERM; Fatalities; Fatalities; FTA Fatality Rate; FTA Reportable Injuries; FTA Injury Rate; FTA Reportable Safety Events; FTA Safety Event Rate;

Project Number	Project Name	Performance Measures
		Reliability; Excessive Delay; Non-SOV; On-Road Mobile CO; On-Road Mobile PM10
TRN00008	Operating Assistance	Reliability; Non-SOV; On-Road Mobile CO
TRN00009	Section 5310 Enhanced Mobility of Seniors & Individuals w/Disabilities	FTA Fatalities; FTA Fatality Rate; FTA Reportable Injuries; FTA Injury Rate; FTA Reportable Safety Events; FTA Safety Event Rate; FTA Revenue Vehicles; FTA Non-revenue Vehicles; Reliability; FTA Mean Distance; Excessive Delay; Non-SOV; On-Road Mobile CO; On-Road Mobile PM10
TRN00010	Section 5339 Bus and Bus Facilities Program	FTA Fatalities; FTA Fatality Rate; FTA Reportable Injuries; FTA Injury Rate; FTA Reportable Safety Events; FTA Safety Event Rate; FTA Revenue Vehicles; FTA Non-revenue Vehicles; Reliability; FTA Mean Distance; Excessive Delay; Non-SOV; On-Road Mobile CO; On-Road Mobile PM10
TRN00011	Section 5339(b) Bus and Bus Facilities Competitive Program	FTA Fatalities; FTA Fatality Rate; FTA Reportable Injuries; FTA Injury Rate; FTA Reportable Safety Events; FTA Safety Event Rate; FTA Revenue Vehicles; FTA Non-revenue Vehicles; Reliability; FTA Mean Distance; Excessive Delay; Non-SOV; On-Road Mobile CO; On-Road Mobile PM10
TRN00012	1% Transit Security on the Alaska Railroad Corporation projects	FTA Facilities on TERM
TRN00013	Preventative Maintenance (ARRC)	FTA Revenue Vehicles; FTA Non-revenue Vehicles; FTA Mean Distance
TRN00014	1% Associated Transit Enhancements	FTA Facilities on TERM
TRN00015	Track Rehab	FTA Track
TRN00016	Radio and Communication System	FTA Facilities on TERM; FTA Mean Distance
TRN00017	Bridge Rehabilitation	FTA Facilities on TERM
TRN00018	Signal and Detector System	FTA Facilities on TERM
TRN00019	Facility Rehab (ARRC)	FTA Facilities on TERM
TRN00020	Track Rehab	FTA Track
TRN00021	Preventative Maintenance (ARRC)	FTA Facilities on TERM
TRN00022	Bridge Rehabilitation	FTA Facilities on TERM
TRN00023	Radio and Communication System	FTA Facilities on TERM; FTA Mean Distance
TRN00024	Signal and Detector System	FTA Facilities on TERM
TRN00025	Facility Rehab (ARRC)	FTA Facilities on TERM
OFS00002	AK094 & AK105	Reliability; Excessive Delay
OFS00004	Campbell Tract Facility Alternative Entrance Alignment	Fatalities
OFS00007	Alaska Cargo and Cold Storage	
OFS00008	Port of Alaska SMART Grid	
OFS00009	Port of Alaska Solar Design and Engineering	

## 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&amp;PF M&amp;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



Operations and Maintenance Revenue	2023	2024	2025	2026	4-Year Total
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
<b>Total</b>	<b>\$ 108,225</b>	<b>\$ 95,216</b>	<b>\$ 92,716</b>	<b>\$ 95,866</b>	<b>\$ 392,023</b>

Operations and Maintenance Costs	2023	2024	2025	2026	4-Year Total
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
<b>Total</b>	<b>\$ 108,225</b>	<b>\$ 95,216</b>	<b>\$ 92,716</b>	<b>\$ 95,866</b>	<b>\$ 392,023</b>

\* 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.

Table 2.7\*

	2023	2024	2025	2026
<b>Operations and Maintenance Revenue</b>	\$ 34,800.00	\$ 34,800.00	\$ 34,800.00	\$ 34,800.00
<b>Operations and Maintenance Costs</b>	\$ 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/](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](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.

- **Illustrative** is a way to show projects that have an immediate need, but there is not sufficient funding or staff time available to implement the project. Putting a project on the illustrative list indicates that it is a project that should be considered first when funding or staff time becomes available. Moving a project in the current TIP tables to Illustrative removes it from the TIP and can only be added back again as part of an amendment. Illustrative projects can be found in Appendix C of this document.

### 2.7.5 Fiscal Constraint

Fiscal Constraint is a requirement of the AMATS TIP. To demonstrate fiscal constraint the TIP tables 1-10 show all the anticipated revenue and projects costs. At this time the majority of projects in the AMATS TIP are only funded with federal funding with State and Local paying the match using non-federal funds. Table 10 does include a few projects that are funded with non-federal funding from partner agencies or the State of Alaska.

There are two BUILD grants shown in the TIP. These grants are anticipated to help fund Bus Stops and Facilities shown on Table 9 and a Cold Storage Cargo facility on the Anchorage Ted Stevens International Airport. The BUILD grant for the Cold Storage Cargo facility has already been awarded. If the one for the transit project is not awarded, the project will have to seek funding from another source.

At this time there is enough anticipated revenue (Federal, State, Local, and Other partners) to cover the projects costs for projects in the 2023-2026 TIP.

## 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.

## 3.0 TIP Amendments and Administrative Modifications

### *3.1.0 TIP Amendments –*

**TIP Amendment #1** Public Review draft was released November 28<sup>th</sup>, 2022 and closed January 13<sup>th</sup>, 2023. One hundred and two comments were received and responded to in a comment response summary posted on the TIP website: [Transportation Planning / AMATS Transportation Improvement Plan \(muni.org\)](#) or in Appendix D of this document.

The Public Hearing draft was submitted to the Assembly for a January 10, 2023, Public Hearing.

An interagency consultation meeting to develop the Air Quality Conformity Determination as held on March 20<sup>th</sup>, 2023. A determination was written and released for public comment on April 12, 2023 for 30-days. No comments were received.

Amendment #1 can be found on the AMATS website.

**TIP Amendment #2** Public Review draft was released January 29<sup>th</sup>, 2024 and closed March 15<sup>th</sup>, 2024 eighty-three comments were received and responded to in a comment response summary posted on the TIP website: [Transportation Planning / AMATS Transportation Improvement Plan \(muni.org\)](#) or in Appendix D of this document.

The Public Hearing draft was submitted to the Assembly for a February 27<sup>th</sup>, 2024, Public Hearing.

An interagency consultation meeting to develop the Air Quality Conformity Determination as held on October 25<sup>th</sup>, 2023. A determination was written and released for public comment on January 29<sup>th</sup>, 2024, and closed March 15<sup>th</sup>, 2024, for 45-days. No comments were received.

Amendment #2 can be found on the AMATS website or Appendix A of this document.

### *3.2.0 TIP Administrative Modifications –*

TIP Administrative Modification #1 was reviewed and approved by the Policy Committee on June 30<sup>th</sup>, 2023. Admin Mod #1 found on the AMATS TIP website.

TIP Administrative Modification #2 – was reviewed and approved by the Policy Committee on August 28<sup>th</sup>, 2023. Admin Mod #2 found on the AMATS TIP website.

**Appendix A**

**2023-2026 TIP**

**Tables -**

**Amendment #2**

**Table 1. Four-Year Program Summary  
AMATS FFY 2023-2026 TIP Amendment #2**

PROJECT LOCATION	FEDERAL FISCAL PROGRAMMING YEAR (\$ in Thousands)				4-year total	% of 4-year Non-NHS \$
	October 1 - September 30					
	2023	2024	2025	2026		
<b>Non-National Highway System (Table 2)</b>						
Complete Streets Improvements not including Pavement Replacement Project Cost	\$9,579	\$8,924	\$17,876	\$26,381	\$62,760	47.2%
Motorized Pavement Replacement (Table 6) Project Cost	\$4,925	\$6,186	\$3,635	\$7,414	\$22,160	16.7%
<b>Complete Streets Improvements and Roadway Pavement Replacement Total Project Cost</b>	<b>\$14,504</b>	<b>\$15,110</b>	<b>\$21,511</b>	<b>\$33,795</b>	<b>\$84,920</b>	
<b>Active Transportation (Table 3)</b>						
Active Transportation Improvements not including Pavement Replacement Project Cost	\$2,179	\$152	\$5,474	\$8,369	\$16,174	12.2%
Active Transportation Pavement Replacement (Table 6) Project Cost	\$1,053	\$338	\$2,000	\$50	\$3,441	2.6%
<b>Active Transportation Improvement and Pathway/Trails Pavement Replacement Total Project Cost</b>	<b>\$3,232</b>	<b>\$490</b>	<b>\$7,474</b>	<b>\$8,419</b>	<b>\$19,615</b>	
<b>Plans and Studies (Table 4) Project Cost</b>	<b>\$1,046</b>	<b>\$1,456</b>	<b>\$819</b>	<b>\$1,001</b>	<b>\$4,322</b>	3.3%
<b>Surface Transportation Block Grant (STBG) Funding for Congestion Mitigation &amp; Air Quality (CMAQ) Eligible Projects (Table 5) AMATS Allocation (Non-CMAQ funding) Project Cost</b>	<b>\$5,806</b>	<b>\$16,565</b>	<b>\$4,825</b>	<b>\$6,546</b>	<b>\$33,742</b>	25.4%
<b>Other Federal/State/Local (Table 10) Project Cost</b>	<b>\$4,477</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,477</b>	3.4%
<b>Complete Streets, Active Transportation, &amp; CMAQ (STBG) Allocation Total Project Cost</b>	<b>\$29,065</b>	<b>\$33,621</b>	<b>\$34,629</b>	<b>\$49,761</b>	<b>\$147,076</b>	100.0%
<b>AMATS STBG Total Federal Revenue</b>	<b>\$29,065</b>	<b>\$33,621</b>	<b>\$34,629</b>	<b>\$49,761</b>	<b>\$147,076</b>	
Complete Streets, Active Transportation, & CMAQ (STBG) Allocation Federal Revenue	\$29,065	\$33,621	\$34,629	\$35,668	\$132,983	
AMATS Carry Forward (STBG) Federal Revenue	\$0	\$0	\$0	\$14,093	\$14,093	
CMAQ Funded (Table 5) Required SIP TCM Project Cost	\$981	\$1,306	\$1,361	\$1,424	\$5,072	
CMAQ Funded (Table 5) Non-SIP Project Cost	\$1,001	\$1,456	\$962	\$962	\$4,381	
<b>Subtotal for SIP and non-SIP CMAQ Funded Project Cost</b>	<b>\$1,982</b>	<b>\$2,762</b>	<b>\$2,323</b>	<b>\$2,386</b>	<b>\$9,453</b>	
<b>CMAQ (In addition to AMATS Allocation) Federal Revenue</b>	<b>\$1,982</b>	<b>\$2,762</b>	<b>\$2,323</b>	<b>\$2,386</b>	<b>\$9,453</b>	
<b>AMATS Transportation Alternatives Program (TAP) Project Cost</b>	<b>\$2,147</b>	<b>\$1,398</b>	<b>\$6,300</b>	<b>\$2,112</b>	<b>\$11,957</b>	
<b>AMATS Transportation Alternatives Program (TAP) Total Federal Revenue</b>	<b>\$2,147</b>	<b>\$2,241</b>	<b>\$6,300</b>	<b>\$2,112</b>	<b>\$12,800</b>	
AMATS Transportation Alternatives Program (TAP) Federal Revenue	\$2,147	\$2,241	\$2,050	\$2,112	\$8,550	
AMATS Carry Forward (TAP) Federal Revenue	\$0	\$0	\$4,250	\$0	\$4,250	
<b>Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) Project Cost</b>	<b>\$10,610</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$10,610</b>	
<b>Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) Federal Revenue</b>	<b>\$10,610</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$10,610</b>	
<b>AMATS Carbon Reduction Program (CRP) Project Cost</b>	<b>\$3,370</b>	<b>\$3,615</b>	<b>\$6,373</b>	<b>\$8,426</b>	<b>\$21,784</b>	
<b>CRP Total Federal Revenue</b>	<b>\$3,370</b>	<b>\$3,615</b>	<b>\$6,373</b>	<b>\$8,426</b>	<b>\$21,784</b>	
AMATS Carbon Reduction Program (CRP) Federal Revenue	\$3,370	\$3,615	\$3,724	\$3,835	\$14,544	
AMATS Carry Forward (CRP) Federal Revenue	\$0	\$0	\$2,649	\$4,591	\$7,240	
<b>AMATS Allocation, CMAQ, TAP, CRP, CRRSAA, Carry Forward, Total Project Federal Costs</b>	<b>\$47,174</b>	<b>\$41,396</b>	<b>\$49,625</b>	<b>\$62,685</b>	<b>\$200,880</b>	
<b>AMATS Allocation, CMAQ, TAP, CRP, Carry Forward Total Project Match Cost (State and Local)</b>	<b>\$3,028</b>	<b>\$3,428</b>	<b>\$4,110</b>	<b>\$5,192</b>	<b>\$15,758</b>	
<b>AMATS Allocation, CMAQ, TAP, CRP, Carry Forward Total Project Match Revenue (State and Local)</b>	<b>\$3,028</b>	<b>\$3,428</b>	<b>\$4,110</b>	<b>\$5,192</b>	<b>\$15,758</b>	
<b>AMATS Allocation, CMAQ, TAP, CRP, CRRSAA, and Carry Forward Total Project Costs (Federal + Match)</b>	<b>\$50,202</b>	<b>\$44,824</b>	<b>\$53,735</b>	<b>\$67,877</b>	<b>\$216,638</b>	
<b>AMATS Allocation, CMAQ, TAP, CRP, CRRSAA, and Carry Forward Total Revenue (Federal + Match)</b>	<b>\$50,202</b>	<b>\$45,667</b>	<b>\$53,735</b>	<b>\$67,877</b>	<b>\$217,481</b>	

Project estimates are shown in Year of Expenditure Dollars.



**Table 1. Four-Year Program Summary  
AMATS FFY 2023-2026 TIP Amendment #2**

<b>Other Funded Projects within the AMATS area outside the AMATS Allocation</b>					
<b>Highway Safety Improvement Program (Table 7)</b>					
HSIP Project Cost	\$428	\$8,064	\$33,305	\$9,243	\$51,041
HSIP Project Match (State)	\$37	\$384	\$3,701	\$1,027	\$5,148
<b>HSIP Total (Cost + Match)</b>	<b>\$465</b>	<b>\$8,448</b>	<b>\$37,006</b>	<b>\$10,270</b>	<b>\$56,189</b>
HSIP Federal Revenue	\$428	\$8,064	\$33,305	\$9,243	\$51,041
HSIP Match Revenue (State)	\$37	\$384	\$3,701	\$1,027	\$5,148
<b>HSIP Total Revenue</b>	<b>\$465</b>	<b>\$8,448</b>	<b>\$37,006</b>	<b>\$10,270</b>	<b>\$56,189</b>
<b>National Highway System (Table 8)</b>					
NHS Project Cost	\$22,743	\$22,743	\$22,743	\$22,743	\$90,970
NHS Project Match (State)	\$2,258	\$2,258	\$2,258	\$2,258	\$9,030
<b>NHS Total (Cost + Match)</b>	<b>\$25,000</b>	<b>\$25,000</b>	<b>\$25,000</b>	<b>\$25,000</b>	<b>\$100,000</b>
NHS Federal Revenue	\$22,743	\$22,743	\$22,743	\$22,743	\$90,970
NHS Match Revenue (State)	\$2,258	\$2,258	\$2,258	\$2,258	\$9,030
<b>NHS Total Revenue</b>	<b>\$25,000</b>	<b>\$25,000</b>	<b>\$25,000</b>	<b>\$25,000</b>	<b>\$100,000</b>
<b>Transit Capital FTA Section 5307 to MOA (Table 9)</b>					
FTA 5307 to MOA Project Cost	\$6,287	\$4,950	\$4,950	\$4,955	\$21,142
FTA 5307 to MOA Project Match (Local)	\$1,572	\$1,350	\$1,350	\$1,345	\$5,617
<b>FTA 5307 to MOA Total (Cost +Match)</b>	<b>\$7,859</b>	<b>\$6,300</b>	<b>\$6,300</b>	<b>\$6,300</b>	<b>\$26,759</b>
FTA 5307 to MOA Federal Revenue	\$6,287	\$4,950	\$4,950	\$4,955	\$21,142
FTA 5307 to MOA Match Revenue (Local)	\$1,572	\$1,350	\$1,350	\$1,345	\$5,617
<b>FTA 5307 to MOA Total Revenue</b>	<b>\$7,859</b>	<b>\$6,300</b>	<b>\$6,300</b>	<b>\$6,300</b>	<b>\$26,759</b>
<b>Transit Capital FTA Section 5310 to MOA (Table 9)</b>					
FTA 5310 to MOA Project Cost	\$263	\$192	\$192	\$192	\$839
FTA 5310 to MOA Project Match (Local)	\$66	\$48	\$48	\$48	\$210
<b>FTA 5310 to MOA Total (Cost +Match)</b>	<b>\$329</b>	<b>\$240</b>	<b>\$240</b>	<b>\$240</b>	<b>\$1,049</b>
FTA 5310 to MOA Federal Revenue	\$263	\$192	\$192	\$192	\$839
FTA 5310 to MOA Match Revenue (Local)	\$66	\$48	\$48	\$48	\$210
<b>FTA 5310 to MOA Total Revenue</b>	<b>\$329</b>	<b>\$240</b>	<b>\$240</b>	<b>\$240</b>	<b>\$1,049</b>
<b>Transit Capital FTA Section 5339 to MOA (Table 9)</b>					
FTA 5339 to MOA Project Cost	\$565	\$2,376	\$32,576	\$576	\$36,093
FTA 5339 to MOA Project Match (Local)	\$141	\$594	\$8,144	\$144	\$9,023
<b>FTA 5339 to MOA Total (Cost +Match)</b>	<b>\$706</b>	<b>\$2,970</b>	<b>\$40,720</b>	<b>\$720</b>	<b>\$45,116</b>
FTA 5339 to MOA Federal Revenue (Includes an anticipated BUILD Grant)	\$565	\$2,376	\$32,576	\$576	\$36,093
FTA 5339 to MOA Match Revenue	\$141	\$594	\$8,144	\$144	\$9,023
<b>FTA 5339 to MOA Total Revenue</b>	<b>\$706</b>	<b>\$2,970</b>	<b>\$40,720</b>	<b>\$720</b>	<b>\$45,116</b>

Project estimates are shown in Year of Expenditure Dollars.

**Table 1. Four-Year Program Summary  
AMATS FFY 2023-2026 TIP Amendment #2**

<b>Transit Capital FTA Section 5307 to ARRC (Table 9)</b>					
FTA 5307 to ARRC Project Cost	\$2,920	\$3,380	\$3,180	\$3,040	\$12,520
FTA 5307 to ARRC Project Match (ARRC)	\$730	\$845	\$795	\$760	\$3,130
<b>FTA 5307 to ARRC Total (Cost + Match)</b>	<b>\$3,650</b>	<b>\$4,225</b>	<b>\$3,975</b>	<b>\$3,800</b>	<b>\$15,650</b>
FTA 5307 to ARRC Federal Revenue	\$2,920	\$3,380	\$3,180	\$3,040	\$12,520
FTA 5307 to ARRC Match Revenue	\$730	\$845	\$795	\$760	\$3,130
<b>FTA 5307 to ARRC Total Revenue</b>	<b>\$3,650</b>	<b>\$4,225</b>	<b>\$3,975</b>	<b>\$3,800</b>	<b>\$15,650</b>
<b>Transit Capital FTA Section 5337 [State of Good Repair] to ARCC (Table 9)</b>					
FTA 5337 to ARRC Project Cost	\$10,280	\$5,200	\$800	\$960	\$17,240
FTA 5337 to ARRC Project Match (ARRC)	\$2,570	\$1,300	\$200	\$240	\$4,310
<b>FTA 5337 to ARRC Total (Cost + Match)</b>	<b>\$12,850</b>	<b>\$6,500</b>	<b>\$1,000</b>	<b>\$1,200</b>	<b>\$21,550</b>
FTA 5337 to ARRC Federal Revenue	\$10,280	\$5,200	\$800	\$960	\$17,240
FTA 5337 to ARRC Match Revenue	\$2,570	\$1,300	\$200	\$240	\$4,310
<b>FTA 5337 to ARRC Total Revenue</b>	<b>\$12,850</b>	<b>\$6,500</b>	<b>\$1,000</b>	<b>\$1,200</b>	<b>\$21,550</b>
<b>Other Federal, State, or Local Funded Projects within AMATS (Table 10)</b>					
Other Federal Funding Project Cost	\$2,685	\$1,510	\$15,295	\$0	\$19,489
Other Federal Funding Project Match (State or Partner)	\$266	\$240	\$3,755	\$0	\$4,262
Other Funding Project Costs (State or Partner Costs)	\$250	\$1,766	\$58,467	\$1,767	\$62,250
<b>Table 10 Total Cost</b>	<b>\$3,201</b>	<b>\$3,516</b>	<b>\$77,517</b>	<b>\$1,767</b>	<b>\$86,001</b>
Other Federal Funding Revenue (Includes a Build Grant)	\$2,685	\$1,510	\$15,295	\$0	\$19,489
Other Federal Match Revenue (State or Partner)	\$266	\$240	\$3,755	\$0	\$4,262
Other Non-Federal Revenue (State or Partner)	\$250	\$1,766	\$58,467	\$1,767	\$62,250
<b>Table 10 Total Revenue</b>	<b>\$3,201</b>	<b>\$3,516</b>	<b>\$77,517</b>	<b>\$1,767</b>	<b>\$86,001</b>
<b>TOTAL PROGRAM COST</b>	<b>\$104,262</b>	<b>\$102,023</b>	<b>\$245,493</b>	<b>\$117,174</b>	<b>\$568,952</b>
<b>TOTAL PROGRAM REVENUE</b>	<b>\$104,262</b>	<b>\$102,866</b>	<b>\$245,493</b>	<b>\$117,174</b>	<b>\$569,795</b>

Project estimates are shown in Year of Expenditure Dollars.

Table 2. Complete Streets  
AMATS FFY 2023-2026 TIP Amendment #2

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		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.	2023 - Utilities	STBG	\$4,549	\$0	\$0	\$0	\$0	\$4,549	\$4,549
						State Match	\$452	\$0	\$0	\$0	\$0	\$452	\$452
					<b>Total</b>		<b>\$5,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,000</b>	<b>\$5,000</b>
Yes		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	\$2,502	\$0	\$227	\$2,729	\$40,027	\$5,458	\$45,485
					2025 - D	State & MOA Match	\$248	\$0	\$23	\$271	\$3,973	\$542	\$4,515
					2026 - ROW								
<b>Total</b>		<b>\$2,750</b>	<b>\$0</b>	<b>\$250</b>	<b>\$3,000</b>	<b>\$44,000</b>	<b>\$6,000</b>	<b>\$50,000</b>					
Yes		DOT&PF	RDY00003	Spenard Road Rehabilitation [Benson Blvd to Minnesota Dr] - Project will rehabilitate to improve traffic flow. This project would also include non-motorized improvements.	2024 - ROW	STBG	\$0	\$4,549	\$0	\$4,101	\$0	\$8,649	\$8,649
					2026 - U/C	Carry Forward (STBG)	\$0	\$0	\$0	\$14,093	\$0	\$14,093	\$14,093
						MOA Match	\$0	\$452	\$0	\$1,806	\$0	\$2,258	\$2,258
<b>Total</b>		<b>\$0</b>	<b>\$5,000</b>	<b>\$0</b>	<b>\$20,000</b>	<b>\$0</b>	<b>\$25,000</b>	<b>\$25,000</b>					
Yes		DOT&PF	RDY00005	Rabbit Creek Road Rehabilitation [Seward Highway to Goldenview Drive] - Project would rehabilitate Rabbit Creek Road from the Seward Highway to Goldenview Drive and will look at left turn accommodations where possible. Project will include non-motorized improvements.	2025 - D	STBG	\$0	\$0	\$682	\$4,549	\$25,472	\$5,231	\$30,702
					2026 - ROW	State Match	\$0	\$0	\$68	\$452	\$2,528	\$519	\$3,048
					<b>Total</b>		<b>\$0</b>	<b>\$0</b>	<b>\$750</b>	<b>\$5,000</b>	<b>\$28,000</b>	<b>\$5,750</b>	<b>\$33,750</b>
Yes		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.	2023 - D	STBG	\$100	\$546	\$9,734	\$0	\$0	\$10,380	\$10,380
					2024 - D/ROW	MOA Match	\$10	\$54	\$966	\$0	\$0	\$1,030	\$1,030
					2025 - U/C								
<b>Total</b>		<b>\$110</b>	<b>\$600</b>	<b>\$10,700</b>	<b>\$0</b>	<b>\$0</b>	<b>\$11,410</b>	<b>\$11,410</b>					
Yes		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.	2024 - D	STBG	\$0	\$728	\$1,410	\$0	\$6,413	\$2,138	\$8,551
					2025 - D/ROW	State Match	\$0	\$72	\$140	\$0	\$637	\$212	\$849
					<b>Total</b>		<b>\$0</b>	<b>\$800</b>	<b>\$1,550</b>	<b>\$0</b>	<b>\$7,050</b>	<b>\$2,350</b>	<b>\$9,400</b>
Yes		DOT&PF	RDY00010	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.	2023 - D	STBG	\$455	\$682	\$1,365	\$0	\$10,462	\$2,502	\$12,963
					2024 - D	MOA Match	\$45	\$68	\$135	\$0	\$1,038	\$248	\$1,287
					2025 - ROW								
<b>Total</b>		<b>\$500</b>	<b>\$750</b>	<b>\$1,500</b>	<b>\$0</b>	<b>\$11,500</b>	<b>\$2,750</b>	<b>\$14,250</b>					
Yes		DOT&PF	RDY00013	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.	2025 - D	STBG	\$0	\$0	\$910	\$0	\$16,102	\$910	\$17,011
						MOA Match	\$0	\$0	\$90	\$0	\$1,598	\$90	\$1,689
					<b>Total</b>		<b>\$0</b>	<b>\$0</b>	<b>\$1,000</b>	<b>\$0</b>	<b>\$17,700</b>	<b>\$1,000</b>	<b>\$18,700</b>
Yes		DOT&PF	RDY00012	Motorized 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.	2023-2026 Programming	STBG	\$4,925	\$6,186	\$3,635	\$7,414	\$18,194	\$22,160	\$40,354
						CRRSAA	\$6,631	\$0	\$0	\$0	\$0	\$6,631	\$6,631
						State & MOA Match	\$445	\$614	\$361	\$736	\$1,806	\$2,156	\$3,962
<b>Total</b>		<b>\$12,001</b>	<b>\$6,800</b>	<b>\$3,996</b>	<b>\$8,150</b>	<b>\$20,000</b>	<b>\$30,947</b>	<b>\$50,947</b>					
No		DOT&PF	RDY00014	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.	2023-2026 Programming	STBG	\$0	\$573	\$0	\$0	\$2,292	\$573	\$2,866
						CRRSAA	\$1,890	\$0	\$0	\$0	\$0	\$1,890	\$1,890
						MOA Match	\$0	\$57	\$0	\$0	\$228	\$57	\$284
<b>Total</b>		<b>\$1,890</b>	<b>\$630</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,520</b>	<b>\$2,520</b>	<b>\$5,040</b>					
				Spenard Road Rehabilitation [Minnesota Drive to Northwood Drive] - Project would rehabilitate Spenard Road from	2025 - D	STBG	\$0	\$0	\$1,637	\$0	\$14,737	\$1,637	\$16,375

\*Projects are not listed in priority order. Project estimates are shown in Year of Expenditure Dollars.

Table 2. Complete Streets  
AMATS FFY 2023-2026 TIP Amendment #2

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			
No		DOT&PF	RDY00015	Minnesota Drive to Northwood Drive. Project would include non-motorized improvements and consider adjacent land use.		MOA Match	\$0	\$0	\$163	\$0	\$1,463	\$163	\$1,625
					<b>Total</b>		<b>\$0</b>	<b>\$0</b>	<b>\$1,800</b>	<b>\$0</b>	<b>\$16,200</b>	<b>\$1,800</b>	<b>\$18,000</b>
No		DOT&PF	RDY00016	<b>Chugach Way Rehabilitation</b> [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/ROW	STBG	\$0	\$1,092	\$0	\$910	\$8,551	\$2,001	\$10,553
						MOA Match	\$0	\$108	\$0	\$90	\$849	\$199	\$1,047
					<b>Total</b>		<b>\$0</b>	<b>\$1,200</b>	<b>\$0</b>	<b>\$1,000</b>	<b>\$9,400</b>	<b>\$2,200</b>	<b>\$11,600</b>
No		DOT&PF	RDY00018	<b>3rd Avenue Signals and Lighting Upgrade</b> [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 - D 2025 - D	STBG	\$791	\$755	\$91	\$0	\$8,369	\$1,637	\$10,007
						MOA Match	\$79	\$75	\$9	\$0	\$831	\$163	\$993
					<b>Total</b>		<b>\$870</b>	<b>\$830</b>	<b>\$100</b>	<b>\$0</b>	<b>\$9,200</b>	<b>\$1,800</b>	<b>\$11,000</b>
No		DOT&PF	RDY00019	<b>32nd Ave Upgrade</b> [Benson Blvd to Lois Drive] - Project would upgrade 32nd Ave from Benson Blvd to Lois 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	\$1,183	\$0	\$910	\$0	\$13,191	\$2,092	\$15,283
						MOA Match	\$117	\$0	\$90	\$0	\$1,309	\$208	\$1,517
					<b>Total</b>		<b>\$1,300</b>	<b>\$0</b>	<b>\$1,000</b>	<b>\$0</b>	<b>\$14,500</b>	<b>\$2,300</b>	<b>\$16,800</b>
No		DOT&PF	RDY00020	<b>Dale Street and Folker Street Upgrade</b> [Tudor Road to 40th Ave] - Project would upgrade Dale Street and Folker from Tudor Road to 40th Ave to current local 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 lighting upgrades, non-motorized facilities, and drainage upgrades were possible.	2025 - D	STBG	\$0	\$0	\$910	\$0	\$11,280	\$910	\$12,190
						MOA Match	\$0	\$0	\$90	\$0	\$1,120	\$90	\$1,210
					<b>Total</b>		<b>\$0</b>	<b>\$0</b>	<b>\$1,000</b>	<b>\$0</b>	<b>\$12,400</b>	<b>\$1,000</b>	<b>\$13,400</b>
				The contingency list of projects for each year will consist of the following year's projects.	STBG Totals		<b>\$14,504</b>	<b>\$15,110</b>	<b>\$21,511</b>	<b>\$19,702</b>	<b>\$175,090</b>	<b>\$70,828</b>	<b>\$245,918</b>
				The contingency list of projects for each year will consist of the following year's projects.	CRRSAA Totals		<b>\$8,521</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$8,521</b>	<b>\$8,521</b>
				The contingency list of projects for each year will consist of the following year's projects.	CRP Totals		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
				The contingency list of projects for each year will consist of the following year's projects.	STBG Carry Forward		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$14,093</b>	<b>\$0</b>	<b>\$14,093</b>	<b>\$14,093</b>
				Approximate percentage (%) for roadways			<b>33%</b>	<b>27%</b>	<b>52%</b>	<b>34%</b>	<i>4-year average</i>	<b>36%</b>	
				Approximate percentage (%) for pavement replacement projects			<b>17%</b>	<b>18%</b>	<b>10%</b>	<b>21%</b>	<i>4-year average</i>	<b>17%</b>	

\*Projects are not listed in priority order. Project estimates are shown in Year of Expenditure Dollars.

Table 3. Active Transportation  
AMATS FFY 2023-2026 TIP Amendment #2

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		DOT&PF	TAP00001	Chugach Foothills Connector, Phase II - Project will construct a multi-use path on Tudor Road between Regal Mountain Drive and Campbell Airstrip Road.	2023 - U/C	STBG	\$227	\$0	\$0	\$0	\$0	\$227	\$227
						MOA Match	\$23	\$0	\$0	\$0	\$0	\$23	\$23
					<b>Total</b>		<b>\$250</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$250</b>	<b>\$250</b>
Yes		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.	2024 - D	STBG	\$0	\$0	\$5,181	\$0	\$0	\$5,181	\$5,181
					2025 - ROW/U/C	TAP	\$0	\$670	\$1,251	\$0	\$0	\$1,921	\$1,921
						CRP	\$0	\$0	\$5,040	\$0	\$0	\$5,040	\$5,040
						Carry Forward (TAP)	\$0	\$0	\$4,250	\$0	\$0	\$4,250	\$4,250
						MOA Match	\$0	\$67	\$1,139	\$0	\$0	\$1,205	\$1,205
<b>Total</b>		<b>\$0</b>	<b>\$737</b>	<b>\$16,860</b>	<b>\$0</b>	<b>\$0</b>	<b>\$17,597</b>	<b>\$17,597</b>					
Yes		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.	2024 - D/ROW	STBG	\$0	\$0	\$0	\$5,265	\$0	\$5,265	\$5,265
					2026 - U/C	TAP	\$0	\$364	\$0	\$0	\$0	\$364	\$364
						CRP	\$0	\$0	\$0	\$8,380	\$0	\$8,380	\$8,380
						MOA Match	\$0	\$36	\$0	\$1,355	\$0	\$1,391	\$1,391
<b>Total</b>		<b>\$0</b>	<b>\$400</b>	<b>\$0</b>	<b>\$15,000</b>	<b>\$0</b>	<b>\$15,400</b>	<b>\$15,400</b>					
Yes		DOT&PF	NMO00006	Potter Marsh Improvements - This project would make improvements to the Potter Marsh southern parking facility.	2024 - C	STBG	\$0	\$92	\$0	\$0	\$0	\$92	\$92
						State Match	\$0	\$8	\$0	\$0	\$0	\$8	\$8
					<b>Total</b>		<b>\$0</b>	<b>\$100</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$100</b>	<b>\$100</b>
Yes		DOT&PF	NMO00008	Active Transportation Pavement Replacement - This program will provide a single funding source for active transportation pavement replacement projects. May include those projects listed in Table 6 or other priorities.	2023-2026 - Programming	STBG	\$958	\$307	\$1,819	\$45	\$0	\$3,130	\$3,130
						State and MOA Match	\$95	\$31	\$181	\$5	\$0	\$311	\$311
					<b>Total</b>		<b>\$1,053</b>	<b>\$338</b>	<b>\$2,000</b>	<b>\$50</b>	<b>\$0</b>	<b>\$3,441</b>	<b>\$3,441</b>
No		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	\$1,183	\$0	\$0	\$2,800	\$0	\$3,983	\$3,983
					2026 - U/C	TAP	\$0	\$0	\$0	\$1,567	\$0	\$1,567	\$1,567
						State Match	\$117	\$0	\$0	\$433	\$0	\$551	\$551
					<b>Total</b>		<b>\$1,300</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,800</b>	<b>\$0</b>	<b>\$6,100</b>	<b>\$6,100</b>
No		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	\$546	\$4,912	\$546	\$5,458
						State Match	\$0	\$0	\$0	\$54	\$488	\$54	\$542
					<b>Total</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$600</b>	<b>\$5,400</b>	<b>\$600</b>	<b>\$6,000</b>
No		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	\$773	\$0	\$383	\$0	\$9,461	\$1,156	\$10,617
					2025 - D	TAP	\$409	\$0	\$800	\$0	\$0	\$1,209	\$1,209
						MOA Match	\$117	\$0	\$117	\$0	\$939	\$235	\$1,174
					<b>Total</b>		<b>\$1,300</b>	<b>\$0</b>	<b>\$1,300</b>	<b>\$0</b>	<b>\$10,400</b>	<b>\$3,200</b>	<b>\$19,000</b>
No		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	\$91	\$91	\$91	\$91	\$364	\$364	\$728
						In-Kind MOA Match	\$9	\$9	\$9	\$9	\$36	\$36	\$72
					<b>Total</b>		<b>\$100</b>	<b>\$100</b>	<b>\$100</b>	<b>\$100</b>	<b>\$400</b>	<b>\$400</b>	<b>\$800</b>
No		DOT&PF	NMO00015	Eagle River Road Pathway [Eagle River Loop Road to Mile Hi Avenue] - Project will rehabilitate the existing pathway along Eagle River Road from Eagle River Loop Road to where it ends just east of Hillcrest Lane and extend the pathway to Mile Hi Avenue.	2024 - D	STBG	\$0	\$0	\$0	\$217	\$3,093	\$217	\$3,310
					2026 - D	TAP	\$0	\$364	\$0	\$0	\$0	\$364	\$364
						State Match	\$0	\$36	\$0	\$22	\$307	\$58	\$365
					<b>Total</b>		<b>\$0</b>	<b>\$400</b>	<b>\$0</b>	<b>\$239</b>	<b>\$3,400</b>	<b>\$1,039</b>	<b>\$4,839</b>
				The contingency list of projects for each year will consist of the following year's projects.	STBG Totals		\$3,232	\$490	\$7,474	\$8,419	\$12,918	\$19,616	\$32,534
				The contingency list of projects for each year will consist of the following year's projects.	TAP Totals		\$409	\$1,398	\$2,050	\$2,112	\$4,912	\$5,970	\$10,882
				The contingency list of projects for each year will consist of the following year's projects.	CRP Totals		\$0	\$0	\$5,040	\$8,380	\$0	\$13,420	\$13,420
				The contingency list of projects for each year will consist of the following year's projects.	Carry Forward (TAP)		\$0	\$0	\$4,250	\$0	\$0	\$0	\$0
Approximate percentage (%) for all Non-Motorized projects							11%	1%	22%	24%	4-year Avg=	14.8%	

\*Projects are not listed in priority order. Project estimates are shown in Year of Expenditure Dollars.

Table 4. Plans and Studies  
AMATS FFY 2023-2026 TIP Amendment #2

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			
<b>Plans and Studies</b>													
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.	2023 - Plan	STBG	\$45	\$0	\$0	\$0	\$0	\$45	\$45
						State Match	\$5	\$0	\$0	\$0	\$0	\$5	\$5
						<b>Total</b>	<b>\$50</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$50</b>	<b>\$50</b>
No		AMATS	PLN00010	AMATS 2052 MTP Update - Funding for the AMATS 2052 Metropolitan Transportation Plan Update.	2024 - Plan	STBG	\$0	\$364	\$0	\$0	\$0	\$364	\$364
						In-Kind MOA Match	\$0	\$36	\$0	\$0	\$0	\$36	\$36
						<b>Total</b>	<b>\$0</b>	<b>\$400</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$400</b>	<b>\$400</b>
No		DOT&PF	PLN00011	AMATS Minnesota Drive and I/L Street Corridor Plan [International Airport Road to 3rd Ave] - 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. The project should be evaluated for rehabilitation as a Complete Street, adhering to the AMATS Complete Streets policy.	2023 - Plan	CRRSAA	\$700	\$0	\$0	\$0	\$0	\$700	\$700
						State Match	\$0	\$0	\$0	\$0	\$0	\$0	\$0
						<b>Total</b>	<b>\$700</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$700</b>	<b>\$700</b>
No		DOT&PF	PLN00013	AMATS Tudor Road Corridor Plan [Muldoon Road to Minnesota Drive] - 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	STBG	\$0	\$819	\$0	\$0	\$0	\$819	\$819
						State Match	\$0	\$81	\$0	\$0	\$0	\$81	\$81
						<b>Total</b>	<b>\$0</b>	<b>\$900</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$900</b>	<b>\$900</b>
No		DOT&PF	PLN00014	AMATS Northern Lights Blvd and Benson Blvd Corridor Plan [LaTouche Street to Minnesota Drive]- 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.	2025 - Plan	STBG	\$0	\$0	\$819	\$0	\$0	\$819	\$819
						State Match	\$0	\$0	\$81	\$0	\$0	\$81	\$81
						<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$900</b>	<b>\$0</b>	<b>\$0</b>	<b>\$900</b>	<b>\$900</b>
No		AMATS	PLN00015	AMATS Complete Street Plan - This plan will build on the AMATS Complete Street policy to provide planning guidance for street types, sidewalks, roadways, intersections, curbsides and ADA accessibility as well as plan implementation. This plan will also develop multi-modal street typologies for the AMATS area and a corresponding street typology map. These typologies may include recommendations for development review, streetscape design, traffic signal upgrades, recommended road reclassifications, and bicycle and pedestrian facilities design.	2023 - Plan	STBG	\$409	\$0	\$0	\$0	\$0	\$409	\$409
						MOA Match	\$41	\$0	\$0	\$0	\$0	\$41	\$41
						<b>Total</b>	<b>\$450</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$450</b>	<b>\$450</b>
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	\$0	\$600	\$600
						MOA Match	\$0	\$0	\$0	\$0	\$0	\$0	\$0
						<b>Total</b>	<b>\$600</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$600</b>	<b>\$600</b>
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	\$0	\$550	\$550
						MOA Match	\$0	\$0	\$0	\$0	\$0	\$0	\$0
						<b>Total</b>	<b>\$550</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$550</b>	<b>\$550</b>
No		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	\$409	\$0	\$0	\$0	\$0	\$409	\$409
						In-Kind MOA Match	\$41	\$0	\$0	\$0	\$0	\$41	\$41
						<b>Total</b>	<b>\$450</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$450</b>	<b>\$450</b>
No		DOT&PF	PLN00020	AMATS A/C Street Corridor Plan [Tudor Road to 3rd Ave]- Project would provide a comprehensive analysis of the A and C Street corridor's current conditions, anticipated growth patterns and their impacts, likely outcomes to consider the potential rehabilitation of A and C Street into Complete Streets, adhering to the AMATS Complete Streets Policy. Complete Street improvements included would be based on community input, and a timeline for implementation. Project would include modeling analysis and engineering work as needed.	2026 - Study	STBG	\$0	\$0	\$0	\$819	\$0	\$819	\$819
						State Match	\$0	\$0	\$0	\$81	\$0	\$81	\$81
						<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$900</b>	<b>\$0</b>	<b>\$900</b>	<b>\$900</b>
No		AMATS	PLN00021	AMATS Climate Action Plan - This project will build on the Anchorage Climate Action Plan (adopted May 2019) by developing a climate action plan for the AMATS planning area. This data-based project will inventory current and past Anchorage/Chugiak-Eagle River transportation system greenhouse gas (GHG) emissions (including carbon) in order to quantitatively evaluate strategies and actions to reduce future GHG emissions, including carbon reduction strategies, related to transportation. The project will focus on equity and include a strategic implementation plan.	2023 - Study	STBG	\$409	\$0	\$0	\$0	\$0	\$409	\$409
						In-Kind MOA Match	\$41	\$0	\$0	\$0	\$0	\$41	\$41
						<b>Total</b>	<b>\$450</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$450</b>	<b>\$450</b>
No		MOA Public Transportation Department	PLN00022	Anchorage Human Services Coordinated Transportation Plan - Federal transit law requires that projects selected for funding under the Enhanced Mobility for Seniors and Individuals with Disabilities (Section 5310) Program be "included in a locally developed, coordinated public transit-human services transportation plan," and that the plan be "developed and approved through a process that included participation by seniors, individuals with disabilities, representatives of public, private, and nonprofit transportation and human services providers and other members of the public" utilizing transportation services. These coordinated plans identify the transportation needs of individuals with disabilities, older adults, and people with low incomes, provide strategies for meeting these needs, and prioritize transportation services for funding and implementation.	2023 - Study	STBG	\$182	\$0	\$0	\$0	\$0	\$182	\$182
						MOA Match	\$18	\$0	\$0	\$0	\$0	\$18	\$18
						<b>Total</b>	<b>\$200</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$200</b>	<b>\$200</b>

\*Projects are not listed in priority order. Project estimates are shown in Year of Expenditure Dollars.

**Table 4. Plans and Studies**  
**AMATS FFY 2023-2026 TIP Amendment #2**

No		AMATS	PLN00023	AMATS Congestion Management Process (CMP) Update - Project will update the AMATS Congestion Management Process plan and conduct an evaluation of the effectiveness of the CMP in the AMATS transportation planning process.	2025 - Study	STBG	\$0	\$273	\$0	\$0	\$0	\$273	\$273
						In-Kind MOA Match	\$0	\$27	\$0	\$0	\$0	\$27	\$27
					<b>Total</b>		<b>\$0</b>	<b>\$300</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$300</b>	<b>\$300</b>
No		AMATS	PLN00024	AMATS Freight Mobility Update - Update the AMATS Freight Mobility Study (FMS) to reflect the growth of freight distribution in the AMATS Planning Area since 2017 as well as recommend the establishment of safe freight corridors, routes, access, and intermodal/distribution facilities. Where applicable take into consideration the findings and recommendations of the Statewide Freight Mobility Study prepared for Alaska DOT&PF in 2021	2026 - Study	STBG	\$0	\$0	\$0	\$182	\$0	\$182	\$182
						In-Kind MOA Match	\$0	\$0	\$0	\$18	\$0	\$18	\$18
					<b>Total</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$200</b>	<b>\$0</b>	<b>\$200</b>	<b>\$200</b>
					<b>STBG TOTALS</b>		<b>\$1,046</b>	<b>\$1,456</b>	<b>\$819</b>	<b>\$1,001</b>	<b>\$0</b>	<b>\$4,321</b>	<b>\$4,321</b>
					<b>CRRSAA TOTALS</b>		<b>\$1,850</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,850</b>	<b>\$1,850</b>
					<b>CRP TOTALS</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
					<b>TAP TOTALS</b>		<b>\$409</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$409</b>	<b>\$409</b>
				The contingency list of projects for each year will consist of the following year's projects.									

\*Projects are not listed in priority order. Project estimates are shown in Year of Expenditure Dollars.



Table 5. Funding for CMAQ Eligible Projects  
AMATS FFY 2023-2026 TIP Amendment #2

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			
<b>Statewide Improvement Program (SIP) Transportation Control Measures (TCM)</b>													
No		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	\$708	\$1,033	\$1,088	\$1,151	\$3,639	\$3,981	\$7,619
						STBG	\$656	\$0	\$368	\$214	\$0	\$1,237	\$1,237
						CRP	\$0	\$331	\$455	\$0	\$0	\$786	\$786
						State & MOA Match	\$135	\$135	\$190	\$135	\$361	\$596	\$957
						<b>Total</b>	<b>\$1,500</b>	<b>\$1,500</b>	<b>\$2,100</b>	<b>\$1,500</b>	<b>\$4,000</b>	<b>\$6,600</b>	<b>\$10,600</b>
No		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	\$273	\$273	\$273	\$273	\$1,092	\$1,092	\$2,183
						State Match	\$27	\$27	\$27	\$27	\$108	\$108	\$217
						<b>Total</b>	<b>\$300</b>	<b>\$300</b>	<b>\$300</b>	<b>\$300</b>	<b>\$1,200</b>	<b>\$1,200</b>	<b>\$2,400</b>
<b>Project and Programs funded with CMAQ and AMATS STBG</b>													
No		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	\$91	\$91	\$91	\$91	\$364	\$364	\$728
						MOA Match	\$9	\$9	\$9	\$9	\$36	\$36	\$72
						<b>Total</b>	<b>\$100</b>	<b>\$100</b>	<b>\$100</b>	<b>\$100</b>	<b>\$400</b>	<b>\$400</b>	<b>\$800</b>
No		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	\$146	\$364	\$364	\$364	\$1,456	\$1,238	\$2,694
						CRRSAA	\$239	\$0	\$0	\$0	\$0	\$239	\$239
						MOA Match	\$15	\$36	\$36	\$36	\$144	\$123	\$267
						<b>Total</b>	<b>\$400</b>	<b>\$400</b>	<b>\$400</b>	<b>\$400</b>	<b>\$1,600</b>	<b>\$1,600</b>	<b>\$3,200</b>
No		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. \$500K in FY24 will be provided by Alaska DOT&PF outside the AMATS allocation.	2023-2025 Purchase	CMAQ	\$910	\$1,365	\$728	\$0	\$0	\$3,002	\$3,002
						MOA Match	\$90	\$135	\$72	\$0	\$0	\$298	\$298
						<b>Total</b>	<b>\$1,000</b>	<b>\$1,500</b>	<b>\$800</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,300</b>	<b>\$3,300</b>
No		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	\$599	\$0	\$599	\$599
						MOA Match	\$0	\$0	\$0	\$59	\$0	\$59	\$59
						<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$658</b>	<b>\$0</b>	<b>\$658</b>	<b>\$658</b>
Yes		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	\$1,365	\$7,365	\$1,365	\$0	\$4,102	\$10,094	\$14,196
						CRP	\$0	\$1,819	\$0	\$0	\$0	\$1,819	\$1,819
						MOA Match	\$135	\$912	\$135	\$0	\$407	\$1,183	\$1,590
						<b>Total</b>	<b>\$1,500</b>	<b>\$10,096</b>	<b>\$1,500</b>	<b>\$0</b>	<b>\$4,509</b>	<b>\$13,754</b>	<b>\$18,263</b>
Yes		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	\$2,729	\$5,836	\$2,729	\$2,729	\$5,458	\$14,023	\$19,481
						MOA Match	\$271	\$579	\$271	\$271	\$542	\$1,392	\$1,934
						<b>Total</b>	<b>\$3,000</b>	<b>\$6,415</b>	<b>\$3,000</b>	<b>\$3,000</b>	<b>\$6,000</b>	<b>\$15,415</b>	<b>\$21,415</b>
Yes		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	\$144	\$273	\$0	\$417	\$417
						CRP	\$0	\$509	\$0	\$0	\$0	\$509	\$509
						MOA Match	\$0	\$51	\$14	\$27	\$0	\$92	\$92
						<b>Total</b>	<b>\$0</b>	<b>\$560</b>	<b>\$158</b>	<b>\$300</b>	<b>\$0</b>	<b>\$1,018</b>	<b>\$1,018</b>
No		MOA Public Transportation Department	CMQ00015	Seniors and Youth Ride Free - Provide transit trips for people 18 and under and 60 and over.	2023 - 2026 - Implementation	CRP	\$0	\$910	\$833	\$0	\$0	\$1,743	\$1,743
						STBG	\$910	\$0	\$0	\$0	\$0	\$910	\$910
						MOA Match	\$90	\$90	\$83	\$0	\$0	\$263	\$263
						<b>Total</b>	<b>\$1,000</b>	<b>\$1,000</b>	<b>\$916</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,934</b>	<b>\$3,934</b>
No		MOA Public Transportation Department	CMQ00016	Microtransit - Establish a new on-demand Microtransit service in Anchorage, to be managed by the MOA Public Transportation Department. This project includes professional services, software, equipment and/or other Microtransit technology. The primary goals of the project are to connect residents to jobs, activity centers, and existing fixed-route bus service in the region while providing a low-cost transportation alternative to single-occupancy vehicles.	2023-2026 - Implementation	CRP	\$68	\$45	\$45	\$45	\$0	\$205	\$205
						MOA Match	\$7	\$5	\$5	\$5	\$0	\$20	\$20
						<b>Total</b>	<b>\$75</b>	<b>\$50</b>	<b>\$50</b>	<b>\$50</b>	<b>\$0</b>	<b>\$225</b>	<b>\$225</b>
No		MOA Public Transportation Department	CMQ00017	Muldoon Transit Hub Mixed Use Development - Develop a mixed-use transit oriented development to replace the existing collection of on-street bus stops at/near the intersection of Muldoon Road and Debarr Road. This project would include property acquisition or lease negotiation, final design, and construction. FY23 is funded with grant funding outside the AMATS allocations.	2023 - Design 2024 - U/C 2026 - U/C	STBG	\$0	\$3,000	\$0	\$3,239	\$0	\$6,240	\$6,240
						Grant	\$450	\$0	\$0	\$0	\$0	\$450	\$450
						MOA Match	\$50	\$298	\$0	\$322	\$0	\$669	\$669
						<b>Total</b>	<b>\$500</b>	<b>\$3,298</b>	<b>\$0</b>	<b>\$3,561</b>	<b>\$0</b>	<b>\$7,584</b>	<b>\$7,584</b>

\*Projects are not listed in priority order. Project estimates are shown in Year of Expenditure Dollars.

Table 5. Funding for CMAQ Eligible Projects  
AMATS FFY 2023-2026 TIP Amendment #2

				The contingency list of projects for each year will consist of the following year's projects.	Section Totals - STBG	\$5,806	\$16,565	\$4,825	\$6,546	\$11,016	\$33,742	\$44,757
				The contingency list of projects for each year will consist of the following year's projects.	Section Totals - CRP	\$68	\$3,615	\$1,334	\$45	\$0	\$5,062	\$5,062
				The contingency list of projects for each year will consist of the following year's projects.	Section Totals - CMAQ	\$1,982	\$2,762	\$2,323	\$2,386	\$5,094	\$9,453	\$14,548
				The contingency list of projects for each year will consist of the following year's projects.	CRRSAA Totals	\$239	\$0	\$0	\$0	\$0	\$239	\$239
				Approximate percentage (%) for all AMATS STBG funding for Congestion Mitigation/Air Quality (CMAQ) projects		20%	49%	14%	18%	4-year Avg=	25.4%	

\*Projects are not listed in priority order. Project estimates are shown in Year of Expenditure Dollars.

**Table 6. Pavement Replacement  
AMATS FFY 2023-2026 TIP Amendment #2**

<b>2023 - 2026 TIP, Pavement Replacement Projects</b>	
	<b>Project Location</b>
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	Upper 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 <del>Elmore Road</del> Old Seward Highway
20	76th Ave - King Street to Old Seward Highway
	<b>Projects not in priority order</b>
	<b>Pavement Replacement Annual Totals shown in Table 2</b>

<b>2023 - 2026 TIP, Pathway and Trail Pavement Replacement Projects</b>	
	<b>Project Location</b>
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
16	Sitka Street Park Pathway - Orca Street to Lake Otis Parkway
	<b>Projects not in priority order</b>
	<b>Pavement Replacement Annual Totals shown in Table 3</b>

**Table 7. Highway Safety Improvement Program (HSIP)  
AMATS FFY 2023-2026 TIP Amendment #2**

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			
19217	DOT&PF	HSP0009	<b>Gambell St Utility Pole Removal and Increased Lighting</b> - Remove existing utility/lighting poles and replace with new poles/lighting that have a break away base and are further from the travel lanes.	2024 - ROW	UnCat 148	\$0	\$450	\$6,300	\$0	\$0	\$6,750	\$6,750
				2025 - U/C	State Match	\$0	\$50	\$700	\$0	\$0	\$750	\$750
				<b>Total</b>		<b>\$0</b>	<b>\$500</b>	<b>\$7,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$7,500</b>	<b>\$7,500</b>
19217	DOT&PF	HSP0010	<b>Gambell and Ingra Streets - Overhead Signal Indication Upgrades</b> - Install new signal poles and mast arms to provide a minimum of one signal head over each through lane.	20245 - U/C	UnCat 148	\$0	\$0	\$7,493	\$0	\$0	\$7,493	\$7,493
					State Match	\$0	\$0	\$833	\$0	\$0	\$833	\$833
				<b>Total</b>		<b>\$0</b>	<b>\$0</b>	<b>\$8,325</b>	<b>\$0</b>	<b>\$0</b>	<b>\$8,325</b>	<b>\$8,325</b>
19217	DOT&PF	HSP0014	<b>5th Ave: Concrete St to Karluk St Pedestrian Improvements</b> - Develop and construct a pedestrian safety intervention between Concrete Street and the couplet of 5th and 6th Avenues. The project scope also proposes to improve existing lighting levels to the extent practicable.	2025 - U/C	VRU	\$0	\$0	\$3,480	\$0	\$0	\$3,480	\$3,480
					State Match	\$0	\$0	\$387	\$0	\$0	\$387	\$387
				<b>Total</b>		<b>\$0</b>	<b>\$0</b>	<b>\$3,867</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,867</b>	<b>\$3,867</b>
19217	DOT&PF	HSP0019	<b>Anchorage Flashing Yellow Arrow and Signal Head Display Improvements</b> - This project proposes to replace existing 5-section protected-permissive signal heads with 4-section FYA signals heads at 21 signalized intersections in Anchorage. The scope includes increasing the number of through signal heads at select locations. This project nominations aims to reduce left-turning, T-bone, and rear end crashes.	2024 - D	UnCat 148	\$0	\$0	\$8,861	\$8,861	\$0	\$17,721	\$17,721
				2025 - ROW/U/C	S148	\$0	\$1,598	\$392	\$383	\$0	\$2,372	\$2,372
				2026 - U/C	State Match	\$0	\$178	\$1,028	\$1,027	\$0	\$2,233	\$2,233
				<b>Total</b>		<b>\$0</b>	<b>\$1,776</b>	<b>\$10,280</b>	<b>\$10,270</b>	<b>\$0</b>	<b>\$22,326</b>	<b>\$22,326</b>
19217	DOT&PF	HSP0020	<b>Tudor Road: Baxter Road to Patterson Street Channelization</b> - This project proposes to install center median on Tudor Road between Baxter Road and Patterson Street in Anchorage. This project nomination aims to reduce head-on and left-turning angle crashes on this segment of Tudor Road.	2023 - D	UnCat 148	\$330	\$230	\$4,326	\$0	\$0	\$4,886	\$4,886
				2024 - D/ROW								
				2025 - U/C	State Match	\$37	\$26	\$481	\$0	\$0	\$543	\$543
<b>Total</b>		<b>\$367</b>	<b>\$255</b>	<b>\$4,807</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,429</b>	<b>\$5,429</b>				
19217	DOT&PF	HSP0021	<b>Old Seward Highway: Industry Way/120th Ave Channelization</b> - This project proposes to install left-turn channelizing median on Old Seward Highway at Industry Way and 120th Avenue. This project nomination proposes to reduce angle and access related crashes on this segment of Old Seward Highway.	2025 - U/C	UnCat 148	\$0	\$0	\$1,612	\$0	\$0	\$1,612	\$1,612
					State Match	\$0	\$0	\$179	\$0	\$0	\$179	\$179
				<b>Total</b>		<b>\$0</b>	<b>\$0</b>	<b>\$1,791</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,791</b>	<b>\$1,791</b>
19217	DOT&PF	HSP0022	<b>Ocean Dock Road RR Crossing Device Upgrades</b> - This project proposes to upgrade existing at-grade crossing devices from passive to active on Ocean Dock Rd (Crossing #868543R). This project will be constructed through utility agreement with Alaska Railroad Corporation.	2023 - D	130	\$50	\$1,310	\$0	\$0	\$0	\$1,360	\$1,360
				2024 - D/ROW	State Match	\$0	\$0	\$0	\$0	\$0	\$0	\$0
				<b>Total</b>		<b>\$50</b>	<b>\$1,310</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,360</b>	<b>\$1,360</b>
19217	DOT&PF	HSP0023	<b>Anchorage Pedestrian Lighting Phase I</b> - Increase lighting levels on three arterial segments (Muldoon Dr, Tudor Rd, Seward Hwy) by adding pedestrian scale and street lighting.	2024 - C	UnCat 148	\$0	\$247	\$0	\$0	\$0	\$247	\$247
					State Match	\$0	\$27	\$0	\$0	\$0	\$27	\$27
				<b>Total</b>		<b>\$0</b>	<b>\$274</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$274</b>	<b>\$274</b>
19217	DOT&PF	HSP0024	<b>68th Ave, Ocean View Dr, and 2nd St/FAA Rd RR Crossing Improvements</b> <b>Nomination name was: Railroad Crossing Sight Distance Improvements and Signal Hut Upgrades</b> - Install upgraded signal huts at railroad crossings in Central Region to locations that do not block sight distance. This project is a continuation of RR Crossing work identified in 19CN02.	2024 - U	130	\$48	\$1,972	\$0	\$0	\$0	\$2,020	\$2,020
					State Match	\$0	\$0	\$0	\$0	\$0	\$0	\$0
				<b>Total</b>		<b>\$48</b>	<b>\$1,972</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,020</b>	<b>\$2,020</b>
19217	DOT&PF	HSP0025	<b>CR Guardrail Inventory and Upgrade</b> - Inventory and upgrade existing guardrail in	2024 - C	UnCat 148	\$0	\$882	\$0	\$0	\$882	\$882	

\*Projects are not listed in priority order.

**Table 7. Highway Safety Improvement Program (HSIP)  
AMATS FFY 2023-2026 TIP Amendment #2**

			Central Region to current standards on roads with posted speed limits of 50 miles per hour or greater.		State Match	\$0	\$98	\$0	\$0	\$0	\$98	\$98	
				<b>Total</b>		<b>\$0</b>	<b>\$980</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$980</b>	<b>\$980</b>	
19217	DOT&PF	HSP0026	Anchorage Signalized Intersection Cameras - This project proposes to improve enforcement capabilities of the Anchorage Police Department by installing traffic signal cameras at signalized intersections in Anchorage where cameras do not currently exist. Between 2017 and 2023, Anchorage experienced 13 fatal, 23 serious injury, 76 minor injury, 30 Possible Injury, and 20 property damage only hit-and-run crashes involved pedestrians and bicyclists.	2024 - D	UnCat	\$0	\$48	\$842	\$0	\$0	\$890	\$890	
				2025 - C	148/VRU								
					State Match	\$0	\$5	\$94	\$0	\$0	\$99	\$99	
				<b>Total</b>		<b>\$0</b>	<b>\$53</b>	<b>\$936</b>	<b>\$0</b>	<b>\$0</b>	<b>\$989</b>	<b>\$989</b>	
19217	DOT&PF	HSP0027	Pease Avenue Railroad Crossing Surface and Signal Upgrades - This project proposes to reconstruct the grade crossing surface and replace functionally obsolete signal equipment on Pease Ave (Crossing #868557Y). This crossing is permitted to the Alaska District, US Army Corps of Engineers. This project will be constructed through utility agreement with the Alaska Railroad Corporation.	2024 - D/C	130	\$0	\$1,328	\$0	\$0	\$0	\$1,328	\$1,328	
					State Match	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
					<b>Total</b>		<b>\$0</b>	<b>\$1,328</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,328</b>	<b>\$1,328</b>
				<b>Total</b>		<b>\$465</b>	<b>\$8,448</b>	<b>\$37,006</b>	<b>\$10,270</b>	<b>\$0</b>	<b>\$56,189</b>	<b>\$56,189</b>	

\*Projects are not listed in priority order.

Project estimates are shown in Year of Expenditure Dollars.

Table 8. National Highway System (NHS)  
AMATS FFY 2023-2026 TIP Amendment #2

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			
	DOT&PF	NHS0005	<b>Pavement and Bridge Preservation</b> - 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	STBG NHPP Bridge- HIP23	\$22,743	\$22,743	\$22,743	\$22,743	\$22,743	\$90,970	\$113,713
					State Match	\$2,258	\$2,258	\$2,258	\$2,258	\$2,258	\$9,030	\$11,288
					<b>Total</b>	<b>\$25,000</b>	<b>\$25,000</b>	<b>\$25,000</b>	<b>\$25,000</b>	<b>\$25,000</b>	<b>\$100,000</b>	<b>\$125,000</b>
The contingency list of projects for each year will consist of the following year's projects.						\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$100,000	\$125,000

\*Projects are not listed in priority order.

Project estimates are shown in Year of Expenditure Dollars.

**Table 9. Transit  
AMATS FFY 2023-2026 TIP Amendment #2**

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							
						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	5307	\$0	\$3,911	\$3,600	\$3,600	\$3,600	\$10,800	\$14,711	\$25,511
					MOA Match		\$978	\$900	\$900	\$900	\$2,700	\$3,678	\$6,378
				<b>Total</b>			<b>\$4,889</b>	<b>\$4,500</b>	<b>\$4,500</b>	<b>\$4,500</b>	<b>\$13,500</b>	<b>\$18,389</b>	<b>\$31,889</b>
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	5307	\$0	\$0	\$0	\$80	\$480	\$80	\$560	
					MOA Match		\$0	\$0	\$0	\$20	\$120	\$20	\$140
				<b>Total</b>			<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$100</b>	<b>\$600</b>	<b>\$100</b>	<b>\$700</b>
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	5307	\$0	\$0	\$0	\$0	\$225	\$960	\$225	\$1,185
					MOA Match		\$0	\$0	\$0	\$75	\$240	\$75	\$315
				<b>Total</b>			<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$300</b>	<b>\$1,200</b>	<b>\$300</b>	<b>\$1,500</b>
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	2023-2026 - Implementation	5307	\$0	\$320	\$0	\$225	\$0	\$60	\$545	\$605
					MOA Match		\$80	\$0	\$75	\$0	\$15	\$155	\$170
				<b>Total</b>			<b>\$400</b>	<b>\$0</b>	<b>\$300</b>	<b>\$0</b>	<b>\$75</b>	<b>\$700</b>	<b>\$775</b>
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	5307	\$0	\$136	\$38	\$38	\$38	\$0	\$249	\$249
					MOA Match		\$34	\$13	\$13	\$13	\$0	\$72	\$72
				<b>Total</b>			<b>\$170</b>	<b>\$50</b>	<b>\$50</b>	<b>\$50</b>	<b>\$0</b>	<b>\$320</b>	<b>\$320</b>
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	5307	\$0	\$960	\$525	\$525	\$450	\$1,200	\$2,460	\$3,660
					MOA Match		\$240	\$175	\$175	\$150	\$300	\$740	\$1,040
				<b>Total</b>			<b>\$1,200</b>	<b>\$700</b>	<b>\$700</b>	<b>\$600</b>	<b>\$1,500</b>	<b>\$3,200</b>	<b>\$4,700</b>
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, Debarrr, and Muldoon, are vital to the implementation of these community planning documents.	2023-2026 - Implementation	5307	\$0	\$960	\$563	\$563	\$563	\$1,800	\$2,648	\$4,448
					MOA Match		\$240	\$188	\$188	\$188	\$450	\$803	\$1,253
				<b>Total</b>			<b>\$1,200</b>	<b>\$750</b>	<b>\$750</b>	<b>\$750</b>	<b>\$2,250</b>	<b>\$3,450</b>	<b>\$5,700</b>
	MOA Public Transportation	TRN00008	Operating Assistance - Section 5307 operating assistance for fixed route, demand responsive, and/or Microtransit public transit service.	2023-2026 - Implementation	5307	\$0	\$0	\$225	\$0	\$0	\$2,400	\$225	\$2,625
					MOA Match		\$0	\$75	\$0	\$0	\$600	\$75	\$675
				<b>Total</b>			<b>\$0</b>	<b>\$300</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,000</b>	<b>\$300</b>	<b>\$3,300</b>
subtotal FTA Section 5307							<b>\$7,859</b>	<b>\$6,300</b>	<b>\$6,300</b>	<b>\$6,300</b>	<b>\$22,125</b>	<b>\$26,759</b>	<b>\$48,884</b>
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.	2023-2026 - Implementation	5310	\$263	\$192	\$192	\$192	\$419	\$839	\$1,258	
					MOA Match		\$66	\$48	\$48	\$48	\$105	\$210	\$315
				<b>Total</b>			<b>\$329</b>	<b>\$240</b>	<b>\$240</b>	<b>\$240</b>	<b>\$524</b>	<b>\$1,049</b>	<b>\$1,573</b>
subtotal FTA Section 5310							<b>\$329</b>	<b>\$240</b>	<b>\$240</b>	<b>\$240</b>	<b>\$524</b>	<b>\$1,049</b>	<b>\$1,573</b>
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.	2023-2026 - Implementation	5339	\$565	\$576	\$576	\$576	\$1,291	\$2,293	\$3,584	
					MOA Match		\$141	\$144	\$144	\$144	\$323	\$573	\$896
				<b>Total</b>			<b>\$706</b>	<b>\$720</b>	<b>\$720</b>	<b>\$720</b>	<b>\$1,614</b>	<b>\$2,866</b>	<b>\$4,480</b>

\*Projects are not listed in priority order. Project estimates are shown in Year of Expenditure Dollars.



Table 9. Transit  
AMATS FFY 2023-2026 TIP Amendment #2

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							
						Carryover	2023	2024	2025	2026			
27969	MOA Public Transportation	TRN00011	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.		5339(b), BUILD Grant, TOD Pilot		\$0	\$1,800	\$32,000	\$0	\$1,291	\$33,800	\$35,091
					Local Match		\$0	\$450	\$8,000	\$0	\$323	\$8,450	\$8,773
				<b>Total</b>		<b>\$0</b>	<b>\$2,250</b>	<b>\$40,000</b>	<b>\$0</b>	<b>\$1,614</b>	<b>\$42,250</b>	<b>\$43,864</b>	
			subtotal FTA Section 5339				<b>\$706</b>	<b>\$2,970</b>	<b>\$40,720</b>	<b>\$720</b>	<b>\$3,228</b>	<b>\$45,116</b>	<b>\$48,344</b>
			subtotal FTA section 5307, 5310, 5339 Transit funding to the MOA				<b>\$8,894</b>	<b>\$9,510</b>	<b>\$47,260</b>	<b>\$7,260</b>	<b>\$25,877</b>	<b>\$72,924</b>	<b>\$98,801</b>
			<b>Alaska Railroad - FTA Section 5307 (Rail Tier) Funds</b>										
21314	Alaska Railroad Corporation	TRN00012	1% Transit Security on the Alaska Railroad Corporation projects	2023-2026 - Implementation	5307	\$0	\$20	\$20	\$40	\$0	\$91	\$80	\$171
				Local Match		\$0	\$5	\$5	\$10	\$0	\$9	\$20	\$29
				<b>Total</b>		<b>\$0</b>	<b>\$25</b>	<b>\$25</b>	<b>\$50</b>	<b>\$0</b>	<b>\$100</b>	<b>\$100</b>	<b>\$200</b>
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	5307	\$2,800	\$2,800	\$2,800	\$3,000	\$3,000	\$13,191	\$11,600	\$24,791
				Local Match		\$700	\$700	\$700	\$750	\$750	\$1,309	\$2,900	\$4,209
				<b>Total</b>		<b>\$3,500</b>	<b>\$3,500</b>	<b>\$3,500</b>	<b>\$3,750</b>	<b>\$3,750</b>	<b>\$14,500</b>	<b>\$14,500</b>	<b>\$29,000</b>
21314	Alaska Railroad Corporation	TRN00014	1% Associated Transit Enhancements - can include benches, landscaping, and other transit related amenities.	2023-2026 - Implementation	5307	\$0	\$20	\$20	\$40	\$0	\$91	\$80	\$171
				Local Match		\$0	\$5	\$5	\$10	\$0	\$9	\$20	\$29
				<b>Total</b>		<b>\$0</b>	<b>\$25</b>	<b>\$25</b>	<b>\$50</b>	<b>\$0</b>	<b>\$100</b>	<b>\$100</b>	<b>\$200</b>
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	5307	\$6,800	\$40	\$40	\$0	\$0	\$227	\$80	\$307
				Local Match		\$1,700	\$10	\$10	\$0	\$0	\$23	\$20	\$43
				<b>Total</b>		<b>\$8,500</b>	<b>\$50</b>	<b>\$50</b>	<b>\$0</b>	<b>\$0</b>	<b>\$250</b>	<b>\$100</b>	<b>\$350</b>
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	5307	\$0	\$0	\$20	\$0	\$0	\$45	\$20	\$65
				Local Match		\$0	\$0	\$5	\$0	\$0	\$5	\$5	\$10
				<b>Total</b>		<b>\$0</b>	<b>\$0</b>	<b>\$25</b>	<b>\$0</b>	<b>\$0</b>	<b>\$50</b>	<b>\$25</b>	<b>\$75</b>
19635	Alaska Railroad Corporation	TRN00017	Bridge Rehabilitation - Bridge engineering, preventive maintenance, rehabilitation, replacements, and other bridge improvements within AMATS boundaries.	2023-2026 - Implementation	5307	\$200	\$40	\$40	\$0	\$0	\$227	\$80	\$307
				Local Match		\$50	\$10	\$10	\$0	\$0	\$23	\$20	\$43
				<b>Total</b>		<b>\$250</b>	<b>\$50</b>	<b>\$50</b>	<b>\$0</b>	<b>\$0</b>	<b>\$250</b>	<b>\$100</b>	<b>\$350</b>
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	5307	\$280	\$0	\$20	\$20	\$0	\$45	\$40	\$85
				Local Match		\$70	\$0	\$5	\$5	\$0	\$5	\$10	\$15
				<b>Total</b>		<b>\$350</b>	<b>\$0</b>	<b>\$25</b>	<b>\$25</b>	<b>\$0</b>	<b>\$50</b>	<b>\$50</b>	<b>\$100</b>
33245	Alaska Railroad Corporation	TRN00019	Facility Rehab - Within AMATS boundaries replace, upgrade or improve ARRC buildings and related functional appurtenances.	2023-2026 - Implementation	5307	\$52	\$0	\$420	\$80	\$40	\$45	\$540	\$585
				Local Match		\$13	\$0	\$105	\$20	\$10	\$5	\$135	\$140
				<b>Total</b>		<b>\$65</b>	<b>\$0</b>	<b>\$525</b>	<b>\$100</b>	<b>\$50</b>	<b>\$50</b>	<b>\$675</b>	<b>\$725</b>
			subtotal FTA Section 5307 (Rail Tier) Transit funding to Railroad			<b>\$12,665</b>	<b>\$3,650</b>	<b>\$4,225</b>	<b>\$3,975</b>	<b>\$3,800</b>	<b>\$15,350</b>	<b>\$15,650</b>	<b>\$31,000</b>
			<b>Alaska Railroad - FTA Section 5337 (State of Good Repair) Funds</b>										
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	5337	\$400	\$600	\$560	\$560	\$600	\$2,638	\$2,320	\$4,958
				Local Match		\$100	\$150	\$140	\$140	\$150	\$262	\$580	\$842
				<b>Total</b>		<b>\$500</b>	<b>\$750</b>	<b>\$700</b>	<b>\$700</b>	<b>\$750</b>	<b>\$2,900</b>	<b>\$2,900</b>	<b>\$5,800</b>
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	5337	\$3,120	\$800	\$120	\$120	\$120	\$1,319	\$1,160	\$2,479
				Local Match		\$780	\$200	\$30	\$30	\$30	\$131	\$290	\$421
				<b>Total</b>		<b>\$3,900</b>	<b>\$1,000</b>	<b>\$150</b>	<b>\$150</b>	<b>\$150</b>	<b>\$1,450</b>	<b>\$1,450</b>	<b>\$2,900</b>
19635	Alaska Railroad Corporation	TRN00022	Bridge Rehabilitation - Bridge engineering, preventive maintenance, rehabilitation, replacements, and other bridge improvements within AMATS boundaries.	2020 - 2022 - Implementation	5337	\$288	\$8,800	\$4,000	\$40	\$200	\$5,131	\$13,040	\$18,171
				Local Match		\$72	\$2,200	\$1,000	\$10	\$50	\$509	\$3,260	\$3,769
				<b>Total</b>		<b>\$360</b>	<b>\$11,000</b>	<b>\$5,000</b>	<b>\$50</b>	<b>\$250</b>	<b>\$5,640</b>	<b>\$16,300</b>	<b>\$21,940</b>
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	5337	\$0	\$40	\$40	\$40	\$40	\$182	\$160	\$342
				Local Match		\$0	\$10	\$10	\$10	\$10	\$18	\$40	\$58
				<b>Total</b>		<b>\$0</b>	<b>\$50</b>	<b>\$50</b>	<b>\$50</b>	<b>\$50</b>	<b>\$200</b>	<b>\$200</b>	<b>\$400</b>
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	5337	\$0	\$20	\$40	\$20	\$0	\$91	\$80	\$171
				Local Match		\$0	\$5	\$10	\$5	\$0	\$9	\$20	\$29
				<b>Total</b>		<b>\$0</b>	<b>\$25</b>	<b>\$50</b>	<b>\$25</b>	<b>\$0</b>	<b>\$100</b>	<b>\$100</b>	<b>\$200</b>
33245	Alaska Railroad Corporation	TRN00025	Facility Rehab - Within AMATS boundaries replace, upgrade or improve ARRC buildings and related functional appurtenances.	2023-2026 - Implementation	5337	\$0	\$20	\$440	\$20	\$0	\$91	\$480	\$571
				Local Match		\$0	\$5	\$110	\$5	\$0	\$9	\$120	\$129
				<b>Total</b>		<b>\$0</b>	<b>\$25</b>	<b>\$550</b>	<b>\$25</b>	<b>\$0</b>	<b>\$100</b>	<b>\$600</b>	<b>\$700</b>

\*Projects are not listed in priority order. Project estimates are shown in Year of Expenditure Dollars.

Table 9. Transit  
AMATS FFY 2023-2026 TIP Amendment #2

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							
						Carryover	2023	2024	2025	2026			
			<i>subtotal FTA Section 5337 (SGR) funding to Railroad</i>			\$4,760	\$12,850	\$6,500	\$1,000	\$1,200	\$10,390	\$21,550	\$31,940
			<b>Alaska Railroad - FTA Section 5337 (SGR) Funds</b>				\$0	\$0	\$0	\$0	\$0	\$0	\$0
			<i>subtotal FTA Section 5337 funding to Railroad</i>				\$12,850	\$800	\$1,000	\$1,200	\$17,400	\$15,850	\$33,250
			<i>subtotal FTA Sections 5307 (Rail Tier) &amp; 5337 Transit funding to ARRC</i>				\$16,500	\$10,725	\$4,975	\$5,000	\$25,740	\$37,200	\$62,940
			<b>Total Transit Program (FTA {5307+5310+5337})</b>				\$25,394	\$20,235	\$52,235	\$12,260	\$51,617	\$110,124	\$161,741
			<i>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.</i>										

\*Projects are not listed in priority order. 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 Amendment #2**

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			
19482	MOA	OFS00002	AK094 & AK105 - Construction & Road Improvements @ APU.	2023 - U/C	Federal Earmark	\$2,685	\$0	\$0	\$0	\$0	\$2,685	\$2,685
					MOA Match	\$266	\$0	\$0	\$0	\$0	\$266	\$266
				<b>Total</b>		<b>\$2,951</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,951</b>	<b>\$2,951</b>
28471	DOT&PF	OFS00004	Campbell Tract Facility Alternate Entrance Alignment - Relocate the CTF entrance road 260' to align with East 68th Avenue.	2023 - U/C	STBG	\$4,477	\$0	\$0	\$0	\$0	\$4,477	\$4,477
					State Match	\$444	\$0	\$0	\$0	\$0	\$444	\$444
				<b>Total</b>		<b>\$4,921</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,921</b>	<b>\$4,921</b>
	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	\$14,240	\$0	\$0	\$14,240	\$14,240
					ACCS Partners	\$0	\$0	\$56,700	\$0	\$0	\$56,700	\$56,700
					Match	\$0	\$0	\$3,560	\$0	\$0	\$1,414	\$1,414
				<b>Total</b>		<b>\$0</b>	<b>\$0</b>	<b>\$74,500</b>	<b>\$0</b>	<b>\$0</b>	<b>\$72,354</b>	<b>\$72,354</b>
	Port of Alaska	OFS00008	Port of Alaska SMART Grid - This planning project will establish a baseline inventory of the existing meter infrastructure and related behind-the-meter loads at Port of Alaska (PoA), and consolidate all necessary information for the development of a smart grid and a successful future energy management system deployment. Planners need to understand the current state of infrastructure and how PoA tenants use and interact with that infrastructure to specify, design, and procure the technology solutions needed to maximize benefits for PoA users, and enable the seamless integration of additional technology as PoA advances its decarbonization objectives.	2023 - Planning	State or other Federal Funding	\$0	\$1,766	\$1,767	\$1,767	\$0	\$5,300	\$5,300
					Match	\$0	\$766	\$767	\$767	\$0	\$2,300	\$2,300
				<b>Total</b>		<b>\$0</b>	<b>\$2,532</b>	<b>\$2,534</b>	<b>\$2,534</b>	<b>\$0</b>	<b>\$7,600</b>	<b>\$7,600</b>
	Port of Alaska	OFS00009	Port of Alaska Solar Design and Engineering - Engineering, design, and permitting documents for a proposed 2.5-3-megawatt ground-mounted solar array located in the furthest east Buffer Zone of the Port of Anchorage. Includes site surveying, solar PV design, and geotechnical, structural, civil, and electrical engineering.	2023 - D	State	\$250	\$0	\$0	\$0	\$0	\$250	\$250
					State Match	\$0	\$0	\$0	\$0	\$0	\$0	\$0
				<b>Total</b>		<b>\$250</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$250</b>	<b>\$250</b>
34196	DOT&PF	OFS00010	International Airport Charging Stations - This project involves the installation of electric vehicle (EV) charging stations at the cell phone parking lots of the Ted Stevens Anchorage International Airport. Work includes the design, procurement, and installation of the charging stations, as well as the necessary electrical infrastructure to support their operation.	2024 - C	CMAQ Flex	\$0	\$910	\$455	\$0	\$0	\$1,365	\$1,365
				2025 - C	State Match	\$0	\$90	\$45	\$0	\$0	\$135	\$135
				<b>Total</b>		<b>\$0</b>	<b>\$1,000</b>	<b>\$500</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,500</b>	<b>\$1,500</b>
33865	DOT&PF	OFS00011	National Electric Vehicle Infrastructure Program - For the planning and strategic deployment of electric vehicle (EV) charging infrastructure and to establish an interconnected network as per the National Electric Vehicle Infrastructure Program.	2024 - C	NEVI	\$0	\$600	\$600	\$0	\$0	\$1,200	\$1,200
				2025 - C	Third Party Match	\$0	\$150	\$150	\$0	\$0	\$300	\$300
				<b>Total</b>		<b>\$0</b>	<b>\$750</b>	<b>\$750</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,500</b>	<b>\$1,500</b>
<b>Other Funding Sources Total</b>						<b>\$8,122</b>	<b>\$4,042</b>	<b>\$78,089</b>	<b>\$2,534</b>	<b>\$0</b>	<b>\$90,374</b>	<b>\$90,374</b>
<b>AMATS STBG Total</b>						<b>\$4,477</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,477</b>	<b>\$4,477</b>
<b>AMATS CRP Total</b>						<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

\*Projects are not listed in priority order.

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**

## **Illustrative Projects**

<p><b>Illustrative</b></p>	<p><b>5th Avenue Signals and Lighting Upgrade</b> [L Street to H 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 facilitate electrical work and meet ADA requirements.</p>
<p><b>Illustrative</b></p>	<p><b>5th Ave</b> [H Street to Cordova] <b>and 6th Ave Signals and Lighting Upgrade</b> [L Street to Cordova] - 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.</p>
<p><b>Illustrative</b></p>	<p><b>Multi-use Pathway from Tudor Road to Northern Lights Blvd</b> - 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 existing trail on Taft and Tudor Road.</p>
<p><b>Illustrative</b></p>	<p><b>Glenn Highway: Airport Heights to Parks Highway Rehabilitation</b> - Projects consists of rehabilitation of the Glenn Highway between Airport Heights and the Parks Highway to be coordinated with HSIP safety improvements.</p>
<p><b>Illustrative</b></p>	<p><b>Seward Highway Mile Post 98.5 to 118 Bird Flats to Rabbit Creek</b> - Reconstruct the Seward Highway from Bird Flats to Rabbit Creek to better accommodate traffic flow and address safety concerns.</p>
<p><b>Illustrative</b></p>	<p><b>Seward Highway and Tudor Road Interchange Reconstruction</b> - Project will reconstruct the Tudor Road Interchange. Interchange ins at the end of its design life and has operational issues with the current traffic loads.</p>
<p><b>Illustrative</b></p>	<p><b>Glenn Highway Incident Management Traffic Accommodations</b> - 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 trsffic congestion is mitigated, and gridlock does not preclude travel between Anchorage, Eagle River, and the Matanuska Valley.</p>
<p><b>Illustrative</b></p>	

	<b>Glenn Highway and Hiland Road Interchange Preservation and Operational Improvements</b> - Project will evaluate alternatives to make short term improvements to the Hiland Road interchange utilizing the existing bridge over the highway.
<b>Illustrative</b>	<b>Muldoon Road Pavement Preservation: Debarr to Glenn Highway</b> - pavement preservation of (respective roadway) including drainage and other improvements necessary to maintain the corridor in a state of good repair
<b>Illustrative</b>	<b>Abbott Rd Pavement Preservation: New Seward Hwy to Lake Otis Pkwy</b> - pavement preservation of (respective roadway) including drainage and other improvements necessary to maintain the corridor in a state of good repair.
<b>Illustrative</b>	<b>Non-Motorized Facilities Inventory and Mapping</b> - Project would inventory the non-motorized facilities within the AMATS area. Project would create a GIS layers with this information.



# **Appendix D**

## **Comment/ Response Summaries**

2023-2026 Draft TIP 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> <ol style="list-style-type: none"> <li>1) Safety. Lighting improves visibility for pedestrian, motorized and non-motorized options.</li> <li>2) Mobility. Wider sidewalks and curb ramps improve pedestrian mobility.</li> <li>3) Environment. Green Infrastructure elements mitigate storm water runoff and improve air and water quality.</li> <li>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.</li> <li>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.</li> </ol>	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 decorative 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> <ol style="list-style-type: none"> <li>1) Fix the display issues with how the projects look. Align them correctly and use uniform type font for all projects.</li> <li>2) Correct the TIP Need IDs for Roadway Projects and other as needed.</li> <li>3) Show the funding beyond FY26 for the CMAQ projects.</li> </ol>	AMATS Staff	Staff agrees with these edits.	Staff recommends these edits be added to the draft TIP.	PC Approved Staff Recommendation.
4	There is an error in the project description for PLN00014 that lists Minnesota Drive and should say Northern Lights Blvd and Benson Blvd.	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 than 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 recommends the following projects be added into the TIP to replace these projects:</p> <p>Roadway Table 2 -  <b>Lois Drive &amp; 32nd Ave Upgrade</b> [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><b>Folker Street Upgrade</b> [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 -  <b>Dale Street Non-Motorized Improvements</b> [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 -                      Lois Drive &amp; 32nd Ave Upgrade [Benson Blvd to Minnesota Drive]</p> <p>Folker Street Upgrade [Tudor Road to 40th Ave]</p> <p>Non-motorized Table 3 -                      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. Wender 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 &amp; O'Malley? I believe this signal is new and yet is slated 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 Transportation 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.

2023-2026 Draft TIP Comment Response Summary

#	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.

2023-2026 Draft TIP Comment Response Summary

#	Comment	Comment Received From	Staff Response	AMATS Staff Recommendation	AMATS PC Action
22	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.  General: 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.	Bike Anchorage	Thank you for your comment.	No recommended change.	PC Approved Staff Recommendation.
23	Roadway Projects: RDY00001 Fireweed Lane Rehabilitation: 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. 3) Please specify that bike lanes and NM protection should be maintained through intersections, including across the Seward Highway. a) Intersections make up 85% of NM collision sites, so they need to have the greatest level of safety designed into them. b) Seward Highway is a huge barrier within Anchorage's NM network, and every point of permeability is critical. 4) Include options for a two-lane conversion in the project scope. 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. b) Innovative roadway design should be considered in the TIP's scoping language, including 2 motorized lanes throughout the entire corridor. 5) Add scoping language for separated cycle track. a) If the speed of motorized vehicles is not reduced, protected bike lanes will be required. b) Multi-use paths would be inappropriate with the high density of approaches. 6) Call for reduced design speed. a) Would allow for much more functional raised crosswalks at high pedestrian and school zone locations. b) Fireweed's primary use should focus on safety and building economic developments, not prioritizing long distance motorized travel. 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.	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	RDY00003 Spenard Road Rehabilitation: 7) Reword or change the goal to "improve traffic flow". 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.	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	RDY00007 Potter Drive Rehabilitation: 8) Consider adding language for bike-specific infrastructure. a) Intersections make up 85% of NM collision sites, so they need to have the greatest level of safety designed into them. 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. 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	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	RDY00004 Dr. Martin Luther King Jr Avenue Extension: 9) Do not pursue this project. a) The project would increase motorized traffic at intersections, thus further jeopardizing the safety of NM users. b) The project detrimentally impacts trail and greenspace, including a key part of the NM network (Campbell Creek Trail). 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.	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	RDY00014 3rd Ave Signal and Lighting Upgrade RDY00013 5th Avenue Signals and Lighting Upgrade 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. 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.	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	11) Bike Anchorage preferred Roadway Projects to be added to the TIP: a) 32nd/33rd Midtown Connection Phase II Project b) Downtown east-west cycle track project, preferably along 6th and or 5th Ave.	Bike Anchorage	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.  5th/6th Ave is being looked at in the Downtown Study.	No recommended change.	PC Approved Staff Recommendation.
29	NMO00001 Downtown Trail Connection: 12) Bike Anchorage endorses this project. 13) Add more specific language to connect to Fish Creek Trail all the way to Barbara St. 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. 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. 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.	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	NMO00009 Northern Lights Blvd Sidewalk Repairs: 14) Include language that specifies designing for future non-motorized developments a) This corridor is in need of much greater non-motorized accessibility. There is concern this project will disincentivize those improvements.	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	NMO00010 Glenn Highway Trail Connection: 15) Bike Anchorage endorses this project. a) This connection is greatly needed for the Eagle River NM community and to connect the Anchorage network to communities to the north.	Bike Anchorage	Thank you for your comments.	No recommended change.	PC Approved Staff Recommendation.

2023-2026 Draft TIP Comment Response Summary

#	Comment	Comment Received From	Staff Response	AMATS Staff Recommendation	AMATS PC Action
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: <a href="https://www.muni.org/Departments/OCPD/Planning/AMATS/Pages/1_TIP.aspx">https://www.muni.org/Departments/OCPD/Planning/AMATS/Pages/1_TIP.aspx</a>  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/precarious 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 shop/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 21st 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 NMO0012 trail along Rail corridor NMO0013 – trail with the potential to link to rail corridor	Carma Reed	Thank you for your comment.	No recommended change.	PC Approved Staff Recommendation.
52	NMO0014 – 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"> <li>• gives the same importance to safe bike and ped travel as safe vehicle travel,</li> <li>• promotes urban infill and redevelopment by reducing and slowing traffic,</li> <li>• supports convenient, comfortable transit service,</li> <li>• reduces vehicle trips and greenhouse gas emissions.</li> </ul> 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.

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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, IJA). 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.



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#	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 from 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	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.  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.	No recommended change.	PC Approved Staff Recommendation.
90	9. You mentioned scoring changes to accommodate 'underfunding' Eagle River-Chugiak. What other scoring changes took place?	Cheryl Richardson - Questions to Staff	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.  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.	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	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).  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.	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 &amp; Pedestrian project B&amp;P #12 "Eagle River Rd. Pathway Rehabilitation &amp; 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	This project will look at what non-motorized options are available. This comment can be forwarded to the project team for consideration.	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 is 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 than 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's Transportation 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> <ol style="list-style-type: none"> <li>1) RDY00001 Fireweed Lane Rehabilitation</li> <li>2) RDY00003 and RDY00013 - Both Spenard Road Rehabilitation projects</li> <li>3) RDY00007 Potter Drive Rehabilitation</li> <li>4) RDY00010 Mountain Air Drive</li> <li>5) RDY00012 Chugach Way Rehabilitation</li> </ol>	No recommended change.	PC Approved Staff Recommendation.

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#	Comment	Comment Received From	Staff Response	AMATS Staff Recommendation	AMATS PC Action
108	<p><b>The Glenn Hwy Bike Path needs your help!</b> 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&amp;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> <ol style="list-style-type: none"> <li>1) RDY00001 Fireweed Lane Rehabilitation</li> <li>2) RDY00003 and RDY00013 - Both Spenard Road Rehabilitation projects</li> <li>3) RDY00007 Potter Drive Rehabilitation</li> <li>4) RDY00010 Mountain Air Drive</li> <li>5) RDY00012 Chugach Way Rehabilitation</li> </ol>	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> <ol style="list-style-type: none"> <li>1) RDY00001 Fireweed Lane Rehabilitation</li> <li>2) RDY00003 and RDY00013 - Both Spenard Road Rehabilitation projects</li> <li>3) RDY00007 Potter Drive Rehabilitation</li> <li>4) RDY00010 Mountain Air Drive</li> <li>5) RDY00012 Chugach Way Rehabilitation</li> </ol>	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, <a href="http://www.mountainline.com/zero-fare">www.mountainline.com/zero-fare</a>, a list of the:</p> <p>Top 11 Reasons Zero-Fare Matters</p> <ol style="list-style-type: none"> <li>1. Public transit benefits us all and helps create a quality community.</li> <li>2. More sanitary, as we've seen with COVID-19.</li> <li>3. Substantially increases transit ridership.</li> </ol>	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.

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#	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 would 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.



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#	Comment	Comment Received From	Staff Response	AMATS Staff Recommendation	AMATS PC Action
132	RDY00013 Academy/Vanguard Drive Area Traffic Circulation Improvements. <ul style="list-style-type: none"> <li>•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.</li> <li>•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.</li> <li>•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?</li> <li>•Has AMATS done an "induced demand" calculation for this proposed project and the underpass?</li> </ul>	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 <ul style="list-style-type: none"> <li>•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</li> <li>•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.</li> </ul>	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 be 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  NHS0004 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	The NECC appreciates the opportunity for additional advocacy for projects in our community council area.  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.  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.  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 signalized 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.	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	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 Elmrinch subdivision that provide a cut through between Turpin & Patterson (Trafford Lane, Dickerson Drive, 2nd Ave, and Fern Street).	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	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.	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	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.  Draft TIP narrative Page 2, para 2 of Introduction: the link for the AMATS Boundary map is broken.	Rabbit Creek Community Council	Thank 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	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:  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.	Rabbit Creek Community Council	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.
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	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.
151	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.	Rabbit Creek Community Council	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.

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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	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.
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 <b>will look at left turn accommodations where possible.</b> 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.



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#	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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#	Comment	Comment Received From	Staff Response	AMATS Staff Recommendation	AMATS PC Action
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> <ol style="list-style-type: none"> <li>1) RDY00001 Fireweed Lane Rehabilitation</li> <li>2) RDY00003 and RDY00013 - Both Spenard Road Rehabilitation projects</li> <li>3) RDY00007 Potter Drive Rehabilitation</li> <li>4) RDY00010 Mountain Air Drive</li> <li>5) RDY00012 Chugach Way Rehabilitation</li> </ol> <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> <ol style="list-style-type: none"> <li>1) RDY00001 Fireweed Lane Rehabilitation</li> <li>2) RDY00003 and RDY00013 - Both Spenard Road Rehabilitation projects</li> <li>3) RDY00007 Potter Drive Rehabilitation</li> <li>4) RDY00010 Mountain Air Drive</li> <li>5) RDY00012 Chugach Way Rehabilitation</li> </ol> <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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#	Comment	Comment Received From	Staff Response	AMATS Staff Recommendation	AMATS PC Action
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> <ol style="list-style-type: none"> <li>1) RDY00001 Fireweed Lane Rehabilitation</li> <li>2) RDY00003 and RDY00013 - Both Spenard Road Rehabilitation projects</li> <li>3) RDY00007 Potter Drive Rehabilitation</li> <li>4) RDY00010 Mountain Air Drive</li> <li>5) RDY00012 Chugach Way Rehabilitation</li> </ol>	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	<p>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.</p>	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	<p>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.</p>	Sharon Stockard	<p>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.</p>	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 &amp; cycle regularly up and down this area &amp; 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&amp;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.

2023-2026 TIP Amendment #1 Comment Response Summary

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

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



2023-2026 TIP Amendment #1 Comment Response Summary

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

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

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

2023-2026 TIP Amendment #1 Comment Response Summary

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



2023-2026 TIP Amendment #1 Comment Response Summary

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

2023-2026 TIP Amendment #2 Comment Response Summary

Comment #	Comment	Comment Received From	Staff Response	AMATS Staff Recommendation	TAC Recommendation	AMATS PC Action
1	<p>Sure is lots of information in this document. I live in Chugiak and we do not have People Mover bus service here at this time. When I go shopping in the main part of Anchorage, here are the places I usually go to:                      Lake Otis Medical Supply                      New Sagaya (grocery store) in mid-town                      Natural Pantry (grocery store)                      Barnes and Noble (book store)                      JoAnne's Fabrics store                      Quilt Tree (fabric store)                      Loussac Library (in mid-town)                      Holy Family Catholic Cathedral - downtown</p> <p>These are the places which need near-by bus stops, and also need the sidewalks cleared in the winter.                      Thank you for listening !!!</p>	Rosemary	Thank you for your comment.	Staff recommends forwarding this comment to the Public Transportation Department for their consideration.	Support Staff Recommendation.	
2	<p>The replacement of the Eagle River Road Rehabilitation project with a bikepath worth ~5% of its value is tantamount to theft.                       Eagle River barely gets road improvements as is and to remove our rehab project is completely unacceptable.</p>	Lee Hammermeister	Thank you for your comment.	No action.	Support Staff Recommendation.	
3	<p>The replacement of the Eagle River Road Rehabilitation project with a bikepath worth ~5% of its value is tantamount to theft.                       Eagle River barely gets road improvements as is and to remove our rehab project is completely unacceptable.</p>	Maurice Cruickshank	Thank you for your comment.	No action.	Support Staff Recommendation.	
4	<p>The replacement of the Eagle River Road Rehabilitation project with a bikepath worth ~5% of its value is tantamount to theft.                       Eagle River barely gets road improvements as is and to remove our rehab project is completely unacceptable.</p>	Erik Bruce	Thank you for your comment.	No action.	Support Staff Recommendation.	
5	<p>The replacement of the Eagle River Road Rehabilitation project with a bikepath worth ~5% of its value is tantamount to theft.                       Eagle River barely gets road improvements as is and to remove our rehab project is completely unacceptable.</p>	Carrie Bond	Thank you for your comment.	No action.	Support Staff Recommendation.	
6	<p>The replacement of the Eagle River Road Rehabilitation project with a bikepath worth ~5% of its value is tantamount to theft.                       Eagle River barely gets road improvements as is and to remove our rehab project is completely unacceptable.</p>	Babs	Thank you for your comment.	No action.	Support Staff Recommendation.	
7	<p>If anyone in Anchorage had to drive this interchange [Artillery Road] on a daily basis the money that has been allocated to it would be spent on the infrastructure. Please don't ignore us. This is a dangerous situation and should be fixed.PLEASE!</p>	Anne Garbe	The Artillery Interchange project was not on the AMATS TIP and no money was allocated toward it. Thank you for your comment.	Staff recommends forwarding this comment to the Alaska Department of Transportation & Public Facilities for their consideration.	Support Staff Recommendation.	
8	<p>I need help to understand how and why the Eagle River Road Rehabilitation project valued at \$60 million was reduced to a \$2.5 million dollar bike path. Our community needs resources too and this seems to be an inequitable distribution of funding.                       Please make transparent, the process that the policy committee used and the rationale provided for an amendment with a descope of this magnitude. This single action reduces the quantifiable benefit to Eagle River/Chugiak down to 4% of the original intention. And I have to imagine that if this was done, there is something drastically more critical that needed those funds?                       Where are the funds being reallocated/earmarked? And how was a determination made that the project(s) they were reallocated towards are of greater priority than the roadways in Eagle River/Chugiak.                       Any and all help in understanding is greatly appreciated.</p>	Courtney Becerril	<p>The Eagle River Road Rehabilitation project was recommend for removal from the AMATS 2023-2026 TIP due to being too expensive for the amount of funding available. In the last year or so cost have increased dramatically due to inflation while the funding for transportation projects through AMATS has not gone up.                       The funds allocated in the 23-26 TIP, \$2.5M, are being used to offset the cost increase on another project already underway, the Downtown Trail Connection project. This project scored higher during the scoring and ranking process for the 23-26 TIP.</p>	No action.	Support Staff Recommendation.	
9	<p>Enough of the special user groups taking everyone's capital. As a motorized user I have virtually no place to enjoy my preferred</p>	Rick/Kim Nissen	Thank you for your comment.	No action.	Support Staff Recommendation.	
10	<p>ATTENTION: PUBLIC SERVICE ANNOUNCEMENT:                      Dear Readers,                      I hope this email finds you well. I need to bring an urgent matter to your attention.                      Over the past twelve years, spanning three Transportation Improvement Programs (TIPs), our community has received a meager 2.8% of roadway improvement funding (excluding pavement replacement). Despite this historical underfunding, we have recently learned of a significant project slated for Chugiak Eagle River in the approved 2023-2026 TIP.                      The Eagle River Road Rehabilitation project, valued at \$60 million. However, in a recent development, the Policy Committee approved an amendment to the current TIP. This amendment removes the entire Eagle River Road Rehabilitation project, replacing it with a bike path valued at only \$2.5 million. This single action strips away \$57.5 million worth of intended funding for our community.                       For clarity, here are the key transportation terms:                       1. <b>AMATS:</b> Anchorage Metropolitan Area Transportation Solutions. AMATS serves as our Metropolitan Planning Organization (MPO) responsible for coordinating transportation planning efforts in Anchorage.                       2. <b>MPO:</b> Metropolitan Planning Organization. MPOs are federally designated organizations responsible for transportation planning and programming in urbanized areas. They play a crucial role in allocating federal transportation funds and prioritizing projects.                       3. <b>MTP:</b> Metropolitan Transportation Plan. The MTP is a long-range transportation planning document that outlines the vision, goals, and strategies for transportation development in our region over a ten-year period.                       4. <b>TIP:</b> Transportation Improvement Program. The TIP is a four-year funding program that allocates resources to specific transportation projects within our region. It translates the priorities identified in the MTP into actionable projects.                       5. <b>Policy Committee:</b> The Policy Committee is the governing body responsible for approving the MTP and TIP. Comprising key stakeholders, it sets transportation policies, priorities, and funding allocations.                       6. <b>STIP:</b> State Transportation Improvement Program. The STIP is the primary funding source managed at the state level for transportation projects across Alaska. It encompasses larger infrastructure initiatives and operates independently of the Policy Committee.                       We are now in the Public Comment phase, I believe as a community and advocate for reallocating the funding to the Artillery Road Interchange, a critical Metropolitan Transportation Plan (MTP) project.                       It is crucial in ensuring our community's transportation needs are addressed and prioritized.</p>	Sharon Menzo	Thank you for your comment.	No action.	Support Staff Recommendation.	
11	<p>Please return the funding for eagle River road improvements to the allocated \$60 million. These repairs and improvements are much needed and overdue!!</p>	Tim Buffey	Thank you for your comment.	No action.	Support Staff Recommendation.	
12	<p>Hi, there is a bit in there I saw about a toll between Eagle River and Muldoon. We live in Eagle River and pay plenty property taxes compared to a large group of people using that section of road. This location is part of why we were ok with the property taxes and not being right in Anchorage where most of our money goes. To toll it would also hurt every small business in Eagle River and those are necessary to a healthy community now and to the future.</p>	Kim Curry	There is no toll project in the AMATS 2023-2026 TIP. Thank you for your comment.	No action.	Support Staff Recommendation.	

2023-2026 TIP Amendment #2 Comment Response Summary

Comment #	Comment	Comment Received From	Staff Response	AMATS Staff Recommendation	TAC Recommendation	AMATS PC Action
13	Why was the \$60 million plan amended? PLEASE UNDO!	Linda Leigh	The Eagle River Road Rehabilitation project was recommend for removal from the AMATS 2023-2026 TIP due to being too expensive for the amount of funding available. In the last year or so cost have increased dramatically due to inflation while the funding for transportation projects through AMATS has not gone up.  The funds allocated in the 23-26 TIP, \$2.5M, are being used to offset the cost increase on another project already underway, the Downtown Trail Connection project. This project scored higher during the scoring and ranking process for the 23-26 TIP.	No action.	Support Staff Recommendation.	
14	Request you maintain the planned funding for our neighborhoods in Anchorage: Eagle River, Chugiak, and Peters Creek. The original funding was added for a reason, and well overdue. An example is the Artillery Road interchange, which has been a problem since I moved to Alaska over 20-years ago. This area affects most all of us as we commute to Anchorage on a regular basis. The bike path would be nice, but there are too many other road issues that should be addressed first, which will have larger impact on our community.  Thank you for the opportunity to comment. Please don't short change us; address our roads as you had originally planned.	BS Gumbo	Thank you for your comment.	No action.	Support Staff Recommendation.	
15	Eagle River has lost \$60m in road improvements for a \$2.5m bike path that we don't even know whom it benefits. Even if it benefits Eagle River, we've lost ove \$57m dollar of improvements to our community.  Who on this Policy Committee proposed the change and why?	Tim Shaw	The Eagle River Road Rehabilitation project was recommend for removal from the AMATS 2023-2026 TIP due to being too expensive for the amount of funding available. In the last year or so cost have increased dramatically due to inflation while the funding for transportation projects through AMATS has not gone up.  The funds allocated in the 23-26 TIP, \$2.5M, are being used to offset the cost increase on another project already underway, the Downtown Trail Connection project. This project scored higher during the scoring and ranking process for the 23-26 TIP.	No action.	Support Staff Recommendation.	
16	Interface to the removal of TIP Need ID* RDY00017.  Removing this long-sot-after project that will greatly improve traffic flow and safety for the anchorage community is unacceptable. Additionally, Eagle River has been underfunded within the TIPs program only receiving 2.8% of the roadway improvement funding in the last 12 years. This lack of equity in distributing this funding is offensive and needs to be corrected immediately.  Please rectify immediately.	Benjamin Westveer	Thank you for your comment.	No action.	Support Staff Recommendation.	
17	Tax payer money belongs in Eagle River.....our transportation corridors within the town needs to adjust to growth of this wonderful place. Walking/ biking corridors are a must to make it a walkable community with safe , maintained , well lit , widened roads and corridors that are designed properly with the pedestrian in mind . How can an allocated 52 million go elsewhere.?  We need it in eagle river as promised ....for the final recipe for Eagle River to come to fruition, the right ingredients backed by promised budgeting with make it the best little town / node between anchorage and Palmer/ Wasilla.	Tania Krawchenko	Thank you for your comment.	Staff recommends funding the pathway project on Eagle River Road from Eagle River Loop Road to Mile Hi Avenue as outlined in staff comment #65.	Support Staff Recommendation.	
18	I am deeply disturbed that, once again, Eagle River is being completely ignored in road improvement funding. We are a growing community in serious need of the improvements initially proposed. While a bike path is nice, it is a luxury! Additionally, what an insult. A pitiful 2% allocation for a BIKE PATH? Eagle River residents deserve more!	Deanna Barnett	Thank you for your comment.	No action.	Support Staff Recommendation.	
19	Just heard that the traffic flow issues in Eagle River are no longer a focus for improvements, except for a bike path that will only be used for a limited amount of time during the year. Who could possibly put a bike path ahead of road safety for all during every season of the year? A bike path would be nice, but certainly not a necessity, especially when we have traffic flow problems like the Artillery Road area, that is an interchange disaster. As a longtime resident of Eagle River, I am not in favor of placing a bike path over road issues.	Sue Schade	The Artillery Interchange project was not on the AMATS TIP and no money was allocated toward it. Thank you for your comment.	Staff recommends forwarding this comment to the Alaska Department of Transportation & Public Facilities for their consideration.	Support Staff Recommendation.	
20	I am angry that the Artillery Road improvements have been removed from the plan. This road is dangerous. It needs fixing!!! Eagle River deserves to have our needs met!  Have you tried to navigate this intersection? It's a mess. Many accidents happen here. I was hit in this area. Too many roads coming together plus all the people coming off the Glenn Highway. The police don't write tickets for the area because it's so messed up. Please put back on the plan. This has been neglected for too long!!	Sue Petersen	The Artillery Interchange project was not on the AMATS TIP and no money was allocated toward it. Thank you for your comment.	Staff recommends forwarding this comment to the Alaska Department of Transportation & Public Facilities for their consideration.	Support Staff Recommendation.	
21	Just a couple comments on Amendment 2.  * On projects where there is both State and MOA match would it be possible to break out who's paying what? Instead of it being combined into one line can it be broken out into two? I only bring this up because it's very difficult to tell what the starting project cost was even when you try to reverse the math. For example in 2024 the Anchorage Rideshare project has \$98K in STBG federal share, so \$98/.9097 is \$107,727.82 in total project cost. So since the TIP is rounded to 1000s is the total amount of STBG with fed and match \$107k or \$108K or something different? As the TORA manager this is mainly to help me be able to break out the match shares for the agreements. And this really only affects the State portion (CMAQ) and the MOA portion (STBG and CRP). I hope this request and explanation makes sense.  * Arterial Roadway Dust Control is labeled as State match this is not in the SIP so this should be labeled MOA match.	Mark Eisenman (DOT&PF)	The match breakdown is generally decided as part of the TORA and project development process. Some of the projects will have to stay as they are.  Thank you for the catch on the match for the Dust Control project.	Staff recommends updating the match on project CMQ00011 Arterial Roadway Dust Control 2023-2026 to say "MOA Match" instead of "State Match".  Staff recommends where possible to break out the State and MOA match on projects were they are split.	Support Staff Recommendation.	
22	As a real estate professional, I am consistently made aware of the critical attraction to home buyers a connective, inclusive non-motorized trail system is in attracting clients to our community. My company is active throughout Southeast Alaska , focusing on Anchorage and vicinity, the Kenai Peninsula and The Valley.  I sincerely encourage separated non-motorized access trails extending from Anchorage and connecting neighboring communities such as Eagle River, including up Eagle River Road as was once budgeted and planned.  Anchorage proper is known for its wonderful trail systems and it is only fitting our adjacent communities benefit equally from the tax dollars we spend.  Please put these projects back in play for the benefit of all non-motorized commuter and recreational user groups.	Clark Saunders	Thank you for your comment.	No action.	Support Staff Recommendation.	

2023-2026 TIP Amendment #2 Comment Response Summary

Comment #	Comment	Comment Received From	Staff Response	AMATS Staff Recommendation	TAC Recommendation	AMATS PC Action
23	<p>Hello,</p> <p>I am writing, as a resident of Eagle River, to voice my disappointment in hearing that AMATS has proposed cutting the Eagle River Road bike path extension.</p> <p>This infrastructure would be a valuable addition to our community that would allow residents of all ages a safe alternative to driving. Increased traffic has all but eliminated the ability for children to travel independently. My own children, when younger, would bike to their friend's house down Eagle River Road but had to take a circuitous route to minimize the riding on Eagle River road and not during high traffic times. This meant we often had to drive them, adding increase wear on the roads.</p> <p>This is a great opportunity to build this path with 90% Federal dollars with resulting infrastructure that will require very little recurring maintenance costs and likely reduce maintenance costs on nearby roads.</p> <p>Redirecting fund to road projects in the Anchorage bowl and continuing to ignore the the non-motorized infrastructure in Eagle River is not a responsible course of action and I urge you to reconsider.</p>	Sam Weatherby	Thank you for your comment.	No action.	Support Staff Recommendation.	
24	<p>Eagle River Road Rehabilitation - The Eagle River Valley Community Council (ERVCC) would like to express its strong objection to the recent removal of RDY00017 Eagle River Road Rehabilitation from the current 2023-2026 TIP Amendment.</p> <p>When the project was initially identified, the cost fell within the AMATS funding range. Given delays and cost increases, AMATS is removing the project from the TIP as it is now deemed too expensive. To add insult to injury, the now \$60 million project has been replaced with a potential \$2.5 million Eagle River Road Pathway, but only if funding should become available. Eagle River Road is a critical connector for Municipality of Anchorage (MOA) residents living within the ERVCC boundary area. The portion of Eagle River Road from Mile 5.3 to the Eagle River Nature Center was rehabilitated in 2012-2013, and it was anticipated that improvements to the section between MP 0 to 5.3 would begin immediately thereafter. The portion of Eagle River Road from MP 0 to 5.3 has narrow shoulders, drainage issues, multiple driveway and road access points, poor lighting, and pavement failures. It is unsafe for pedestrians and other non-motorized users.</p> <p>Rather than removing the project from the TIP, the ERVCC strongly requests AMATS replace funding for Eagle River Road Rehabilitation project Milepoint 0 to 5.3 (Old Glenn Highway to Oriedner Road) with an updated design to include a separated pathway for non-motorized users and provide a safe path to Ravenwood Elementary School. If necessary for funding purposes, this project could be split into two phases (MP 0 to Eagle River Loop and Eagle River Loop to Oriedner, for example). The project's complete removal, however, is unjustifiable - especially given Eagle River's relative lack of transportation funding investments relative to other areas within the Municipality of Anchorage.</p>	Eagle River Valley Community Council	Splitting projects into multiple phases increases the cost of the overall project. At this time the project is too expensive to fund in the AMATS program. Thank you for your comment.	Staff recommends funding the pathway project on Eagle River Road from Eagle River Loop Road to Mile Hi Avenue as outlined in staff comment #65.	Support Staff Recommendation.	
25	<p>Hiland Road Interchange - ERVCC also encourages AMATS and DOT&amp;PF reconsider delaying NHS0010 Glenn Highway and Hiland Road Interchange Preservation and Operational Improvements past FY 2028. This interchange is used by Southfork and ERVCC area residents as the primary access to the Glenn Highway and is the sole access to the MOA's landfill. Pavement over the bridge and on the entrance and exit ramps is failing, and, as Eagle River continues to grow, additional capacity should be added to the southbound entrance ramp. We encourage interchange improvements be considered holistically along with improvements at Artillery Road to complement previous DOT&amp;PF improvements on the Glenn Highway between Hiland and Artillery roads and the Eagle River bridges.</p>	Eagle River Valley Community Council	As no funding was identified in the draft STIP, this project was original shown as being removed. Staff coordinated with DOT&PF on this project and is recommending it be shown as illustrative. Thank you for your comment.	Staff recommends this project be shown as illustrative in the 23-26 TIP.	Support Staff Recommendation.	
26	<p>Artillery Road Interchange - Separately, and just as critically, ERVCC would like to advocate for improvements at the Artillery Road interchange. This project is another example of stalled investments in Eagle River infrastructure. Improvements at the Artillery Road Interchange would benefit not only local residents but would support efficient movement of goods and people at the regional level. This project was originally funded in 2011 and 2012, and design stalled at 65% in 2017. We encourage AMATS, MOA, and DOT&amp;PF to use the remaining state grant funds and develop a path forward to raise the bridge ceiling over the Glenn Highway, improve circulation for vehicles entering and exiting the highway from Artillery Road, and provide safe pedestrian access.</p>	Eagle River Valley Community Council	The Artillery Interchange project was not on the AMATS TIP and no money was allocated toward it. Thank you for your comment.	Staff recommends forwarding this comment to the Alaska Department of Transportation & Public Facilities for their consideration.	Support Staff Recommendation.	
27	<p>The Artillery Road project should be funded and built as a matter of public safety. The current interchange looks and feels like a temp fix that became permanent. The merging of three lanes with multidirectional ingress and egress in such a short space is the cause of congestion and accidents.</p> <p>The current proposed correction is a long term fix for a long term problem.</p>	B Martin	The Artillery Interchange project was not on the AMATS TIP and no money was allocated toward it. Thank you for your comment.	Staff recommends forwarding this comment to the Alaska Department of Transportation & Public Facilities for their consideration.	Support Staff Recommendation.	
28	<p>Hello, my name is Brian Cook.</p> <p>I saw that you are receiving public input about the Artillery Road interchange. After reading to the documents at the link, there was no clear description of what this project would look like.</p> <p>Additionally, any projects that impacted Eagle River were marked out in red.</p> <p>Please forward me a description and a visual map of what this project would entail so that we can give informed feedback before the deadline.</p> <p>Thank you for serving our city.</p>	Brian Cook	The Artillery Interchange project was not on the AMATS TIP and no money was allocated toward it. Thank you for your comment.	Staff recommends forwarding this comment to the Alaska Department of Transportation & Public Facilities for their consideration.	Support Staff Recommendation.	
29	<p>Please fund the Eagle River bike path. So many can and will use this trail for commuting and recreation! Make Eagle River &amp; Chugiak bike friendly!!</p>	Nena Wendzel	Thank you for your comment.	Staff recommends funding the pathway project on Eagle River Road from Eagle River Loop Road to Mile Hi Avenue as outlined in staff comment #65.	Support Staff Recommendation.	
30	<p>We are just wanting to voice our opinion on the importance of passing the Eagle River pathway Project. Eagle River so often gets overlooked when it comes to funding. Their countless reasons why this should get passed, and as somebody that lives off of Eagle River Road, whose children go to Ravenwood, we would strongly encourage, in fact beg you to pass this project.</p>	Meghan Foster	Thank you for your comment.	Staff recommends funding the pathway project on Eagle River Road from Eagle River Loop Road to Mile Hi Avenue as outlined in staff comment #65.	Support Staff Recommendation.	
31	<p>To Whom It May Concern,</p> <ul style="list-style-type: none"> <li>- Eagle River only has two projects currently on the 2050 transportation plan. The other 98 are in Anchorage.</li> <li>- We have been asking for the pathway extension for many years. We continue to get dismissed and the project cost increases every year. If the entire project is too expensive, let's build small portions each year.</li> <li>- The pathway would provide a safe walking and biking route through the most dangerous section of Eagle River Road.</li> <li>- A lot of people utilize Eagle River Road to bike out to the Nature Center. It is congested in the summer with bicycles and automobiles in the same lane.</li> <li>- The pathway would connect elementary school students to the neighborhoods and Ravenwood Elementary School.</li> </ul> <p>I am in FULL support of the Eagle River Pathway project!</p>	Erika Whittington	Thank you for your comment.	Staff recommends funding the pathway project on Eagle River Road from Eagle River Loop Road to Mile Hi Avenue as outlined in staff comment #65.	Support Staff Recommendation.	
32	<p>To Whom It May Concern,</p> <ul style="list-style-type: none"> <li>- Eagle River only has two projects currently on the 2050 transportation plan. The other 98 are in Anchorage.</li> <li>- We have been asking for the pathway extension for many years. We continue to get dismissed and the project cost increases every year. If the entire project is too expensive, let's build small portions each year.</li> <li>- The pathway would provide a safe walking and biking route through the most dangerous section of Eagle River Road.</li> <li>- A lot of people utilize Eagle River Road to bike out to the Nature Center. It is congested in the summer with bicycles and automobiles in the same lane.</li> <li>- The pathway would connect elementary school students to the neighborhoods and Ravenwood Elementary School.</li> </ul> <p>I am in FULL support of the Eagle River Pathway project!</p>	John Whittington	Thank you for your comment.	Staff recommends funding the pathway project on Eagle River Road from Eagle River Loop Road to Mile Hi Avenue as outlined in staff comment #65.	Support Staff Recommendation.	



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Comment #	Comment	Comment Received From	Staff Response	AMATS Staff Recommendation	TAC Recommendation	AMATS PC Action
33	Eagle River only has two projects currently on the 2050 transportation plan. Anchorage is disproportionately benefiting from transportation dollars. - We have been asking for the pathway extension for many years. We continue to get dismissed and the project cost increases every year. If the entire project is too expensive, let's build small portions each year. - Pathway sections should be built independently from road reconstruction. - The pathway would provide a safe walking and biking route through the most dangerous section of Eagle River Road. - A lot of people utilize Eagle River Road to bike out to the Nature Center. It is congested in the summer with bicycles and automobiles in the same lane. - The pathway would connect elementary school students to the neighborhoods and Ravenwood Elementary School.	Sarah Davenport	Thank you for your comment.	Staff recommends funding the pathway project on Eagle River Road from Eagle River Loop Road to Mile Hi Avenue as outlined in staff comment #65.	Support Staff Recommendation.	
34	Dir Sir or Madam, It has come to my attention that the Eagle River Pathway project that would have created a safe bike lane in one of the most dangerous blind curves in the Municipality is going to be eliminated due to a perceived lack of interest. I find it surprising that this organization is able to make such a bold claim that there is a lack of interest in creating a safe bike lane to one of the most visited natural areas in the municipality. I believe it may be that this body has a bias against developing areas outside of the Anchorage city limits; your track record of previous spending and the fact that 98% of the projects in the 2050 plan are going to the city alone would seem to suggest that. It is important to remember that you also represent people other than the City of Anchorage. This project will not only provide a safe cycling lane back to one of the jewels of Anchorage, let alone Alaska, it will also spur economic growth in our tourism industry by providing yet another avenue for adventure tourism to spend their time and money in our community. I implore you to spend this money wisely by investing in a community you have overlooked for far too long. Build the Eagle River pathway not only for Eagle River, but for our Municipality and our State.	Brent Davenport	Thank you for your comment.	Staff recommends funding the pathway project on Eagle River Road from Eagle River Loop Road to Mile Hi Avenue as outlined in staff comment #65.	Support Staff Recommendation.	
35	I'm writing to oppose removing the Eagle River Road rehabilitation project from the TIP.  The dollars allocated via FMATS should be proportionally allocated, and this project was needed for the Eagle River area, and the substitute of an unneeded bike path is not appropriate.	Lance Roberts	Thank you for your comment.	No action.	Support Staff Recommendation.	
36	I don't understand why the policy committee approved an amendment to the current TIP. This amendment removes the entire Eagle River Road Rehabilitation project. I mean, the people in Na River are still part of municipality, so why do you continue to shun us with these projects, with these lackluster projects and taking millions of dollars away from the roads that desperately needed repaired? However, you dump million of dollars into some stupid project in Anchorage, no problem whatsoever. It doesn't benefit anyone.	Unknown	Thank you for your comment.	No action.	Support Staff Recommendation.	
37	Hi, my name is Bonnie and I'm calling about leaving a comment on the stip. The Eagle River community area has not received any funds in the last two and a half years, and a two and a half million dollars bike trail is not a road improvement project. They need to refund the money, the \$57 million that was allocated for the Eagle River Road, and to go through the proper approval process of having community involvement and comet period and not just RAM rotting projects. Through that, governor Dunleavy has on his agenda for the Mancho Mind and the West S Sita Project. These would take many, many years to permit, and it's not fair to the people that are currently living without resources in their community. Thank you.	Bonnie	Thank you for your comment.	No action.	Support Staff Recommendation.	
38	My name is Deborah Bailey. I'm an Eagle River resident, and I'm very upset about the proposed change to the tip amendment number two, where you take off the \$60 million for the Eagle River Road Rehabilitation Project. Once again, Anchorage has proved that they don't give a damn about Eagle River, and we're tired of it. Put it back on there. Thank you.	Deborah Bailey	Thank you for your comment.	No action.	Support Staff Recommendation.	
39	RDY00010 Mountain Air Drive – Amendment #2 proposes to reduce funding from \$31.65M to \$20.25M beyond 2026 to reflect current cost estimates. RCCC has asked AMATS staff the reasons for the reduced cost estimate, and AMATS staff were unable to provide a clear explanation. RCCC is herein reiterating that request to AMATS Staff and the Alaska Department of Transportation and Public Facilities (DOTPF) to clarify the reduction. RCCC wants to ensure that the funding reduction will not jeopardize two critical safety features we have consistently supported: a separated non-motorized pathway; and safer turning (we continue to favor turn pockets and not a continuous center lane).  RCCC continues to rank the rehabilitation of Rabbit Creek Road from the Seward Highway to Golden View Drive as a top safety priority. This road carries high traffic volumes to numerous neighborhoods and to two schools, as well as providing direct driveway access along its entire length. RCCC looks forward to public involvement with the DOTPF project team to ensure that safety concerns and the context of the roadway are well-understood during the design phase.	Rabbit Creek Community Council	Staff reached out to DOT&PF again to get clarification on the project cost estimate. The project estimate shown in the draft TIP amendment #2 is the correct dollar amount. The estimate in the beyond FY26 is being reduced based on the DOT&PF project manager estimation of the project cost.	Staff recommends forwarding this comment to the DOT&PF project manager so they are aware of the community feedback on this project.	Support Staff Recommendation.	
40	NM000006 Potter Marsh Improvements – RCCC supports the \$750K that has been added for design of this project in FY25. RCCC is glad to see this project moving forward. Mountain Air Drive provides critical secondary egress to numerous subdivisions in the Golden View Drive area. It will also provide a non-motorized, safe route to school for many children. RCCC advocates that the project includes traffic control at the intersection of Mountain Air Drive and Rabbit Creek Road, preferably a roundabout.	Rabbit Creek Community Council	Thank you for your comment.	No action.	Support Staff Recommendation.	
41	PLN00019 Non-motorized Facilities Inventory and Mapping – RCCC requests that AMATS retain funding for this project and find another funding source for PLN00023 AMATS Congestion Management Process (CMP) Update. Anchorage is handicapped in developing a convenient, safe non-motorized transportation system by the lack of an inventory and a complete map of non-motorized facilities. A map and an inventory are necessary to identify missing segments and opportunities, to sequence and Rabbit Creek Community Council (3-14-2024) (2024-4) piggyback projects, and to promote active transportation. Inventories are already a key tool for Roadway Facilities and amenities, including culverts, signposts, and streetlights. RCCC requests that some of the non-motorized inventory funding be transferred to the Recreational Trails Plan (RTP) Update. Specifically, the RTP project deliverables should include maps and inventories of potential connections in areas significantly underserved by non-motorized pathways, including the RCCC area.	Rabbit Creek Community Council	The Recreational Trails Plan is already underway. The non-motorized inventory mapping project is being shown as illustrative incase additional staff time and funding are made available at a later date. Thank you for your comment.	No action.	Support Staff Recommendation.	
42	NHS0014 Seward Highway 36th Ave Interchange –RCCC encourages AMATS to re-evaluate the costs and benefits of this project compared to other much-needed infrastructure and not just add it to the TIP “at the request of DOTPF.” RCCC continues to ask for scrutiny of large freeway projects within the urban area that impact valuable residential and commercial land and may induce more driving. This proposed interchange at 36th Avenue requires a large footprint at a key commercial and retail area of Midtown. Projects of this magnitude and cost tend to squeeze out smaller scale projects that can deliver a better balance of mobility, safety, and livability for surrounding neighborhoods. RCCC requests further analysis of this interchange regarding emerging local concerns and adopted municipal policies. AMATS should score and rank this project in comparison to other roadway projects in the MTP 2050. Specific analysis and scoring should be based on: a. Updated traffic counts and projections (based on Anchorage’s growth and economic conditions). b. Compliance with Municipal land use plans: how this promotes or hurts infill, redevelopment, and pedestrian connectivity. c. The lifetime opportunity cost for the acreage involved in this interchange, versus commercial and other development. d. Public health: air quality, noise; first responders. e. Safety: vehicle speeds, separation of pedestrians, environment for pedestrian. The current signal intersection is used by many pedestrians and bikers. How would an interchange safely work for them? f. Cost-efficiency of this full freeway interchange relative to other circulation improvements at the intersection.	Rabbit Creek Community Council	Staff reached out to DOT&PF regarding this project and the recommendation is to remove it from the 23-26 TIP at this time.	Staff recommends removing NHS0014 Seward Highway 36th Ave Interchange project from the 23-26 TIP.	Support Staff Recommendation.	
43	PLN0009 AMATS Safety Plan – RCCC congratulates AMATS on adopting a Safety Plan. We are told this is the reason for removal of further planning funds. Safety is an ongoing concern: traffic deaths within Anchorage are in the 22 to 25 range per year, which is about the same as the homicide deaths per year (19 to 30) (per MOA Traffic statistics and APD statistics for the past 5 years). We trust AMATS staff to monitor performance measures under the Safety Plan and request future funding when needed.	Rabbit Creek Community Council	Thank you for your comment.	No action.	Support Staff Recommendation.	
44	NHS0004 Seward Highway O'Malley Rd to Dimond Blvd Reconstruction Phase II – Thank you for removing this project from the draft 2024-2027 TIP because new funding has been delayed to 2027 or beyond. RCCC has repeatedly requested that AMATS and DOTPF scale this project back to a nonmotorized underpass at 92nd with safety improvements along Brayton Drive, not a full interchange at 92nd Ave or a diverging diamond intersection at O'Malley. Traffic data do not merit a full interchange; there would be negative impacts to adjoining lower-income neighborhoods. This area has hazards to active transportation. We encourage studies and new designs that do not attract and induce high speed traffic.	Rabbit Creek Community Council	Thank you for your comment.	No action.	Support Staff Recommendation.	

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Comment #	Comment	Comment Received From	Staff Response	AMATS Staff Recommendation	TAC Recommendation	AMATS PC Action
45	RDY00005 Rabbit Creek Road Rehabilitation – The AMATS CAC supports funding levels for this project that support critical features for safety turning functions and sperate non-motorized pathway. Rabbit Creek Community Council (RCCC) requests community recognition of the safety importance for those features. RCCC continues to rank the rehabilitation of Rabbit Creek Road from the Seward Highway to Golden View Drive as a top safety priority. This road carries high traffic volumes to numerous neighborhoods, as well as providing direct driveway access along its entire length.	AMATS Community Advisory Committee	Thank you for your comment.	Staff recommends forwarding this comment to the DOT&PF project manager so they are aware of the community feedback on this project.	Support Staff Recommendation.	
46	RDY00013 Academy Drive/ Vanguard Drive Area Traffic Circulation Improvements - The scope of this project should include the Brayton Drive intersection with Academy Drive. The design elements of this project should include self -enforcing speed controls to ensure safety through this recreational and lower-income residential area. This project is likely to increase use of Brayton and Academy Drive by vehicle through-traffic as a "short-cut" to the Abbott/Lake Otis neighborhood commercial center.	AMATS Community Advisory Committee	Thank you for your comment.	Staff recommends forwarding this comment to the DOT&PF project manager so they are aware of the community feedback on this project.	Support Staff Recommendation.	
47	PLN00019 Non-motorized Facilities Inventory and Mapping – Retain at least partial funding for this project. Transfer some of the non-motorized inventory funding to the Recreational Trails Plan Update (PLN00018) for targeted inventory and mapping assistance in areas of the Bowl that are underserved by pathway connections. An inventory and map of non-motorized facilities would identify gaps and opportunities in the non-motorized system, for effective sequencing of projects, and for identifying opportunities to promote active transportation.  Do MOA and DOTPF have inventories for Roadway Facilities and amenities, including culverts, roadway signposts, and street lights? An inventory and map of the active transportation system is equally valuable.	AMATS Community Advisory Committee	The Recreational Trails Plan is already underway. The non-motorized inventory mapping project is being shown as illustrative incase additional staff time and funding are made available at a later date. Thank you for your comment.	No action.	Support Staff Recommendation.	
48	NHS00014 Seward Highway 36th Ave Interchange – The AMATS CAC recommends not including this project in the AMATS TIP as part of Amendment #2. More information is needed and the CAC requests the TAC review the following information to determine if the project is viable to include in the TIP: a. Fiscal Constraint – Is there funding available for this project? b. Where does the need originate? c. What is the current status of the project? d. What is the sequencing of this project? e. What are the updated traffic count numbers? f. Does the project comply with Municipality of Anchorage local plans?	AMATS Community Advisory Committee	Staff reached out to DOT&PF regarding this project and the recommendation is to remove it from the 23-26 TIP at this time.	Staff recommends removing NHS0014 Seward Highway 36th Ave Interchange project from the 23-26 TIP.	Support Staff Recommendation.	
49	RDY00017 Eagle River Road Rehabilitation – The AMATS CAC urges the Transportation Advisory Committee (TAC) and Policy Committee to reconsider Amendment 2 to the Transportation Improvement Program (TIP), specifically the removal of \$2.5 million in design funding for the Eagle River Road Rehabilitation project in FY25.  Rather than cutting design funds entirely, work with DOT to reduce the project scope, align with fiscal constraints, and keep critical safety components intact.  Please retain the \$2.5 million for design and adjust the project scope to stay within budgetary constraints.	AMATS Community Advisory Committee	Splitting projects into multiple phases increases the cost of the overall project. At this time the project is too expensive to fund in the AMATS program. Thank you for your comment.	Staff recommends funding the pathway project on Eagle River Road from Eagle River Loop Road to Mile Hi Avenue as outlined in staff comment #65.	Support Staff Recommendation.	
50	Eagle River Road Rehabilitation and Separated Pathway funding removed:  RDY00017 Eagle River Road Rehabilitation – Removed project from the TIP as the cost is too expensive for it to be funded by AMATS.  TIP CS 11 Eagle River Road Rehabilitation (milepost 0.0 to 5.3, Old Glenn Highway to Oriedner Road) - Project will construct selected traffic, safety, drainage, intersection, roadside hard- ware, 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, including a separated multi-use pathway. The project may also include work on signing, striping, signalization, ITS equipment, pavement, digouts, guardrail, lighting, utility adjustments, and/or utility relocations.  ERR Pathway (1.75 miles added back in from the 5.3 mile project removed - is included as illustrative, but is not yet funded.)  NMO00015 Eagle River Road Pathway [Eagle River Loop Road to Mile Hi Avenue] - Project will rehabilitate the existing pathway along Eagle River Road from Eagle River Loop Road to where it ends just east of Hillcrest Lane and extend the pathway to Mile Hi Avenue. [about 1.75 miles]  * AMATS Memo: "NMO00015 Eagle River Road Pathway – Project is being added in as illustrative. Should funding come available this project is anticipated to be added to the TIP."  However, while NMO00015 ERR Pathway only includes the 1st 1/2 of what what previously programmed. It still does not include the separated pathway and road widening needed for the 1.75 miles from Mile Hi to O'Riedner, which is being removed from the TIP.	Will Taygan	Thank you for your comment.	Staff recommends funding the pathway project on Eagle River Road from Eagle River Loop Road to Mile Hi Avenue as outlined in staff comment #65.	Support Staff Recommendation.	
51	Update project RDY00003 Spenard Road Rehabilitation to reduce STBG funding and increase the Carry Forward (STBG) amount in FY26.	AMATS Staff		Staff recommends this edit.	Support Staff Recommendation.	
52	Update project RDY00003 Spenard Road Rehabilitation increase the funding in FY24 for ROW from \$2.5M to \$5.0M.	AMATS Staff		Staff recommends this edit.	Support Staff Recommendation.	
53	Update project RDY00006 East 4th Avenue Signal and Lighting Upgrade to reflect funding in FY24 for D/ROW and moved U/C to FY25.	DOT&PF Staff		Staff recommends this edit.	Support Staff Recommendation.	
54	Update project RDY00007 Potter Drive Rehabilitation to add \$800K in FY24 for Design.	DOT&PF Staff		Staff recommends this edit.	Support Staff Recommendation.	
55	Update project RDY00010 Mountain Air Drive to reduce the Beyond FY26 from \$13M to \$11.5M to reflect the updated cost estimate.	DOT&PF Staff		Staff recommends this edit.	Support Staff Recommendation.	
56	Update project RDY00013 Academy Drive/Vanguard Drive to move the FY26 ROW funding to Beyond FY26.	AMATS and DOT&PF Staff		Staff recommends this edit.	Support Staff Recommendation.	
57	Update project RDY00012 Motorized Pavement Preservation Project to increase funding in FY24 by \$500K, reduce funding in FY25 to \$3.996M from \$7.398M, and increase funding in FY26 to \$8.150M from \$865K.	AMATS and DOT&PF Staff		Staff recommends this edit.	Support Staff Recommendation.	
58	Update project RDY00015 Chugach Way Rehabilitation to increase funding in FY26 by \$400K and to reduce Beyond26 funding by \$200K to update current cost estimates.	DOT&PF Staff		Staff recommends this edit.	Support Staff Recommendation.	
59	Update project RDY00018 3rd Avenue Signals and Lighting Upgrade to move \$100K from FY24 to FY25 for Design.	DOT&PF Staff		Staff recommends this edit.	Support Staff Recommendation.	
60	Update project RDY00019 32nd Ave Upgrade to add \$1.0M to FY25 for Design.	DOT&PF Staff		Staff recommends this edit.	Support Staff Recommendation.	
61	Update project RDY00022 5th Ave Signals and Lighting Upgrade to move the project to Illustrative as there is no funding in FY26 available.	AMATS and DOT&PF Staff		Staff recommends this edit.	Support Staff Recommendation.	
62	Update project NMO00001 Downtown Trail Connection to move the ROW/U/C to FY25 instead of FY24 based on current project schedule.	DOT&PF Staff		Staff recommends this edit.	Support Staff Recommendation.	
63	Update project NM00002 Fish Creek Trail Connection to use TAP funding instead of STBG funding in FY24 and move the U/C funding from FY25 to FY26 based on current project schedule.	DOT&PF Staff		Staff recommends this edit.	Support Staff Recommendation.	
64	Updated project NMO00008 Active Transportation Pavement Replacement to decrease funding in FY25 from \$2.3M to \$2M and decreased funding in FY26 from 4.768M to \$50K to reflect available funding.	AMATS and DOT&PF Staff		Staff recommends this edit.	Support Staff Recommendation.	
65	Add new project NMO00015 Eagle River Road Pathway [Eagle River Loop Road to Mile Hi Avenue] with \$400K in FY24 for Design, \$239K in FY26 for Design, and \$3.4M in Beyond FY26.	AMATS Staff		Staff recommends this edit.	Support Staff Recommendation.	
66	Update project PLN00013 AMATS Tudor Road Corridor Plan to add \$200k in FY24.	DOT&PF Staff		Staff recommends this edit.	Support Staff Recommendation.	
67	Update project PLN00014 AMATS Northern Lights Blvd and Benson Blvd Corridor Plan to add \$200K in FY25.	DOT&PF Staff		Staff recommends this edit.	Support Staff Recommendation.	
68	Update project PLN00020 A/C Street Corridor Plan to add \$200k in FY26 and to add "AMATS" to the project title	AMATS and DOT&PF Staff		Staff recommends this edit.	Support Staff Recommendation.	
69	Update the Pathway and Trail Pavement Replacement Projects on Table 6 to add in Sitka Street Park Pathway based on discussions with MOA and DOT&PF staff.	AMATS, DOT&PF, and MOA Staff		Staff recommends this edit.	Support Staff Recommendation.	
70	Update the Table 7 HSIP to include project description based on information provided by DOT&PF.	AMATS Staff		Staff recommends this edit.	Support Staff Recommendation.	
71	Update project NHS0006 Glenn Highway: Airport Heights to Parks Highway Rehabilitation to Illustrative to reflect discussions with DOT&PF.	AMATS Staff		Staff recommends this edit.	Support Staff Recommendation.	
72	Update project NHS0007 Seward Highway Mile Post 98.5 to 118 Bird Flats to Rabbit Creek to Illustrative to reflect discussions with DOT&PF.	AMATS Staff		Staff recommends this edit.	Support Staff Recommendation.	
73	Update project NHS0008 Seward Highway and Tudor Road Interchange Reconstruction to Illustrative to reflect discussions with DOT&PF.	AMATS Staff		Staff recommends this edit.	Support Staff Recommendation.	
74	Update project NHS0009 Glenn Highway Incident Management Traffic Accommodations to Illustrative to reflect discussions with DOT&PF.	AMATS Staff		Staff recommends this edit.	Support Staff Recommendation.	
75	Update project NHS0010 Glenn Highway and Hilland Road Interchange Preservation and Operational Improvements to reflect discussions with DOT&PF.	AMATS Staff		Staff recommends this edit.	Support Staff Recommendation.	
76	Update project NHS0011 Muldoon Road Pavement Preservation: Debarr to Glenn Highway to Illustrative to reflect discussions with DOT&PF.	AMATS Staff		Staff recommends this edit.	Support Staff Recommendation.	
77	Update project NHS0012 Abbott Road Pavement Preservation: New Seward Highway to Lake Otis Parkway to Illustrative to reflect discussions with DOT&PF.	AMATS Staff		Staff recommends this edit.	Support Staff Recommendation.	
78	Update project OFS00010 International Airport Charging Stations to reflect that the project will be taking place on Ted Steven Anchorage International Airport based on discussions with DOT&PF.	AMATS Staff		Staff recommends this edit.	Support Staff Recommendation.	
79	Remove all illustrative projects from the TIP tables and put them as an appendix in the TIP narrative to reflect the fact that illustrative projects are not included in the TIP.	AMATS Staff		Staff recommends this edit.	Support Staff Recommendation.	

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Comment #	Comment	Comment Received From	Staff Response	AMATS Staff Recommendation	TAC Recommendation	AMATS PC Action
80	Update project CMQ0005 Bus Stop & Facility Improvements to increase funding in FY24 by \$6M to use some of the available STBG funding from the Downtown Trail Connection project slipping to FY25.	AMATS Staff		Staff recommends this edit.	Support Staff Recommendation.	
81	Update project CMQ0007 Capital Vehicles to increase funding in FY24 by \$3.415M to use some of the available STBG funding from the Downtown Trail Connection project slipping to FY25.	AMATS Staff		Staff recommends this edit.	Support Staff Recommendation.	
82	Update project CMQ0008 Demo Operations/Expansion to increase funding in FY24 to \$560K to use some of the available CRP funding.	AMATS Staff		Staff recommends this edit.	Support Staff Recommendation.	
83	Update project CMQ0017 Muldoon Transit Hub Mixed Use Development to add U/C funding in FY24 of \$3.298M to use some of the available STBG funding from the Downtown Trail Connection project slipping to FY25.	AMATS Staff		Staff recommends this edit.	Support Staff Recommendation.	