To whom this may concern:

No recommended change.

Thank you for your comment.

Comment Received From

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

AMATS Staff Recommendation

Staff recommends updating the project description for PLN00014 AMATS Northern Lights Blvd to Benson Blvd to reflect "Northern Lights Blvd and Benson Blvd".

AMATS PC Action

PC Approved Staff Recommendation.

Thank you for your consideration.

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.

Thanks for your consideration.

We refer to all the comments and recommendations from the Anchorage Park Foundation.

Thank you for your comments.

Thank you for your comments.

The Anchorage Park Foundation

Thank you for your comments.

There is an error in the project description for RDY0006 that lists Minnesota Drive and should say Northern Lights Blvd.

AMATS Staff

AMATS Staff Recommendation

Staff recommends updating the project description for RDY0006 AMATS Northern Lights Blvd to Benson Blvd to reflect "Northern Lights Blvd and Benson Blvd".

AMATS PC Action

PC Approved Staff Recommendation.

Thank you for your consideration.

Thank you for your consideration.

I have reviewed AMATS transportation improvement plan. I was wondering if Lake Otis from Northern Lights to Debarr will ever see improvements. Currently there is a four lane from northern lights to 20th. Seems all the right of way was given to the road and completely neglects sidewalk safety. Wonder 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 a unsafe distance from the road. There have been 5 occasions in the last 10 years where i have seen accident of a vehicle that has crashed into a home. Furthermore, The traffic signal at Lake Otis and 20th is very old and doesn't seem to make the AMATS list, yet other newer signals around town seem to get upgrades. Example would be Birch & O'Malley? I believe this signal is new and yet still needs to be replaced.

Thanks for your consideration.

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.

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Thank you for your consideration.

Thank you for your consideration.

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Thank you for your consideration.

Thank you for your consideration.
Thank you for considering my public comments on the 2023-2026 Draft TIP. I am strongly supportive of the project to fund the construction of the pathway from Settlers Drive to Mirror Lake. This project was nominated for inclusion in the 2023-2026 TIP and it is a high-priority project for connecting the Mirror Lake area to Anchorage's trail network. The project is critical for providing safe and accessible transportation options for residents of the Anchorage area. I urge you to recommend funding for this project in the 2023-2026 TIP.

Thank you for your consideration.

[Anchorage Park Foundation]
<table>
<thead>
<tr>
<th>#</th>
<th>Comment</th>
<th>Comment Received From</th>
<th>Staff Response</th>
<th>AMATS Staff Recommendation</th>
<th>AMATS PC Action</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>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 dollars allocating funds to a greater percentage 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.</td>
<td>Bike Anchorage</td>
<td>Thank you for your comment.</td>
<td>No recommended change.</td>
<td>PC Approved Staff Recommendation.</td>
</tr>
<tr>
<td>2</td>
<td>General:</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>(i) Please remove value judgment language from the TIP, Example: “Improves/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 construction facility or as a result of the transportation network impacts caused by induced motorized demand or other parts of the city.</td>
<td>Bike Anchorage</td>
<td>4 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.</td>
<td>Staff recommends forwarding these comments to the project team for consideration.</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>Roadway Projects:</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>BCRD1001 Fireweed Lagoon Rehabilitation:</td>
<td>Bike Anchorage</td>
<td>The project is already underway. Staff will forward this comment to the project team for consideration.</td>
<td>Staff recommends forwarding these comments to the project team for consideration.</td>
<td>No approved PC Action.</td>
</tr>
<tr>
<td>6</td>
<td>The improvements included as part of this project are needed now. Future changes.</td>
<td>Bike Anchorage</td>
<td>The project is already underway. Staff will forward this comment to the project team for consideration.</td>
<td>Staff recommends forwarding these comments to the project team for consideration.</td>
<td>No approved PC Action.</td>
</tr>
<tr>
<td>7</td>
<td>RDY00007 Potter Drive Rehabilitation:</td>
<td>Bike Anchorage</td>
<td>The project is already underway. Staff will forward this comment to the project team for consideration.</td>
<td>Staff recommends forwarding these comments to the project team for consideration.</td>
<td>No approved PC Action.</td>
</tr>
<tr>
<td>8</td>
<td>Bike Anchorage endorses this project.</td>
<td>Bike Anchorage</td>
<td>The project is already underway. Staff will forward this comment to the project team for consideration.</td>
<td>Staff recommends forwarding these comments to the project team for consideration.</td>
<td>No approved PC Action.</td>
</tr>
<tr>
<td>9</td>
<td>RDY00010 Fireweed Lane Rehabilitation:</td>
<td>Bike Anchorage</td>
<td>The project is already underway. Staff will forward this comment to the project team for consideration.</td>
<td>Staff recommends forwarding these comments to the project team for consideration.</td>
<td>No approved PC Action.</td>
</tr>
<tr>
<td>10</td>
<td>Bike Anchorage endorses this project.</td>
<td>Bike Anchorage</td>
<td>The project is already underway. Staff will forward this comment to the project team for consideration.</td>
<td>Staff recommends forwarding these comments to the project team for consideration.</td>
<td>No approved PC Action.</td>
</tr>
<tr>
<td>11</td>
<td>RDY00013 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.</td>
<td>Bike Anchorage</td>
<td>The project is already underway. Staff will forward this comment to the project team for consideration.</td>
<td>Staff recommends forwarding these comments to the project team for consideration.</td>
<td>No approved PC Action.</td>
</tr>
<tr>
<td>12</td>
<td>Bike Anchorage endorses this project.</td>
<td>Bike Anchorage</td>
<td>The project is already underway. Staff will forward this comment to the project team for consideration.</td>
<td>Staff recommends forwarding these comments to the project team for consideration.</td>
<td>No approved PC Action.</td>
</tr>
</tbody>
</table>
Mandatory text.

Bike Anchorage

Thank you for your comments. No recommended change.

PC Approved Staff Recommendation.

---

AMATS Staff Recommendation

This project was not nominated for inclusion in the 2023-2026 TIP and was not scored.

No change.

PC Approved Staff Recommendation.

---

AMATS PC Action

Staff recommends updating the 2023-2026 TIP narrative to add additional site-specific graphics to show which projects are helping to focus transportation investments in areas called out by the 2030 and 2050 land use plans as well as the number of Complete Street projects.

PC Approved Staff Recommendation.

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No change.

PC Approved Staff Recommendation.

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AMATS PC Action

Staff recommends updating the 2023-2026 TIP narrative to add additional site-specific graphics to show which projects are helping to focus transportation investments in areas called out by the 2030 and 2050 land use plans as well as the number of Complete Street projects.

PC Approved Staff Recommendation.
This project was not nominated for inclusion in the 2023-2026 TIP and was not scored. Staff recommends forwarding this comment to the 2023-2026 TIP project team for consideration during the 2023-2026 TIP nomination process.

Carma Reed

Staff will consider this for future efforts. Thank you for your comment.

Carma Reed

Staff recommends forwarding this comment to the 2023-2026 TIP project team for consideration during the 2023-2026 TIP nomination process.

Carma Reed

Carma Reed

Staff recommends adding page numbers to the 2030-2035 TIP document.

Carma Reed

Staff recommends forwarding this comment to the 2050 MTP nomination process.

Carma Reed

Staff recommends this comment be forwarded to the MOA traffic department staff who run the traffic count program for consideration.

Carma Reed

No recommended change.

Carma Reed

Carma Reed

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Carma Reed

No recommended change.

Carma Reed

No recommended change.

Carma Reed

No recommended change.

Carma Reed

No recommended change.

Carma Reed

No recommended change.

Carma Reed

No recommended change.
This is outside AMATS purview and it up to the Municipality of Anchorage/Assembly. These projects which make up the primary spending of the current and future AMATS. 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 PC Approved Staff Recommendation. 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 safe. Pedestrians wait long for a light to turn, they will walk across the street, and then the pedestrian light goes on go one-to-one so it, wasting everyone’s time. This would be especially important/appreciated where streets are busy and wide, but oh! on demand” pad lights would be helpful. Can you publicize the algorithms used for each pad crossing” incentives to the led helmet wearers (driver and northern lights Elementary took a VEP long time to change, and once green, stayed green (blocking traffic for a VEP long time). Both time frames could have been shortened to benefit both parks and cars. Whether that is part of your Truckway project, but you can do it now (maybe this has been fixed…since the Northern Star stairs were eliminated), no longer wait that walk. Another pedestrian friendly enhancement would be to add automatic pedestrian lights to change as people approach who have elected to be tracked using a tracking route such as google maps. The Anchorage Urban Forest Steering agrees the opportunity to comment on Anchorage’s 2022-2026 Transportation Improvement Program. For the last years, AMATS response to our comments on long term, twenty year transportation goals, objectives, performance measures and project ranking criteria has been, “It’s not time to change, wait until the next plan in 2023.” Now, AMATS Draft 2023-2026 TIP process which make up the primary spending of the current and future AMATS. Staff will forward this comment to DOT&PF for their consideration. AMATS show no faith in the Complete Streets study of A/C, saves in the urban core, interesting because the project “hasn’t been reviewed/modelled as part of the MTP to determine if this project would be of the transportation network.” This feels like old fashioned obstruction, and we must ask why the transportation demand model was not included as a pre-requirement for funding a roadway study. Modeling was not included 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. AMATS show no faith in the Complete Streets study of A/C, it’s a saving in the urban core, interesting because the project “hasn’t been reviewed/modelled as part of the MTP to determine if this project would be of the transportation network.” This feels like old fashioned obstruction, and we must ask why the transportation demand model was not included as a pre-requirement for funding a roadway study. Modeling was not included 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. 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2023-2026 Draft TIP Comment Response Summary

# Comment

Comment Received From Cheryl Richardson - Additional Questions to Staff

Staff Response

AMATS Staff Recommendation

AMATS PC Action

1. By what authority is AMATS' share of ADOT's FHWA funding determined?

Cheryl Richardson - Additional Questions to Staff

Response provided by the AMATS Coordinator. Staff recommends forwarding these comments to the 2050 MTP project team for consideration.

No recommended change. [It is not clear from the text what these comments are referring to.]

2. Note that the 2050 MTP and FHWA's operative policies state the progress of projects included in the TIP is based on the public scoring criteria.

Cheryl Richardson - Additional Questions to Staff

Response provided by the AMATS Coordinator. Staff recommends forwarding these comments to the FHWA/FTA for consideration.

No recommended change.

3. 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

Response provided by the AMATS Coordinator. Staff recommends forwarding the comment to FHWA/FTA for consideration.

No recommended change.

4. Can you please clarify if the current scoring system is going to be carried over to the next cycle?

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 composite 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.

5. Project selection criteria is too vague. How would one know if a project would receive funding?

Cheryl Richardson - Additional Questions to Staff

Response provided by the AMATS Coordinator. Staff recommends forwarding the comment to FHWA/FTA for consideration.

No recommended change.

6. Comment received from Anchorage, MOA remains unclear as to what they mean by 'weighing in.' The project selection criteria has not been publicly defined.

Cheryl Richardson - Additional Questions to Staff

Staff recommends forwarding this comment to DOT&PF for their consideration.

No recommended change.

7. 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.

Cheryl Richardson - Additional Questions to Staff

Staff recommends forwarding this comment to FHWA/FTA for consideration.

No recommended change.

8. 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

Staff recommends forwarding this comment to FHWA/FTA for consideration.

No recommended change.

9. 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 authorizations (MAP-21, FAST, IIJA). AMATS is receiving the full amount available for areas of population 20,000 or greater.

Staff recommends forwarding these comments to the 2050 MTP project team for consideration.

No recommended change.

10. ADOT could make better use of this commenting process if projects were supported by community council resolutions, the draft neighborhood plan, and the MTP 2040.

Cheryl Richardson - Additional Questions to Staff

Staff recommends forwarding this comment to DOT&PF for their consideration.

No recommended change.

11. This question is related to #4. What influence does Anchorage have over ADOT projects in the city? Please respond accordingly.

Cheryl Richardson - Additional Questions to Staff

Staff recommends forwarding this comment to FHWA/FTA for consideration.

No recommended change.

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.

Cheryl Richardson - Additional Questions to Staff

Staff recommends forwarding this comment to FHWA/FTA for consideration.

No recommended change.

13. Thank you for your detailed response to pavement maintenance and preservation including trail pavements.

Staff recommends forwarding this comment to DOT&PF for their consideration.

No recommended change.
5. What role does the Assembly play in adopting the TIP?

The Assembly is given a chance to review and provide recommendations on the TIP. This can be found in the AMATS Operating Agreement and MOA Code Title 2, 2.10.060.

9. Why did Minnesota score 65 points in the TIP and AC Streets only 40 points? Please tell me specifically why Minnesota ranked better for the different criteria.

The scoring committee reviewed 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 did not recommend it for inclusion in the 2023-2026 TIP as it hasn’t been reviewed/modelled as part of the MTP to determine the impacts it would have on the transportation network. The project nominated, but not included in the 2023-2026 TIP will be carried forward to the 2026 MTP for consideration during the nomination process.

11. Is Minnesota being studied as a rehabilitation or as a complete street?

There were two projects nominated for Minnesota. One is 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 #24). 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.

12. Why are projects listed if there is not enough TIP revenue to construct them?

It is listed so the public has a chance to see what’s happening. Some projects were combined into one project or changed into a study. These were listed on the score sheet posted on the AMATS website. No scores were changed.

13. In what ways does FHWA pay for roadway maintenance? How much does FHWA contribute to MOA and ADOT roadway maintenance?

FHWA itself doesn’t pay for maintenance. FHWA allows the federal money AMATS staff uses to be used for pavement maintenance. In the TIP you can see two pots of funding that has been put in place: one for roadway and one for pathways. AMATS approves these pots of funding based on funding percentages outlined in the AMATS Policies and Procedures. The pathway part of funding is new and was added in the 2019-2022 TIP and continued in the 2023-2026 TIP and was very successful. AMATS staff worked with DOT&PF and MOA to review their list of pavement needs and included one of those projects in our list (Table 4).

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.

14. What was the place on the TIP nomination form to note a project’s inclusion in the MTP?

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.

15. What was the role of people on the scoring committee?

The 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 P&L (Public and Long Range Planning), and AMATS staff.

4. What role does the Assembly play in adopting the TIP?

The Assembly is given a chance to review and provide recommendations on the TIP.

PC Approved Staff Recommendation with the an edit to AMATS Staff Recommendation.
**2023-2026 Draft TIP Comment Response Summary**

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<td>15</td>
<td>Please accept these comments from the Eagle-River-Chugiak Parks and Recreation Board of Supervisors regarding the draft AMATS 2023-2026 TIP for Eagle River- Road Rehabilitation (MF to MF) 5-24. We support this combination of bike &amp; recreation project S&amp;B #12 &quot;Eagle River Rd. Pathway Rehabilitation &amp; Extension - Old Glenn Hwy to Mile Hi Ave&quot; with Complete Streets CS #13 &quot;Eagle Road Rehabilitation: MF to MF&quot; in the 2023-2026 draft TIP.</td>
<td>Chugiak Eagle River Parks and Recreation Board of Supervisors</td>
<td>This project will look at what non-motorized options are available. This comment can be forwarded to the project team for consideration.</td>
<td>Staff recommends forwarding this comment to the project team once the project starts.</td>
<td>PC Approved Staff Recommendation.</td>
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<td>16</td>
<td>Resolution Requesting for Transportation Improvement Plans to have equitable funding for Municipality of Anchorage District 3 Whereas assembly District 2 has a population of 47,689 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 TIP to be $321,000 Whereas Assembly District 2 has only 1 project: Eagle River Road Rehabilitation in Roadway Improvements and Non-Motorized Improvement for the 2023-2026 TIP Whereas all project funding for Assembly District 1 is equal to 4% of total roadway improvements and Non-Motorized improvement for the 2023-2026 TIP Therefore, Chugiak-Birdwood 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.</td>
<td>Chugiak-Birdwood Eagle River Rural Road Service Area, Board of Supervisors</td>
<td>PC Approved Staff Recommendation.</td>
<td>PC Approved Staff Recommendation.</td>
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<td>17</td>
<td>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 these projects which make up the primary spending of the current and future AMATS allocation portions of the TIP help implement the AMATS Complete Streets policies. These projects which make up the primary spending of the current and future AMATS allocation portions of the TIP help implement the AMATS Complete Streets policies: a) KDV00011 Forward Line Rehabilitation b) KDV00003 and KDV00112 - Both Egan Road Rehabilitation projects c) KDV00007 Foster Drive Rehabilitation d) KDV00012 Mountain Air Drive e) KDV00012 Chugiak Way Rehabilitation</td>
<td>DOT&amp;PF</td>
<td>No recommended change.</td>
<td>PC Approved Staff Recommendation.</td>
<td>PC Approved Staff Recommendation.</td>
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<td>18</td>
<td>My family and business are wholeheartedly in favor of the proposed Glenn Hwy bike extension (B&amp;P-Eastside Drive)</td>
<td>My family and business are wholeheartedly in favor of the proposed Glenn Hwy bike extension (B&amp;P-Eastside Drive)</td>
<td>Staff recommends adding a new column to the 2023-2026 TIP.</td>
<td>Staff recommends adding a new column to the 2023-2026 TIP</td>
<td>No recommended change.</td>
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<td>19</td>
<td>Where Assembly District 2 has only 1 project: Eagle River Road Rehabilitation in Roadway Improvements and Non-Motorized Improvement for the 2023-2026 TIP.</td>
<td>Where Assembly District 2 has only 1 project: Eagle River Road Rehabilitation in Roadway Improvements and Non-Motorized Improvement for the 2023-2026 TIP.</td>
<td>PC Approved Staff Recommendation.</td>
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<td>20</td>
<td>Staff agrees with this change.</td>
<td>Clark Saunders</td>
<td>Staff agrees with this change.</td>
<td>Staff agrees with this change.</td>
<td>Staff agrees with this change.</td>
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<td>21</td>
<td>Staff agrees with this change.</td>
<td>Gretchen Nelson</td>
<td>Staff agrees with this change.</td>
<td>Staff agrees with this change.</td>
<td>Staff agrees with this change.</td>
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<td>22</td>
<td>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. I join using a quote that speaks to my concerns because I don’t have time to prepare a lengthy statement. “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 spending traffic? We need to define and measure our most important successes in order to build a sustainable northern city our children will choose to love when they begin raising their own families.” Like you, must begin implementing the Complete Streets Directive immediately.</td>
<td>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.</td>
<td>Staff recommend adding a list of projects implemented or identify significant delays in the implementation of major projects? 23 CFR 450.326(n)(2)</td>
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**PC Approved Staff Recommendation:**
- The PC has approved the Staff Recommendation.
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<td>The Glenney Way Bike Path needs your help! And I'd like to help by completely agreeing with this extension on a local rider in Eagle River who uses this path. I'm looking forward to being able to ride all the way to Mirror Lake.</td>
<td>Jeff Eades</td>
<td>Thank you for your comment.</td>
<td>No recommended change.</td>
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<td>The next segment of the Glenney way connecting Anchorage to Mirror Lake has been tentatively approved in the 2023-2026 draft AMATS transportation plan.</td>
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<td>Happy Trails</td>
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<td>111</td>
<td>Strongly support work to be done to create a safe bike trail. It is dangerous to the prevailing road. 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.</td>
<td>Joanna and Mel Arndt -</td>
<td>Thank you for your comment.</td>
<td>No recommended change.</td>
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<td>Why does Anchorage Transportation spending reflect projects 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 &quot;Complete Streets&quot; 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.</td>
<td>Joe Banta</td>
<td>These large cost highway projects are reflected in the TIP at the request of DOT&amp;PF and allows their federal funding outside the AMATS allocation. Staff will forward this comment to DOT&amp;PF for their consideration.</td>
<td>No recommended change.</td>
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<td>We are in dire need of an improved Transportation Improvement Program. Staff recommended that the $10 billion in the 2018-2021 TIP be spent on highway projects across the state, and the $12 billion in the 2022-2025 TIP be spent on new freeway construction projects. Since then, the 2023-2026 TIP, which includes the fourth round of the Transportation Improvement Program (TIP), has been finalized.</td>
<td>Joe Banta</td>
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<td>The draft TIP narrative provides examples of projects that support and enhance Complete Streets criteria and does not meet the criteria account for and trying to focus projects on areas with existing transit routes and providing links to transit.</td>
<td>Joe Banta</td>
<td>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 accounts for and trying to focus projects on areas with existing transit routes and providing links to transit.</td>
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<td>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.</td>
<td>Joanne and Mel Ackerman</td>
<td>Why isn’t Anchorage focusing on infill and redevelopment of the urban core and reducing vehicle travel and greenhouse gases? What is the definition of &quot;roadways without pavement&quot;, and &quot;bike/ped without pavement&quot;? This implies improved roads and pathways, but probably it is intended to mean something else. Who is labeling? Provide clear definitions.</td>
<td>Nancy Reily</td>
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The draft TIP is not consistent 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 comment is true, then Section 2.2 should:

- Reference, and comply with, the Anchorage Climate Action Plan. Specifically, Section 2.2 should cite the targets for reduction of greenhouse gas emissions, which is a 50 percent reduction by 2030 (compared to 2008 levels). The narrative should also state how much of the goals in the TIP will reduce GHG by the end of 2030.

Remarkable, and comply with, the targets of union leaders for reduction of pedestrian and bicyclist deaths and injuries. The draft narrative has a “minimal approach” of mentioning a continued high rate of traffic deaths and serious injuries (up to 60 such incidents in 2021 and 56 in 2022, per Table 2.1). The state target should not supercede the locally adopted targets set by Vision Zero.

2.
Sections 2.1.1 Amendments and Section 2.2.2 Administrative Modifications

The narrative does not align with the AMATS Operating Agreement that was agreed upon in consultation with DOT&P and FHWA/FTA. It aligns with the STIP process as well as the requirements in Federal Regulations.

3.
Section 2.2

The narrative does not align with the STIP process as well as the requirements in Federal Regulations.

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The narrative does not align with the STIP process as well as the requirements in Federal Regulations.
This project is reflected in the TIP at the request of DOT&PF and utilizes their federal PC Approved Staff Recommendation. Staff reached out to the MOA group responsible for this program and they responded AMATS Staff Recommendation. 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 Comment Transit – Table 9 Magnesium Chloride for dust control along roads– how does this chemical affect water quality? PLN00018 AMATS Recreational Trails Plan Update Draft TIP Plans and Studies – Table 4 Comment Received From Staff Response AMATS Staff Recommendation AMATS PC Action Nancy Pease The Academy/Kalgoorlie Drive project was included in the 2019-2022 TP by vote of the AMATS Policy Committee including the members of the Assembly at the committee at that time. This project has already been started. No recommended change. PC Approved Staff Recommendation. Nancy Pease Staff recommends 5th Ave signals project be No recommended change. Approved Staff Recommendation. Nancy Pease The project has not started yet, but since 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. Approved Staff Recommendation. Nancy Pease It is reworded to reflect the plan to be implemented. This project was included in the 2019-2022 TP by vote of the AMATS Policy Committee including the members of the Assembly at the committee at that time. This project has already been started. No recommended change. PC Approved Staff Recommendation. Nancy Pease This is a prejudicial design decision. The project should analyze the optimum configuration for capacity 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. No recommended change. Nancy Pease Staff recommends forwarding this comment to DOT&PF for their consideration. No recommended change. PC Approved Staff Recommendation. Nancy Pease The 92nd Ave undercrossing was included in the modeling for the MTP and is called interchange and underpass of the Seward Highway at 92nd/Scooter Drive #113. This included non-motorized improvements. The AMATS model accounts for induced demand, so this was reviewed in part of the MTP process, the AMATS model did not model a transit route here and the 9600 MTP is not showing any new additional route within the system. No recommended change. Nancy Pease The 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. No recommended change. Nancy Pease The 5th Ave signals project is included in the TIP. Staff recommends forwarding this comment to DOT&PF for their consideration. No recommended change. PC Approved Staff Recommendation. Nancy Pease 5th Ave signals are not the only signals within the AMATS area and are not in need of replacement. There is a study in the TP to look at the downtown streets for future changes. No recommended change. Nancy Pease Staff recommends forwarding this comment to DOT&PF for their consideration. No recommended change. PC Approved Staff Recommendation. Nancy Pease The recreational Trails Plan MTP will be drafted after 2024. The current plan does not include this project. No recommended change. Staff recommends forwarding this comment to the project team for consideration once the project starts. PC Approved Staff Recommendation. Nancy Pease Uncharacteristically, the battery life of electric vehicles is no issue and it’s not too transition the fleet at this time. The buses are out on the road for 10 hours. A credible investment for rapid chargers and other infrastructure would be needed first. Also, more buses would be needed to retime the charging battery buses than what we have today. The current bus fleet has past its useful life, some of the buses are 40 year old car 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 change. Nancy Pease Staff reached out to the MTP group responsible for this project 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 storm sewers covered and eliminating the need to use salted sand on our roads throughout the new season. This way we meet the community needs and effectively reduce our salt use by awards of RA compared to previous decades. This program has been very positive change for water quality.” This program is critical to ensuring AMATS can continue to meet the Air Quality requirements from EPA/State. No change. Nancy Pease Magnesium Chloride for dust control along roads– how does this chemical affect water quality?-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 Comment Staff recommends forwarding this comment to the project team for consideration. PC Approved Staff Recommendation. Nancy Pease The project has not started yet, but since 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. Nancy Pease Develop a new roadway and non-motorized corridor topology for travel within or adjacent to open space or natural settings. This might be labeled a Greenway or a Recreation Corridor. This topology would be applicable for sites such as upgrades to Clark Road through Section 36 Par, and the Old Seward Highway west of Potter Manor updating the Coastal West Side Corridor. Develop a topology that prioritizes safe access to schools, where physical design is used to self-entice low vehicular speeds, and where crossings are short and safe for children. No recommended change. Nancy Pease The 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. No recommended change. Nancy Pease The 5th Ave signals project is included in the TIP. Staff recommends forwarding this comment to DOT&PF for their consideration. No recommended change. PC Approved Staff Recommendation. Nancy Pease The AMATS model accounts for induced demand, so this was reviewed in part of the MTP process, the AMATS model did not model a transit route here and the 9600 MTP is not showing any new additional route within the system. No recommended change. Nancy Pease Staff recommends forwarding this comment to DOT&PF for their consideration. No recommended change. PC Approved Staff Recommendation. Nancy Pease The 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. No recommended change. Nancy Pease Staff recommends forwarding this comment to DOT&PF for their consideration. No recommended change. PC Approved Staff Recommendation. 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5/26/2022

I am in support of extending the Glen highway bike path north towards Mirror Lake.

AMATS Staff Recommendation

This project was nominated for inclusion in the 2023-2026 TIP and did not score high enough for funding.

PC Approved Staff Recommendation.

Thank you for the opportunity to comment on the draft Transportation Improvement Program.

The climate action plan is considered in the TIP criteria. AMATS cannot implement 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 cite the targets for reduction of greenhouse gas emissions (GHG) as specified in Section 2.8 of the draft TIP. The climate action plan is considered in the TIP criteria. AMATS cannot implement 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 cite the targets for reduction of greenhouse gas emissions (GHG) as specified in Section 2.8 of the draft TIP. This project was nominated for inclusion in the 2023-2026 TIP and did not score high enough for funding.

PC Approved Staff Recommendation.

Staff recommends fixing the broken link in the TIP.

Thank you for your comment.

Staff Response

This comes from the AMATS operating agreement and was agreed upon in consultation with DOT&PF and GTA. It aligns with the TIP process as well as the requirements in federal regulations. Administrative modifications are posted weekly to the agenda pages 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 demonstration is given the ability to provide comments and recommendations on the TIP and MAP as spelled out in the MOA code and the AMATS Operating Agreement.

AMATS PC Action

No recommended change.

No recommended change.

No recommended change.

No recommended change.

No recommended change.
No recommended change.

PC Approved Staff Recommendation.

No recommended change.

PC Approved Staff Recommendation.

No recommended change.

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No recommended change.

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No recommended change.

PC Approved Staff Recommendation.

No recommended change.

PC Approved Staff Recommendation.

No recommended change.

PC Approved Staff Recommendation.
The committee looked at the area and determined that the project wouldn’t be able to

This project is reflected in the TIP at the request of DOT&PF and utilizes their federal

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

We encourage changing the phasing of HSP0019 so that the work is completed earlier than shown in the current draft TIP.

5/26/2023

Good afternoon!

Thank you for putting this on the agenda soon.

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

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

Your drafts look nice.

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.

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 changes and gutter work with sidewalk reconstruction, roadway marking, pathway construction, and work on the walkways with associated sidewalk and street light

No recommended change.

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

The AMATS TIP uses federal funds, so the cost and timeframe for projects are all

Depending on the signals and associated electric infrastructure age it could take a

The 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.

No recommended change.

AMATS has the opportunity to identify and fund "complete streets" for the entirety of the heavily-used pedestrian zone in downtown Anchorage. The

Staff reached out to the MOA group responsible for this program and they responded with the following: "Salt in large quantities can impact soils, so the MOA has developed a salt

This program has been a very positive change for water quality.

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.

We would appreciate it if you would add TIP project 14, with the limited scope as proposed, to the 2023-2026 TIP.

No recommended change.

It 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.

We would appreciate it if you would add TIP project 14, with the limited scope as proposed, to the 2023-2026 TIP.

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

The 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.

No recommended change.

This note on HGP009 is based on the RPC Transportation committee’s personal observation of traffic at this intersection and is not as official RPC position.

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.

No recommended change.

Your current plan for the Anchorage Mass Transit System Phase II as described above, the underpass at Seward Drive and 36th is not needed, it would be a

The AMATS TIP uses federal funds, so the cost and timeframe for projects are all

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.

The 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.

No recommended change.

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Staff recommends forwarding this comment to DOT&PF for their consideration.

No recommended change.

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

A better description of AK094 and AK105 Construction & Road Improvements at APU is

We would appreciate it if you would add TIP project 14, with the limited scope as proposed, to the 2023-2026 TIP.

No recommended change.

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.

No recommended change.

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The 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.

No recommended change.

PC Approved Staff Recommendation.

PC Approved Staff Recommendation.

PC Approved Staff Recommendation.

PC Approved Staff Recommendation.

PC Approved Staff Recommendation.

AMATS Staff Recommendation.

AMATS Staff Recommendation.
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. Preserving neighborhoods, reducing congestion, reducing pollution, improving transit and reducing barriers to transit, and improving quality of life should be of the highest priority.

Staff recommends forwarding the A/C Complete Streets project nominated in February 2022 not be included in the public draft.

Unfortunately, the TIP project recommendations for “Complete Streets” redevelopment on 5th and 6th Avenue, A and C Street, I and L Street, and Gambell and Ingra should include consideration and improvements for all users as listed in the AMATS Complete Streets Policy:
1. RDY00001 Fireweed Lane Rehabilitation
2. RDY00003 and RDY00103 - Both Spenard Road Rehabilitation projects
3. RDY00007 Potter Drive Rehabilitation
4. RDY00008 Mountain Air Drive
5. RDY00012 Church Way Rehabilitation

These projects make up the primary spending of the current and future AMATS allocation portion of the TIP. Having the words “Complete Streets” is 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 is a Complete Streets project.

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 Streets Policy:
1. RDY00001 Fireweed Lane Rehabilitation
2. RDY00003 and RDY00103 - Both Spenard Road Rehabilitation projects
3. RDY00007 Potter Drive Rehabilitation
4. RDY00008 Mountain Air Drive
5. RDY00012 Church Way Rehabilitation

These projects make up the primary spending of the current and future AMATS allocation portion of the TIP.

Staff recommends forwarding the A/C Complete Streets project, with a note about ensure consideration is given to freight users, to the 2050 MTP project team for consideration during the MTP nomination process.

Sharon Stockard
Senator Tom Begich
Representative Zack Fields
Senator Tom Begich
Representative Zack Fields
Senator Tom Begich
Representative Zack Fields

2023-2026 Draft TIP Comment Response Summary

<table>
<thead>
<tr>
<th>#</th>
<th>Comment</th>
<th>Comment Received From</th>
<th>Staff Response</th>
<th>AMATS Staff Recommendation</th>
<th>AMATS PC Action</th>
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<tbody>
<tr>
<td>150</td>
<td>The project recommendations for “Complete Streets” redevelopment on 5th and 6th Avenue, A and C Street, I and L Street, and Gambell and Ingra should include consideration and improvements for all users as listed in the AMATS Complete Streets Policy: 1. RDY00001 Fireweed Lane Rehabilitation 2. RDY00003 and RDY00103 - Both Spenard Road Rehabilitation projects 3. RDY00007 Potter Drive Rehabilitation 4. RDY00008 Mountain Air Drive 5. RDY00012 Church Way Rehabilitation These projects make up the primary spending of the current and future AMATS allocation portion of the TIP. Having the words “Complete Streets” is 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 is a Complete Streets project.</td>
<td>Senator Tom Begich</td>
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<td>No recommended change.</td>
<td>PC Approved Staff Recommendation.</td>
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<tr>
<td>151</td>
<td>The project recommendations for “Complete Streets” redevelopment on 5th and 6th Avenue, A and C Street, I and L Street, and Gambell and Ingra should include consideration and improvements for all users as listed in the AMATS Complete Streets Policy: 1. RDY00001 Fireweed Lane Rehabilitation 2. RDY00003 and RDY00103 - Both Spenard Road Rehabilitation projects 3. RDY00007 Potter Drive Rehabilitation 4. RDY00008 Mountain Air Drive 5. RDY00012 Church Way Rehabilitation These projects make up the primary spending of the current and future AMATS allocation portion of the TIP. Having the words “Complete Streets” is 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 is a Complete Streets project.</td>
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<td>No recommended change.</td>
<td>PC Approved Staff Recommendation.</td>
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<td>178</td>
<td>Sharon Stockard</td>
<td>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 stated in the 2040 Land Use Plan.</td>
<td>No recommended change.</td>
<td>PC Approved Staff Recommendation.</td>
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<td>These projects which make up the primary spending of the current and future AMATS allocation portion of the TIP help:</td>
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<td>1. RDY00001 Fireweed Lane Rehabilitation</td>
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<td>5. RDY00012 Chugach Way Rehabilitation</td>
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<td>179</td>
<td>Sharon Stockard</td>
<td>A Complete street study of A &amp; C is not included in the 2040 MTP. The 2040 MTP recommends a pedestrian safety study of A &amp; C which is different from what was prioritized for A &amp; C. A Complete Street Study of A &amp; 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.</td>
<td>Staff recommend this project be forwarded to the 2050 MTP project team for consideration during the 2050 MTP nomination process.</td>
<td>PC Approved Staff Recommendation.</td>
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<td>180</td>
<td>Sharon Stockard</td>
<td>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.</td>
<td>No recommended change.</td>
<td>PC Approved Staff Recommendation.</td>
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<tr>
<td>181</td>
<td>TSgt William J Fissel</td>
<td>Thank you for your comment.</td>
<td>No recommended change.</td>
<td>PC Approved Staff Recommendation.</td>
<td></td>
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<tr>
<td>182</td>
<td>Willi Tayan, Chugach Mountain Bike Riders President</td>
<td>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.</td>
<td>We recommend change.</td>
<td>PC Approved Staff Recommendation.</td>
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<td></td>
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<td>The rest of the comment was too large to fit into the comment response summary. (The entire comment is attached in Appendix C).</td>
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</table>