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

2023-2026

Anchorage Metropolitan Area
Transportation Improvement Program (TIP) Narrative

TIP Updated: April 18, 2024
TIP Narrative Updated: May 16, 204
Please find us at: www.muni.org/amats
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Introduction

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

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

The 2023-2026 TIP includes 94 projects covering highway, transit, railroad, port, and bicycle/pedestrian with a total cost of $1.2B. Figures 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.

2.2 Project Selection & Public Involvement

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

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

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) or in Appendix D of this document.

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

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

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

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

2.3 Consistency with Other Plans

The projects included in the TIP are consistent to the maximum possible extent with other adopted local, state, and AMATS plans. These include the Anchorage Bowl and Chugach-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.

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

### 2.5 Environmental Justice

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

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

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

### 2.6 Performance Management

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) worked on issuing a jointly developed Planning Rule to move forward with the Performance Based Planning requirements set forth in the Moving Ahead for Progress in the 21st Century (MAP-21) Act and carried forward in Fixing America’s Surface Transportation (FAST) Act authorizations from Congress. Through this rule making State DOTs, MPOs, and Transit Agencies are required to establish targets for Safety, Infrastructure Condition, and Performance of the NHS, Freight, and Congestion Mitigation Air Quality (CMAQ). MPOs are given the option to set their own targets or support the State DOTs with their targets.

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

The 2050 MTP adopted the following targets:

<table>
<thead>
<tr>
<th>PERFORMANCE MEASURES</th>
<th>2021 Target</th>
<th>2021 Actual</th>
<th>2022 Target</th>
<th>2022 Actual</th>
<th>2023 Target</th>
<th>2023 Projected</th>
<th>2024 Target</th>
<th>2025 Target</th>
<th>2026 Target</th>
<th>Status</th>
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<tbody>
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<td>1A-1 (FHWA) Percentage of pavements of the Interstate System in Good condition</td>
<td>20%</td>
<td>34%</td>
<td>N/A</td>
<td>30%</td>
<td>N/A</td>
<td>31%</td>
<td>20%</td>
<td>N/A</td>
<td>20%</td>
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<td>1A-2 (FHWA) Percentage of pavements of the Interstate System in Poor condition</td>
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<td>1%</td>
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<td>1%</td>
<td>N/A</td>
<td>1%</td>
<td>5%</td>
<td>N/A</td>
<td>5%</td>
<td>✓</td>
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<tr>
<td>1A-3 (FHWA) Percentage of pavements of the non-Interstate NHS in Good condition</td>
<td>15%</td>
<td>24%</td>
<td>N/A</td>
<td>25%</td>
<td>N/A</td>
<td>29%</td>
<td>15%</td>
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<td>8%</td>
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<td>8%</td>
<td>N/A</td>
<td>8%</td>
<td>10%</td>
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<td>10%</td>
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<td>34%</td>
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<td>36%</td>
<td>N/A</td>
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<td>40%</td>
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<td>1A-6 (FHWA) Percentage of NHS bridges classified as in Poor condition</td>
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<td>6%</td>
<td>N/A</td>
<td>N/A</td>
<td>10%</td>
<td>N/A</td>
<td>10%</td>
<td>✓</td>
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<td>1A-7 (FTA) Infrastructure: Percentage of track segments under performance restriction</td>
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<td>N/A</td>
<td>1%</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
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<td>1A-10 (FTA) Rolling Stock: Percentage of revenue vehicles exceeding useful life benchmark</td>
<td>People Mover</td>
<td>Bus</td>
<td>38%</td>
<td>38%</td>
<td>54%</td>
<td>59%</td>
<td>18%</td>
<td>N/A</td>
<td>25%</td>
<td>20%</td>
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<tr>
<td></td>
<td>Cutaway Bus</td>
<td>11%</td>
<td>20%</td>
<td>27%</td>
<td>17%</td>
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<td>0%</td>
<td>0%</td>
<td>21%</td>
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<td></td>
<td>Mini-Van</td>
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<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>-</td>
</tr>
<tr>
<td></td>
<td>Van</td>
<td>87%</td>
<td>87%</td>
<td>87%</td>
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<td>N/A</td>
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<td>N/A</td>
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<td></td>
<td>ARRRC</td>
<td>Passenger Railcars</td>
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<td>N/A</td>
<td>0%</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
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<td></td>
<td>Locomotives</td>
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<td>N/A</td>
<td>0%</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
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<td>1A-11 (FTA) Equipment: Percentage of non-revenue vehicles exceeding useful life benchmark</td>
<td>People Mover</td>
<td>Non-Revenue/Service Automobile</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
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<tr>
<td></td>
<td>Trucks &amp; other Rubber- Tired Vehicles</td>
<td>30%</td>
<td>66%</td>
<td>64%</td>
<td>N/A</td>
<td>11%</td>
<td>N/A</td>
<td>11%</td>
<td>19%</td>
<td>0%</td>
</tr>
<tr>
<td></td>
<td>ARRRC</td>
<td>Truck &amp; Rubber Tired</td>
<td>N/A</td>
<td>N/A</td>
<td>25%</td>
<td>N/A</td>
<td>N/A</td>
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<td>N/A</td>
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<td>Steel Wheel Vehicle</td>
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<td>N/A</td>
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<td>N/A</td>
<td>N/A</td>
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<td>N/A</td>
<td>N/A</td>
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<td></td>
<td>Automobile</td>
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<td>N/A</td>
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<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
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<td>1A-12 (FTA) Facilities: Percentage of facilities rated under 3.0 on the TERM scale</td>
<td>People Mover</td>
<td>Administration</td>
<td>0%</td>
<td>0%</td>
<td>0%</td>
<td>0%</td>
<td>0%</td>
<td>N/A</td>
<td>0%</td>
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<td>Maintenance</td>
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<td>0%</td>
<td>0%</td>
<td>0%</td>
<td>0%</td>
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<td>Parking Structures</td>
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<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
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<tr>
<td></td>
<td>ARRRC</td>
<td>Admin &amp; Maintenance</td>
<td>N/A</td>
<td>N/A</td>
<td>9%</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
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<td>Passenger &amp; Parking</td>
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<tr>
<td>2A-1 (FHWA) Number of fatalities</td>
<td>75</td>
<td>70</td>
<td>70</td>
<td>83</td>
<td>70</td>
<td>86</td>
<td>75</td>
<td>N/A</td>
<td>N/A</td>
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<tr>
<td>2A-2 (FHWA) Fatality rate (per 100 million vehicle miles traveled)</td>
<td>1.4</td>
<td>1.11</td>
<td>1.3</td>
<td>1.3</td>
<td>1.3</td>
<td>1.33</td>
<td>1.25</td>
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<tr>
<td>2A-3 (FHWA) Number of serious injuries</td>
<td>330</td>
<td>279</td>
<td>325</td>
<td>330</td>
<td>325</td>
<td>310</td>
<td>300</td>
<td>N/A</td>
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<tr>
<td>2A-4 (FHWA) Rate of serious injuries (per 100 million vehicle miles traveled)</td>
<td>6</td>
<td>4.41</td>
<td>5.9</td>
<td>5.17</td>
<td>5.9</td>
<td>4.81</td>
<td>5.5</td>
<td>N/A</td>
<td>N/A</td>
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<tr>
<td>2A-5 (FHWA) Number of non-motorized fatalities and serious injuries</td>
<td>60</td>
<td>53</td>
<td>58</td>
<td>55</td>
<td>58</td>
<td>70</td>
<td>55</td>
<td>N/A</td>
<td>N/A</td>
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<tr>
<td>2A-6 (FTA) Total number of reportable fatalities</td>
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<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>✓</td>
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<tr>
<td>2A-7 (FTA) Fatality rate per total vehicle revenue miles by mode</td>
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<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>✓</td>
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<td>2A-8 (FTA) Total number of reportable injuries</td>
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<td>N/A</td>
<td>N/A</td>
<td>7</td>
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<td>2A-9 (FTA) Injury rate per total vehicle revenue mile by mode</td>
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<td>N/A</td>
<td>N/A</td>
<td>3</td>
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<td>N/A</td>
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<tr>
<td>2A-10 (FTA) Total Number of reportable safety events</td>
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<td>2A-11 (FTA) Safety event rate per total vehicle miles by mode</td>
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<td>3A-1 (FHWA) Percent of person miles traveled on the Interstate System that are reliable</td>
<td>92%</td>
<td>97%</td>
<td>N/A</td>
<td>98%</td>
<td>N/A</td>
<td>92%</td>
<td>N/A</td>
<td>92%</td>
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<td>3A-2 (FHWA) Percent of person miles traveled on the non-Interstate NHS that are reliable</td>
<td>70%</td>
<td>88.1%</td>
<td>N/A</td>
<td>90.5%</td>
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<td>70%</td>
<td>N/A</td>
<td>70%</td>
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<td>3A-3 (FTA) Mean distance between major mechanical failures by mode</td>
<td>People Mover</td>
<td>N/A</td>
<td>N/A</td>
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<td>3E-1 (FHWA) Annual hours of peak-hour excessive delay per capita</td>
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2.6.1 Performance Measures and TIP Criteria

The criteria for the 2023-2026 TIP were completely redesigned 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:


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

<table>
<thead>
<tr>
<th>Project Number</th>
<th>Project Name</th>
<th>Performance Measures</th>
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<tbody>
<tr>
<td>2159</td>
<td>O'Malley Road Reconstruction</td>
<td>Pavement; Fatalities; Serious Injuries; Excessive Delay</td>
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<tr>
<td>RDY00001</td>
<td>Fireweed Lane Rehabilitation</td>
<td>Fatalities; Serious Injuries; Non-Motorized; Reliability; Excessive Delay; Non-SOV; Truck Reliability; On-Road Mobile CO; On-Road Mobile PM10</td>
</tr>
<tr>
<td>Project Number</td>
<td>Project Name</td>
<td>Performance Measures</td>
</tr>
<tr>
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<td>--------------------------------------------------------------------------------------</td>
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<td>RDY00003</td>
<td>Spedard Road Rehabilitation [Benson Blvd to Minnesota Dr]</td>
<td>Fatalities; Serious Injuries; Non-Motorized; Reliability; Excessive Delay; Non-SOV; Truck Reliability; On-Road Mobile CO; On-Road Mobile PM10</td>
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<tr>
<td>RDY00005</td>
<td>Rabbit Creek Road Rehabilitation</td>
<td>Fatalities; Serious Injuries; Non-Motorized; Reliability; Non-SOV</td>
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<tr>
<td>RDY00006</td>
<td>East 4th Ave Signal and Lighting Upgrade</td>
<td>Fatalities; Serious Injuries; Non-Motorized; Reliability; Non-SOV</td>
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<tr>
<td>RDY00007</td>
<td>Potter Drive Rehabilitation</td>
<td>Fatalities; Serious Injuries; Non-Motorized; Reliability; Non-SOV</td>
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<td>RDY00010</td>
<td>Mountain Air Drive</td>
<td>Reliability</td>
</tr>
<tr>
<td>RDY00013</td>
<td>Academy Drive/Vanguard Drive Area Traffic Circulation Improvements</td>
<td>Fatalities; Serious Injuries; Non-Motorized; Reliability; Non-SOV</td>
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<td>RDY00012</td>
<td>Pavement Replacement Program</td>
<td>Pavement</td>
</tr>
<tr>
<td>RDY00014</td>
<td>Safety Improvement Program (Traffic Count Support) 2023-2026</td>
<td>Fatalities; Serious Injuries; Non-Motorized</td>
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<tr>
<td>RDY00015</td>
<td>Spedard Road Rehabilitation [Minnesota Drive to Northwood Drive]</td>
<td>Fatalities; Serious Injuries; Non-Motorized; Reliability; Excessive Delay; Non-SOV; Truck Reliability; On-Road Mobile CO; On-Road Mobile PM10</td>
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<td>RDY00016</td>
<td>Chugach Way Rehabilitation</td>
<td>Fatalities; Serious Injuries; Non-Motorized; Reliability; Excessive Delay; Non-SOV</td>
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<td>RDY00018</td>
<td>3rd Avenue Signals and Lighting Upgrade</td>
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<td>RDY00019</td>
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<td>RDY00020</td>
<td>Dale and Folker Street Upgrade</td>
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<td>TAP00001</td>
<td>Chugach Foothills Connector, Phase II</td>
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<td>NMO00006</td>
<td>Potter Marsh Improvements</td>
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<td>NMO00008</td>
<td>Anchorage Areawide Pathway and Trails Pavement Replacement</td>
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<td>NMO00009</td>
<td>Northern Lights Blvd Sidewalk Repairs</td>
<td>Pavement; Fatalities; Serious Injuries; Non-Motorized; Reliability; Excessive Delay; Non-SOV; Truck Reliability; On-Road Mobile CO; On-Road Mobile PM10</td>
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<td>NMO00010</td>
<td>Glenn Highway Trail Connection</td>
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<td>NMO00011</td>
<td>Campbell Creek Trail Grade Separated Crossing at Lake Otis Parkway</td>
<td>Fatalities; Serious Injuries; Non-Motorized; Reliability; Excessive Delay; Non-SOV; Truck Reliability; On-Road Mobile CO; On-Road Mobile PM10</td>
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<tr>
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<td>Project Name</td>
<td>Performance Measures</td>
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<td>NMO00014</td>
<td>AMATS Non-Motorized Safety Campaign</td>
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<td>NMO00015</td>
<td>Eagle River Road Pathway [Eagle River Loop Road to Mile Hi Avenue]</td>
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<td>Port of Alaska Multimodal Improvements Study</td>
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<td>AMATS 2052 MTP Update</td>
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<td>AMATS Minnesota Drive and I/L Street Corridor Plan</td>
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<td>Pavement; Fatalities; Serious Injuries; Non-Motorized; Reliability; Excessive Delay; Non-SOV; Truck Reliability; On-Road Mobile CO; On-Road Mobile PM10</td>
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<td>Non-Motorized Facility Maintenance Equipment for Winter Greenbelt Trails</td>
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<td>Bus Stop &amp; Facility Improvements</td>
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<td>Demo Operations/Expansion</td>
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<td>Seniors and Youth Ride Free</td>
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<td>CMQ00016</td>
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<td>CMQ00017</td>
<td>Muldoon Transit Hub Mixed Used Development</td>
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<td>HSP0009</td>
<td>Gambell St Utility Pole Removal and Increased Lighting</td>
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<td>HSP0010</td>
<td>Gambell and Ingra Streets - Overhead Signal Indication Upgrades</td>
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<td>HSP0014</td>
<td>5th Ave: Concrete St to Karulk St Pedestrian Improvements</td>
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<td>Anchorage Flashing Yellow Arrow and Signal Head Display Improvements</td>
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<td>HSP0020</td>
<td>Tudor Road: Baxter Road to Patterson Street Channelization</td>
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<td>Old Seward Highway: Industry Way/120th Ave Channelization</td>
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<td>Ocean Dock Road RR Crossing Device Upgrades</td>
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<td>Anchorage Pedestrian Lighting Phase I</td>
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<td>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</td>
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<td>Anchorage Signalized Intersection Cameras</td>
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<td>Pease Avenue Railroad Crossing Surface and Signal Upgrade</td>
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<td>ADA Complementary Paratransit Services</td>
<td>Non-SOV; On-Road Mobile CO</td>
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<td>TRN00004</td>
<td>Bus Stop Improvements/1% Section 5307 Transit Improvements</td>
<td>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; FTA Revenue Vehicles; FTA Non-revenue Vehicles; Reliability; FTA Mean Distance; Excessive Delay; Non-SOV; On-Road Mobile CO; On-Road Mobile PM10</td>
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<td>ITS/Automated Operating System/Management Information Systems</td>
<td>Reliability</td>
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<td>TRN00006</td>
<td>Fleet Improvement/Support Equipment/Support Vehicle</td>
<td>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</td>
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<td>Performance Measures</td>
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<tr>
<td>----------------</td>
<td>--------------</td>
<td>-----------------------</td>
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<tr>
<td>TRN00008</td>
<td>Operating Assistance</td>
<td>Reliability; Excessive Delay; Non-SOV; On-Road Mobile CO; On-Road Mobile Mobile PM10</td>
</tr>
<tr>
<td>TRN00009</td>
<td>Section 5310 Enhanced Mobility of Seniors &amp; Individuals w/Disabilities</td>
<td>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</td>
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<tr>
<td>TRN00010</td>
<td>Section 5339 Bus and Bus Facilities Program</td>
<td>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</td>
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<td>Section 5339(b) Bus and Bus Facilities Competitive Program</td>
<td>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</td>
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<tr>
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<td>FTA Facilities on TERM</td>
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<tr>
<td>TRN00013</td>
<td>Preventative Maintenance (ARRC)</td>
<td>FTA Revenue Vehicles; FTA Non-revenue Vehicles; FTA Mean Distance</td>
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<tr>
<td>TRN00014</td>
<td>1% Associated Transit Enhancements</td>
<td>FTA Facilities on TERM</td>
</tr>
<tr>
<td>TRN00015</td>
<td>Track Rehab</td>
<td>FTA Track</td>
</tr>
<tr>
<td>TRN00016</td>
<td>Radio and Communication System</td>
<td>FTA Facilities on TERM; FTA Mean Distance</td>
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<td>TRN00017</td>
<td>Bridge Rehabilitation</td>
<td>FTA Facilities on TERM</td>
</tr>
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<td>TRN00018</td>
<td>Signal and Detector System</td>
<td>FTA Facilities on TERM</td>
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<td>TRN00019</td>
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</tr>
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<td>Preventative Maintenance (ARRC)</td>
<td>FTA Facilities on TERM</td>
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<td>Bridge Rehabilitation</td>
<td>FTA Facilities on TERM</td>
</tr>
<tr>
<td>TRN00023</td>
<td>Radio and Communication System</td>
<td>FTA Facilities on TERM; FTA Mean Distance</td>
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<td>Signal and Detector System</td>
<td>FTA Facilities on TERM</td>
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<td>TRN00025</td>
<td>Facility Rehab (ARRC)</td>
<td>FTA Facilities on TERM</td>
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<td>OFS00002</td>
<td>AK094 &amp; AK105</td>
<td>Reliability; Excessive Delay</td>
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<tr>
<td>OFS00004</td>
<td>Campbell Tract Facility Alternative Entrance Alignment</td>
<td>Fatalities</td>
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<td>OFS00007</td>
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<tr>
<td>OFS00008</td>
<td>Port of Alaska SMART Grid</td>
<td></td>
</tr>
<tr>
<td>OFS00009</td>
<td>Port of Alaska Solar Design and Engineering</td>
<td></td>
</tr>
</tbody>
</table>
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*

<table>
<thead>
<tr>
<th>Operations and Maintenance Revenue</th>
<th>2023</th>
<th>2024</th>
<th>2025</th>
<th>2026</th>
<th>4-Year Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>AMATS Pavement Replacement</td>
<td>$15,525</td>
<td>$9,316</td>
<td>$10,316</td>
<td>$11,766</td>
<td>$46,923</td>
</tr>
<tr>
<td>DOT&amp;PF Pavement Replacement</td>
<td>$26,100</td>
<td>$26,600</td>
<td>$27,200</td>
<td>$27,700</td>
<td>$107,600</td>
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<td>MOA Road Capital (road bonds pavement replacement)</td>
<td>$23,000</td>
<td>$11,000</td>
<td>$6,000</td>
<td>$6,100</td>
<td>$46,100</td>
</tr>
<tr>
<td>AK Legislative Capital Program (not including State Bonds) -Non-NHS Pavement Rehab</td>
<td>$ -</td>
<td>$3,800</td>
<td>$3,900</td>
<td>$4,000</td>
<td>$11,700</td>
</tr>
<tr>
<td>DOT&amp;PF M&amp;O Budget</td>
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<td>$10,900</td>
<td>$11,100</td>
<td>$11,400</td>
<td>$44,100</td>
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<tr>
<td>Traffic Signal Management</td>
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<td>$2,000</td>
<td>$2,000</td>
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<tr>
<td>MS4 Permit Compliance</td>
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<td>$1,100</td>
<td>$1,200</td>
<td>$4,500</td>
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<tr>
<td>Deferred Maintenance</td>
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<td>$2,900</td>
<td>$3,000</td>
<td>$3,000</td>
<td>$11,800</td>
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<tr>
<td>Total DOT&amp;PF M&amp;O</td>
<td>$16,600</td>
<td>$16,900</td>
<td>$17,200</td>
<td>$17,600</td>
<td>$68,300</td>
</tr>
</tbody>
</table>
### 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 2.6

<table>
<thead>
<tr>
<th>Operations and Maintenance Revenue</th>
<th>2023</th>
<th>2024</th>
<th>2025</th>
<th>2026</th>
<th>4-Year Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>MOA ARDSA M&amp;O Budget</td>
<td>$ 23,600</td>
<td>$ 24,100</td>
<td>$ 24,600</td>
<td>$ 25,100</td>
<td>$ 97,400</td>
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<tr>
<td>MOA CBERRRSA M&amp;O Budget</td>
<td>$ 3,400</td>
<td>$ 3,500</td>
<td>$ 3,500</td>
<td>$ 3,600</td>
<td>$ 14,000</td>
</tr>
<tr>
<td>Total</td>
<td>$ 108,225</td>
<td>$ 95,216</td>
<td>$ 92,716</td>
<td>$ 95,866</td>
<td>$ 392,023</td>
</tr>
</tbody>
</table>

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

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

#### 2.7.4 TIP Tables

- **Table 1** is a summary of funds showing that there are sufficient funds to implement the transportation system improvements as required in 23 C.F.R.450.326 (k) and 23 C.F.R. 450. 326 (j).

- **Table 2** consists of roadway or roadway related projects funded with the AMATS allocation of Surface Transportation Block Grant (STBG) funding. AMATS Policy #3 states that roadway projects will average 55-65% of the AMATS allocation averaged over 4 years of the TIP. **Table 2** also includes the roadway pavement replacement funding to help maintain the transportation system, see table 7 for the list of these projects. AMATS Policy #3 states pavement replacement projects will average 15-20% of the AMATS allocation averaged over 4 years of the TIP.
- **Table 3** contains the non-motorized specific projects funded with the AMATS allocation of the STBG funding. AMATS Policy #3 states that non-motorized projects will average 10-15% of the AMATS allocation averaged over the 4-year life of the TIP. Table 3 also includes the non-motorized pathway and trails pavement replacement funding to help maintain the transportation system, see table 7 for the list of these projects.

- **Table 4** lists all the plans and studies that AMATS anticipates funding during the 4 years of the TIP. These include plans such as the routinely updated Metropolitan Transportation Plan and one-time plans such as the Chugach Way Area Transportation Element Study. Currently AMATS Policy #3 does not list a funding range for Table 4 as this is a new table with the 2019-2022 TIP.

- **Table 5** lists the projects that are Congestion Mitigation Air Quality (CMAQ) eligible projects. These projects are funded in part with the CMAQ funds AMATS receives and the rest with a portion of the AMATS allocation of STBG funding. AMATS Policy #3 states the CMAQ projects will be funded with 10% of the AMATS allocation averaged over 4 years of the TIP. This table includes the mandatory Statewide Implementation Project control measures used to ensure air quality conformity.

- **Table 6** lists the roadway and non-motorized pavement replacement projects.

- **Table 7** lists the Highway Safety Improvement Program (HSIP) projects managed by DOT&PF. AMATS periodically updates the list of projects. Funding priorities are determined by DOT&PF through their HSIP process and funds are also listed in the Statewide Improvement Program (STIP).

- **Table 8** reflects National Highway System (NHS) projects within the AMATS area funded by DOT&PF using their NHS funding. Funding priorities are determined by DOT&PF and reflected in the STIP.

- **Table 9** is comprised of FTA funded projects managed by the MOA PTD and ARRC. Funding priorities are determined by MOA PTD and ARRC and reflected in the AMATS TIP and STIP.

- **Table 10** consists of projects funded by local, state, and/or federal monies that do not fit into any other table in the TIP. These projects are typically managed by the MOA, DOT&PF, or the Port of the Alaska.

- **Fund Codes** are a way to show which type of funding is anticipated to be used for each project.
  - Surface Transportation Block Grant (STBG) – This is the primary source of federal funding for projects in the AMATS TIP. More information can be found here: https://www.fhwa.dot.gov/specialfunding/stp/
  - Transportation Alternatives Program (TAP) – A allocation of funding AMATS receives that is specifically for non-motorized improvements. More information can be found here: https://www.fhwa.dot.gov/environment/transportation_alternatives/
  - Advance Construction (AC/ACC) – A funding tool used to help provide more flexibility in advancing a project phase.
  - Coronavirus Response and Relief Supplemental Appropriations Act (CRRSA) – A limited allocation of funding AMATS can use for STBG eligible activities. More information can be found here: https://www.fhwa.dot.gov/cfo/hip-crrssa_imp_guidance_fhwa_02-24-21.pdf
  - Congestion Mitigation and Air Quality (CMAQ) – An allocation of funding available to AMATS to use on projects that help with improving air quality and reducing traffic congestion. More information can be found here: https://www.transportation.gov/sustainability/climate/federal-programs-directory-congestion-mitigation-and-air-quality-cmaq
• **Project Phase** are codes used to help show how projects are broken into different phases. They are as follows:
  - D – Design and Environmental
  - ROW – Right-of-Way
  - U/C – Utilities and Construction

More information can be found in the Alaska STIP: [https://dot.alaska.gov/stwdplng/cip/stip/assets/STIP.pdf](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 28th, 2022 and closed January 13th, 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 20th, 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 29th, 2024 and closed March 15th, 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 27th, 2024, Public Hearing.

An interagency consultation meeting to develop the Air Quality Conformity Determination as held on October 25th, 2023. A determination was written and released for public comment on January 29th, 2024, and closed March 15th, 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 30th, 2023. Admin Mod #1 found on the AMATS TIP website.

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

2023-2026 TIP Tables - Amendment #2
<table>
<thead>
<tr>
<th>PROJECT LOCATION</th>
<th>FEDERAL FISCAL PROGRAMMING YEAR ($) in Thousands</th>
<th>4-year total</th>
<th>% of 4-year Non-NHS $</th>
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<tr>
<td>Non-National Highway System (Table 2)</td>
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<td>Complete Streets Improvements not including Pavement Replacement Project Cost</td>
<td>$9,579</td>
<td>$8,924</td>
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<td>Motorized Pavement Replacement (Table 6) Project Cost</td>
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<td>Complete Streets Improvements and Roadway Pavement Replacement Total Project Cost</td>
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<td>Active Transportation (Table 3)</td>
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<tr>
<td>Active Transportation Improvements not including Pavement Replacement Project Cost</td>
<td>$2,179</td>
<td>$152</td>
<td>$5,474</td>
</tr>
<tr>
<td>Motorized Pavement Replacement (Table 6) Project Cost</td>
<td>$1,053</td>
<td>$338</td>
<td>$2,000</td>
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<tr>
<td>Active Transportation Improvement and Pathway/Trails Pavement Replacement Total Project Cost</td>
<td>$3,232</td>
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<tr>
<td>Plans and Studies (Table 4) Project Cost</td>
<td>$1,046</td>
<td>$1,456</td>
<td>$819</td>
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<td>Surface Transportation Block Grant (STBG) Funding for Congestion Mitigation &amp; Air Quality (CMAQ) Eligible Projects (Table 5) AMATS Allocation (Non-CMAQ funding) Project Cost</td>
<td>$5,806</td>
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<td>Other Federal/State/Local (Table 10) Project Cost</td>
<td>$4,477</td>
<td>$0</td>
<td>$0</td>
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<tr>
<td>Complete Streets, Active Transportation, &amp; CMAQ (STBG) Allocation Total Project Cost</td>
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<td>$33,621</td>
<td>$34,629</td>
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<td>AMATS STBG Total Federal Revenue</td>
<td>$29,065</td>
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<td>$34,629</td>
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<td>Complete Streets, Active Transportation, &amp; CMAQ (STBG) Allocation Federal Revenue</td>
<td>$29,065</td>
<td>$33,621</td>
<td>$34,629</td>
</tr>
<tr>
<td>AMATS Carry Forward (STBG) Federal Revenue</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
</tr>
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<td>CMAQ (in addition to AMATS Allocation) Project Cost</td>
<td>$1,982</td>
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<td>AMATS Transportation Alternatives Program (TAP) Project Cost</td>
<td>$2,147</td>
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</tr>
<tr>
<td>AMATS Transportation Alternatives Program (TAP) Federal Revenue</td>
<td>$2,147</td>
<td>$1,398</td>
<td>$6,300</td>
</tr>
<tr>
<td>AMATS Carry Forward (TAP) Federal Revenue</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) Project Cost</td>
<td>$10,610</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) Federal Revenue</td>
<td>$10,610</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>AMATS Carbon Reduction Program (CRP) Project Cost</td>
<td>$3,370</td>
<td>$3,615</td>
<td>$6,373</td>
</tr>
<tr>
<td>AMATS Carbon Reduction Program (CRP) Total Federal Revenue</td>
<td>$3,370</td>
<td>$3,615</td>
<td>$6,373</td>
</tr>
<tr>
<td>AMATS Carry Forward (CRP) Federal Revenue</td>
<td>$0</td>
<td>$0</td>
<td>$2,649</td>
</tr>
<tr>
<td>AMATS Allocation, CMAQ, TAP, CRP, CRRSAA, Carry Forward, Total Project Federal Costs</td>
<td>$47,174</td>
<td>$41,396</td>
<td>$49,625</td>
</tr>
<tr>
<td>AMATS Allocation, CMAQ, TAP, CRP, CRRSAA, Carry Forward, Total Project Match Cost (State and Local)</td>
<td>$3,028</td>
<td>$3,428</td>
<td>$4,110</td>
</tr>
<tr>
<td>AMATS Allocation, CMAQ, TAP, CRP, Carry Forward Total Project Match Revenue (State and Local)</td>
<td>$3,028</td>
<td>$3,428</td>
<td>$4,110</td>
</tr>
<tr>
<td>AMATS Allocation, CMAQ, TAP, CRP, CRRSAA, and Carry Forward Total Project Costs (Federal + Match)</td>
<td>$50,202</td>
<td>$44,824</td>
<td>$53,735</td>
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<tr>
<td>AMATS Allocation, CMAQ, TAP, CRP, CRRSAA, and Carry Forward Total Revenue (Federal + Match)</td>
<td>$50,202</td>
<td>$45,667</td>
<td>$53,735</td>
</tr>
</tbody>
</table>

Project estimates are shown in Year of Expenditure Dollars.
Other Funded Projects within the AMATS area outside the AMATS Allocation

### Highway Safety Improvement Program (Table 7)

<table>
<thead>
<tr>
<th></th>
<th>HSIP Project Cost</th>
<th>$428</th>
<th>$8,064</th>
<th>$33,305</th>
<th>$9,243</th>
<th>$51,041</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>HSIP Project Match (State)</td>
<td>$37</td>
<td>$384</td>
<td>$3,701</td>
<td>$1,027</td>
<td>$5,148</td>
</tr>
<tr>
<td><strong>HSIP Total (Cost + Match)</strong></td>
<td>$465</td>
<td>$8,448</td>
<td>$37,006</td>
<td>$10,270</td>
<td>$56,189</td>
<td></td>
</tr>
<tr>
<td>HSIP Federal Revenue</td>
<td>$428</td>
<td>$8,064</td>
<td>$33,305</td>
<td>$9,243</td>
<td>$51,041</td>
<td></td>
</tr>
<tr>
<td>HSIP Match Revenue (State)</td>
<td>$37</td>
<td>$384</td>
<td>$3,701</td>
<td>$1,027</td>
<td>$5,148</td>
<td></td>
</tr>
<tr>
<td><strong>HSIP Total Revenue</strong></td>
<td>$465</td>
<td>$8,448</td>
<td>$37,006</td>
<td>$10,270</td>
<td>$56,189</td>
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</table>

### National Highway System (Table 8)

<table>
<thead>
<tr>
<th></th>
<th>NHS Project Cost</th>
<th>$22,743</th>
<th>$22,743</th>
<th>$22,743</th>
<th>$22,743</th>
<th>$90,970</th>
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<tbody>
<tr>
<td></td>
<td>NHS Project Match (State)</td>
<td>$2,258</td>
<td>$2,258</td>
<td>$2,258</td>
<td>$2,258</td>
<td>$9,030</td>
</tr>
<tr>
<td><strong>NHS Total (Cost + Match)</strong></td>
<td>$25,000</td>
<td>$25,000</td>
<td>$25,000</td>
<td>$25,000</td>
<td>$100,000</td>
<td></td>
</tr>
<tr>
<td>NHS Federal Revenue</td>
<td>$22,743</td>
<td>$22,743</td>
<td>$22,743</td>
<td>$90,970</td>
<td></td>
<td></td>
</tr>
<tr>
<td>NHS Match Revenue (State)</td>
<td>$2,258</td>
<td>$2,258</td>
<td>$2,258</td>
<td>$9,030</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>NHS Total Revenue</strong></td>
<td>$25,000</td>
<td>$25,000</td>
<td>$25,000</td>
<td>$100,000</td>
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<td></td>
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</table>

### Transit Capital FTA Section 5307 to MOA (Table 9)

<table>
<thead>
<tr>
<th></th>
<th>FTA 5307 to MOA Project Cost</th>
<th>$6,287</th>
<th>$4,950</th>
<th>$4,955</th>
<th>$21,142</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>FTA 5307 to MOA Project Match (Local)</td>
<td>$1,572</td>
<td>$1,350</td>
<td>$1,345</td>
<td>$5,617</td>
</tr>
<tr>
<td><strong>FTA 5307 to MOA Total (Cost + Match)</strong></td>
<td>$7,859</td>
<td>$6,300</td>
<td>$6,300</td>
<td>$26,759</td>
<td></td>
</tr>
<tr>
<td>FTA 5307 to MOA Federal Revenue</td>
<td>$6,287</td>
<td>$4,950</td>
<td>$4,955</td>
<td>$21,142</td>
<td></td>
</tr>
<tr>
<td>FTA 5307 to MOA Match Revenue (Local)</td>
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<td>$1,350</td>
<td>$1,345</td>
<td>$5,617</td>
<td></td>
</tr>
<tr>
<td><strong>FTA 5307 to MOA Total Revenue</strong></td>
<td>$7,859</td>
<td>$6,300</td>
<td>$6,300</td>
<td>$26,759</td>
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</tr>
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</table>

### Transit Capital FTA Section 5310 to MOA (Table 9)

<table>
<thead>
<tr>
<th></th>
<th>FTA 5310 to MOA Project Cost</th>
<th>$263</th>
<th>$192</th>
<th>$192</th>
<th>$839</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>FTA 5310 to MOA Project Match (Local)</td>
<td>$86</td>
<td>$48</td>
<td>$48</td>
<td>$210</td>
</tr>
<tr>
<td><strong>FTA 5310 to MOA Total (Cost + Match)</strong></td>
<td>$329</td>
<td>$240</td>
<td>$240</td>
<td>$1,049</td>
<td></td>
</tr>
<tr>
<td>FTA 5310 to MOA Federal Revenue</td>
<td>$263</td>
<td>$192</td>
<td>$192</td>
<td>$839</td>
<td></td>
</tr>
<tr>
<td>FTA 5310 to MOA Match Revenue (Local)</td>
<td>$86</td>
<td>$48</td>
<td>$48</td>
<td>$210</td>
<td></td>
</tr>
<tr>
<td><strong>FTA 5310 to MOA Total Revenue</strong></td>
<td>$329</td>
<td>$240</td>
<td>$240</td>
<td>$1,049</td>
<td></td>
</tr>
</tbody>
</table>

### Transit Capital FTA Section 5339 to MOA (Table 9)

<table>
<thead>
<tr>
<th></th>
<th>FTA 5339 to MOA Project Cost</th>
<th>$565</th>
<th>$2,376</th>
<th>$32,576</th>
<th>$576</th>
<th>$36,093</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>FTA 5339 to MOA Project Match (Local)</td>
<td>$141</td>
<td>$594</td>
<td>$8,144</td>
<td>$144</td>
<td>$9,023</td>
</tr>
<tr>
<td><strong>FTA 5339 to MOA Total (Cost + Match)</strong></td>
<td>$706</td>
<td>$2,970</td>
<td>$40,720</td>
<td>$720</td>
<td>$45,116</td>
<td></td>
</tr>
<tr>
<td>FTA 5339 to MOA Federal Revenue (Includes an anticipated BUILD Grant)</td>
<td>$565</td>
<td>$2,376</td>
<td>$32,576</td>
<td>$576</td>
<td>$36,093</td>
<td></td>
</tr>
<tr>
<td>FTA 5339 to MOA Match Revenue</td>
<td>$141</td>
<td>$594</td>
<td>$8,144</td>
<td>$144</td>
<td>$9,023</td>
<td></td>
</tr>
<tr>
<td><strong>FTA 5339 to MOA Total Revenue</strong></td>
<td>$706</td>
<td>$2,970</td>
<td>$40,720</td>
<td>$720</td>
<td>$45,116</td>
<td></td>
</tr>
</tbody>
</table>

Project estimates are shown in Year of Expenditure Dollars.
### Table 1. Four-Year Program Summary

#### Table 1. Four-Year Program Summary

<table>
<thead>
<tr>
<th>Table 1. Four-Year Program Summary</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>AMATS FFY 2023-2026 TIP Amendment #2</strong></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Transit Capital FTA Section 5307 to ARRC (Table 9)</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>FTA 5307 to ARRC Project Cost</td>
<td>$2,920</td>
</tr>
<tr>
<td>FTA 5307 to ARRC Project Match (ARRC)</td>
<td>$730</td>
</tr>
<tr>
<td>FTA 5307 to ARRC Total (Cost + Match)</td>
<td>$3,650</td>
</tr>
<tr>
<td>FTA 5307 to ARRC Federal Revenue</td>
<td>$2,920</td>
</tr>
<tr>
<td>FTA 5307 to ARRC Match Revenue</td>
<td>$730</td>
</tr>
<tr>
<td>FTA 5307 to ARRC Total Revenue</td>
<td>$3,650</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Transit Capital FTA Section 5337 [State of Good Repair] to ARRC (Table 9)</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>FTA 5337 to ARRC Project Cost</td>
<td>$10,280</td>
</tr>
<tr>
<td>FTA 5337 to ARRC Project Match (ARRC)</td>
<td>$2,570</td>
</tr>
<tr>
<td>FTA 5337 to ARRC Total (Cost + Match)</td>
<td>$12,850</td>
</tr>
<tr>
<td>FTA 5337 to ARRC Federal Revenue</td>
<td>$10,280</td>
</tr>
<tr>
<td>FTA 5337 to ARRC Match Revenue</td>
<td>$2,570</td>
</tr>
<tr>
<td>FTA 5337 to ARRC Total Revenue</td>
<td>$12,850</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Other Federal, State, or Local Funded Projects within AMATS (Table 10)</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Other Federal Funding Project Cost</td>
<td>$2,685</td>
</tr>
<tr>
<td>Other Federal Funding Project Match (State or Partner)</td>
<td>$260</td>
</tr>
<tr>
<td>Other Funding Project Costs (State or Partner Costs</td>
<td>$250</td>
</tr>
<tr>
<td>Table 10 Total Cost</td>
<td>$3,201</td>
</tr>
<tr>
<td>Other Federal Funding Revenue (Includes a Build Grant)</td>
<td>$2,685</td>
</tr>
<tr>
<td>Other Federal Match Revenue (State or Partner)</td>
<td>$260</td>
</tr>
<tr>
<td>Other Non-Federal Revenue (State or Partner)</td>
<td>$250</td>
</tr>
<tr>
<td>Table 10 Total Revenue</td>
<td>$3,201</td>
</tr>
</tbody>
</table>

| TOTAL PROGRAM COST | $104,262 | $102,023 | $245,493 | $117,174 | $568,952 |
| TOTAL PROGRAM REVENUE | $104,262 | $102,023 | $245,493 | $117,174 | $569,795 |

Project estimates are shown in Year of Expenditure Dollars.
<table>
<thead>
<tr>
<th>Project Name</th>
<th>Description</th>
<th>Priority</th>
<th>Estimated Project Cost</th>
<th>Funding Source</th>
<th>Funding Amount</th>
<th>Match Amount</th>
<th>MOA Match</th>
<th>STBG Match</th>
<th>State Match</th>
<th>CRRSAA Match</th>
<th>MOA &amp; State Match</th>
</tr>
</thead>
<tbody>
<tr>
<td>O'Malley Road Reconstruction (Seward Highway to Hillside Drive)</td>
<td>- Reconstruct the road 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 1 in 2015. $500,000 ROW in 2016 for Phase II. $12.7M in UC funding for Phase I in 2017 is AC 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 NBHP or statewide STP funds. Phase II is funded with the remainder of the FFY 2013 GO Bond supplemented by TIP funds.</td>
<td>Yes</td>
<td>$25,000</td>
<td>DOT&amp;PF</td>
<td>$5,750</td>
<td>$45,485</td>
<td>$2,500</td>
<td>$0</td>
<td>$4,549</td>
<td>$5,000</td>
<td>$5,000</td>
</tr>
<tr>
<td>Fireweed Lane Rehabilitation (Seward Road to Seward Highway)</td>
<td>- This project will rehabilitate Fireweed Lane from Seward 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.</td>
<td>Yes</td>
<td>$11,500</td>
<td>DOT&amp;PF</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Spanerd Road Rehabilitation (Benson Blvd to Minnesota Dr)</td>
<td>- Project will rehabilitate to improve traffic flow. This project would also include non-motorized improvements.</td>
<td>Yes</td>
<td>$3,048</td>
<td>DOT&amp;PF</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Rabbit Creek Road Rehabilitation (Seward Highway to Goldenview Drive)</td>
<td>- This project will 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.</td>
<td>Yes</td>
<td>$1,287</td>
<td>DOT&amp;PF</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Potter Drive Rehabilitation (Arctic Blvd to Dillingham Road)</td>
<td>- This project would rehabilitate Potter Drive from Arctic Boulevard to Dillingham Road and include non-motorized improvements.</td>
<td>Yes</td>
<td>$3,635</td>
<td>DOT&amp;PF</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Mountain Air Drive (Rabbit Creek Road to Sandpiper Drive)</td>
<td>- Extend Mountain Air Drive from Rabbit Creek Road to Sandpiper Drive. Recommend separated pathway. Purpose: Circulation, access, and safety.</td>
<td>Yes</td>
<td>$3,635</td>
<td>DOT&amp;PF</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Academy Drive/Vanguard Drive Area Traffic Circulation Improvements (Brighton Drive to Abbott Road)</td>
<td>- 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.</td>
<td>Yes</td>
<td>$248</td>
<td>DOT&amp;PF</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Motorized Pavement Replacement Program</td>
<td>- 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 these projects listed in Table 6 or other priorities.</td>
<td>Yes</td>
<td>$2,206</td>
<td>DOT&amp;PF</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Safety Improvement Program (Traffic Count Support)</td>
<td>2023-2026 - Collect traffic data within the AMATS area completed by the ADOT&amp;PF Central Region Highway Data Section and MOA Traffic Data Section.</td>
<td>No</td>
<td>$2,500</td>
<td>DOT&amp;PF</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
</tr>
</tbody>
</table>

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

*Projects are not listed in priority order. Project estimates are shown in Year of Expenditure Dollars.
<table>
<thead>
<tr>
<th>Grandfathered Project</th>
<th>STIP Need ID</th>
<th>Responsible Agency</th>
<th>TIP Need ID*</th>
<th>PROJECT LOCATION</th>
<th>PROJECT PHASING PLAN</th>
<th>FUND CODE</th>
<th>FEDERAL FISCAL PROGRAMMING YEAR ($ in Thousands)</th>
<th>Estimated funding needs after 2026</th>
<th>Est project cost 2023-2026</th>
<th>Est total project cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>No</td>
<td>RDY00010</td>
<td>DOT&amp;PF</td>
<td>Grandfathered Project</td>
<td>Chugach Way Rehabilitation [Spencer Road to Arctic Blvd] - Project would rehabilitate Chugach Way from Spencer Road to Arctic Blvd and include non-motorized improvements. Project would use the Chugach Way Area Transportation Elements Study for design development.</td>
<td>2024 - D STBG</td>
<td>MOA Match</td>
<td>0 $1,092 $910 $8,352 $2,001 $10,553</td>
<td>$16,620</td>
<td>$18,000</td>
<td>$18,000</td>
</tr>
<tr>
<td>No</td>
<td>RDY00016</td>
<td>DOT&amp;PF</td>
<td>3rd Avenue Signals and Lighting Upgrade [E Street to Cordova Street] - The purpose of the project is to replace traffic signals and lighting systems to meet current electrical safety standards and design criteria; sidewalks and pavement will be replaced as necessary to facilities electrical work and meet ADA requirements.</td>
<td>2025 - D 2026 - D/ROW STBG</td>
<td>MOA Match</td>
<td>0 $308 $50 $489 $159 $1,047</td>
<td>$2,200</td>
<td>$11,600</td>
<td>$11,600</td>
<td></td>
</tr>
<tr>
<td>No</td>
<td>RDY00019</td>
<td>DOT&amp;PF</td>
<td>2nd Ave Upgrade [Benson Blvd to Los Drive] - Project would upgrade 2nd Ave from Benson Blvd to Los Drive to current collector standards. This project would look at including lighting upgrades, addition of non-motorized facilities, and drainage upgrades were possible.</td>
<td>2023 - D 2024 - D 2025 - D STBG</td>
<td>MOA Match</td>
<td>0 $75 $91 $8,694 $1,637 $10,007</td>
<td>$9,200</td>
<td>$11,600</td>
<td>$11,600</td>
<td></td>
</tr>
<tr>
<td>No</td>
<td>RDY00020</td>
<td>DOT&amp;PF</td>
<td>Dale Street and Folker Street Upgrade [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.</td>
<td>2023 - D STBG</td>
<td>MOA Match</td>
<td>0 $90 $0 $1,210 $90 $1,310</td>
<td>$2,200</td>
<td>$11,600</td>
<td>$11,600</td>
<td></td>
</tr>
<tr>
<td>No</td>
<td>RDY00021</td>
<td>DOT&amp;PF</td>
<td>Dale Street and Folker Street Upgrade [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.</td>
<td>2023 - D STBG</td>
<td>MOA Match</td>
<td>0 $90 $0 $1,210 $90 $1,310</td>
<td>$2,200</td>
<td>$11,600</td>
<td>$11,600</td>
<td></td>
</tr>
</tbody>
</table>

The contingency list of projects for each year will consist of the following year's projects. STBG Totals $14,504 $13,150 $21,511 $19,702 $74,808 $248,918
The contingency list of projects for each year will consist of the following year's projects. CRSAA Totals $8,521 $8,521 $8,521
The contingency list of projects for each year will consist of the following year's projects. CRRP Totals $14,093 $14,093 $14,093
The contingency list of projects for each year will consist of the following year's projects. STBG Carry Forward $13% $10% $10% $10% $10%
Approximate percentage (%) for roadway projects $10% $10% $10% $10% $10%
Approximate percentage (%) for pavement replacement projects $10% $10% $10% $10% $10%

*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

<table>
<thead>
<tr>
<th>Year</th>
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</table>

### PROJECT LOCATION

**Chugach Footsite Connector, Phase II -** Project will construct a multi-use path on Tudor Road between Regal Mountain Drive and Campbell Airey Road.

**Downtown Trail Connection -** Project will construct a connection between the Tony Knowles Coastal Trail to the Ship Creek Trail in downtown Anchorage.

**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.

**Potter Marsh Improvements -** This project would make improvements to the Potter Marsh southern parking facility.

**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.

**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/locate/consolidate driveways.

**Glen Highway Trail Connection -** Project will construct an extension of the Glen 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.

**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.

**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 (c) results.

**Eagle River Road Pathway [Eagle River Loop Road to Mile Ht Avenue] -** Project will rehabilitate the existing pathway along Eagle River Loop Road to where it ends just east of Hillcrest Lane and extend the pathway to Mile Ht Avenue.

### Notes
- Projects are not listed in priority order. Project estimates are shown in Year of Expenditure Dollars.

### Phasing Plan

Amendments to the Federal Fiscal Programming and Phasing Plan include:

- **2023 - UDC**
  - STBG $227 $90 $90 $90 $227 $227
  - MOA Match $227 $90 $90 $90 $227 $227
  - Total $227 $90 $90 $90 $227 $227

- **2024 - DCB/CUC**
  - STBG $871 $300 $330 $330 $871 $871
  - MOA Match $871 $300 $330 $330 $871 $871
  - Total $871 $300 $330 $330 $871 $871

- **2025 - U/C**
  - STBG $9 $150 $150 $150 $9 $150
  - MOA Match $9 $150 $150 $150 $9 $150
  - Total $9 $150 $150 $150 $9 $150

- **2026 - D**
  - STBG $1,300 $500 $500 $500 $1,300 $1,300
  - MOA Match $1,300 $500 $500 $500 $1,300 $1,300
  - Total $1,300 $500 $500 $500 $1,300 $1,300

- **2023 - ROW**
  - TAP $1,101 $50 $50 $50 $1,101 $1,101
  - Total $1,101 $50 $50 $50 $1,101 $1,101

- **2024 - D/ROW**
  - TAP $50 $50 $50 $50 $50 $50
  - Total $50 $50 $50 $50 $50 $50

- **2025 - ROW/U/C**
  - STBG $50 $50 $50 $50 $50 $50
  - MOA Match $50 $50 $50 $50 $50 $50
  - Total $50 $50 $50 $50 $50 $50

- **2026 - D**
  - TAP $490 $90 $90 $90 $490 $490
  - MOA Match $490 $90 $90 $90 $490 $490
  - Total $490 $90 $90 $90 $490 $490

- **2023 - ROW**
  - TAP $100 $100 $100 $100 $100 $100
  - Total $100 $100 $100 $100 $100 $100

- **2024 - D**
  - TAP $500 $500 $500 $500 $500 $500
  - Total $500 $500 $500 $500 $500 $500

- **2025 - U/C**
  - TAP $500 $500 $500 $500 $500 $500
  - Total $500 $500 $500 $500 $500 $500

- **2026 - D**
  - TAP $500 $500 $500 $500 $500 $500
  - Total $500 $500 $500 $500 $500 $500

### Estimated Carry Forward for Unfunded TIP projects

- **2023 - ROW**
  - TAP $100 $100 $100 $100 $100 $100
  - Total $100 $100 $100 $100 $100 $100

- **2024 - D**
  - TAP $500 $500 $500 $500 $500 $500
  - Total $500 $500 $500 $500 $500 $500

- **2025 - U/C**
  - TAP $500 $500 $500 $500 $500 $500
  - Total $500 $500 $500 $500 $500 $500

- **2026 - D**
  - TAP $500 $500 $500 $500 $500 $500
  - Total $500 $500 $500 $500 $500 $500

### Approximate percentage (%) for all Non-Motorized projects

- 11% 1% 25% 25% 1% Year Avg 4.88%
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.

AMATS 2025 MTP Update - Funding for the AMATS 2025 Metropolitan Transportation Plan Update.

AMATS Minnesota Drive and IH Street Corridor Plan (International Airport Road to 3rd Ave) - Project would provide a comprehensive analysis of the Minnesota Drive and IH 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.

AMATS Tudor Road Corridor Plan (Malcolm 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, 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.

AMATS Complete Street Plan - This plan will build on the AMATS Complete Street policy to provide planning guidance for street types, sidewalks, roadways, intersections, curbs 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.

AMATS Regional Household Travel Survey - Conduct a Regional Household Travel Survey to gather information on travel behaviors and the pattern of the households in the region.

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 and circulation policies. Plan action items, source R/W ownership and management in the Downtown district, identify opportunities for complete streets, and include modeling as needed.

AMATS A/C Street Corridor Plan - 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 a Complete Streets, adhering to the AMATS Complete Streets policy. The project would include modeling analysis and engineering work as needed.

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/Chugach Eel 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.

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 urban-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,” including 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.
Table 4. Plans and Studies

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### 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.

### AMATS Freight Mobility Update
- Update the AMATS 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.

### Projects Estimates

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#### Total
- **STBG** $4,321
- **CRRSAA** $1,850
- **CRP** $0
- **TAP** $409

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.*
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### PROJECT LOCATIONS

#### Statewide Improvements Program (SIP) Transportation Control Measures (TCM)

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*Projects are not listed in priority order. Project estimates are shown in Year of Expenditure Dollars.*
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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.
## 2023 - 2026 TIP, Pavement Replacement Projects

<table>
<thead>
<tr>
<th>Project Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Airport Heights Road - Debarr Road to Glenn Hwy</td>
</tr>
<tr>
<td>2 Boundary Ave - Boniface Pkwy to Oklahoma</td>
</tr>
<tr>
<td>3 Brayton Drive - Dearmoun Road to - O'Malley Road</td>
</tr>
<tr>
<td>4 Elmore Rd - Huffman Rd to O'Malley Rd</td>
</tr>
<tr>
<td>5 Hiland Rd - MP 0 to MP 3.2</td>
</tr>
<tr>
<td>6 Post Rd - 3rd Ave to Reeves Blvd</td>
</tr>
<tr>
<td>7 Upper Huffman - Hillside Dr to Tolisome Hill Dr</td>
</tr>
<tr>
<td>8 Reeve Blvd - 5th Ave to Post Road</td>
</tr>
<tr>
<td>9 Upper DeArmoun Road - Hillside Drive to Canyon Road</td>
</tr>
<tr>
<td>10 Old Seward Highway Spur - Old Seward Highway to Potter Valley Road</td>
</tr>
<tr>
<td>11 Eagle River Loop Road - Old Glenn Highway to Eagle River Road</td>
</tr>
<tr>
<td>12 Hillside Drive - DeArmoun Road to Abbott Road</td>
</tr>
<tr>
<td>13 VFW Road - Eagle River Road to Eagle River Loop Road</td>
</tr>
<tr>
<td>14 88th Avenue - Lake Otis Parkway to Abbott Road</td>
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<tr>
<td>15 A. Street - 6th Ave to Ocean Dock Road On-Ramp</td>
</tr>
<tr>
<td>16 Gambell Street/Ingra Street - 6th Ave to 4th Ave</td>
</tr>
<tr>
<td>17 I Street/L. Street - 15th to 3rd Ave</td>
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<tr>
<td>18 Muldoon Road - Glenn Highway to Provider Drive</td>
</tr>
<tr>
<td>19 36th Ave/Providence Drive - C Street to Elmore Rd/Old Seward Highway</td>
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<td>20 76th Ave - King Street to Old Seward Highway</td>
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## 2023 - 2026 TIP, Pathway and Trail Pavement Replacement Projects

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<tr>
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<tbody>
<tr>
<td>1 Debarr Road - Boniface to Muldoon (southside sidewalk)</td>
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<td>2 Airport Heights Road - Debarr Road to Glenn Hwy</td>
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<tr>
<td>3 Northern Lights Blvd - Lois Drive to Minnesota Drive (southside pathway)</td>
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<td>4 Jewel Lake Parkway - Raspberry Road to International Airport Road</td>
</tr>
<tr>
<td>5 Minnesota Drive - Hillcrest Drive to W. Northern Lights Boulevard</td>
</tr>
<tr>
<td>6 Minnesota Drive - W. Northern Lights Boulevard to Tudor Road</td>
</tr>
<tr>
<td>7 Bragaw Street - Northern Lights Blvd to Mountain View Drive</td>
</tr>
<tr>
<td>8 Muldoon Road - E. 16th Ave to Boundary Ave</td>
</tr>
<tr>
<td>9 Tudor Road - Seward Highway to Muldoon Road</td>
</tr>
<tr>
<td>10 Tudor Road - Minnesota Drive to Seward Highway</td>
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<tr>
<td>11 Glenn Highway Pathway - Boniface to S. Peters Creek</td>
</tr>
<tr>
<td>12 Debarr Road - Airport Heights to Boniface Pkwy</td>
</tr>
<tr>
<td>13 International Airport Road - Northwood Drive to Homer Road</td>
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<tr>
<td>14 Patterson Street - Northern Lights Blvd to Sherwood including Spurs</td>
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<tr>
<td>15 Birch Knoll Bike Trail - Labar Road to E Klatt Road</td>
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<td>16 Sitka Street Park Pathway - Orca Street to Lake Otis Parkway</td>
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*Projects not in priority order

Pavement Replacement Annual Totals shown in Table 3
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<tr>
<td>19217</td>
<td>DOT&amp;PF</td>
<td>HSP0009</td>
<td>Gambell St Utility Pole Removal and Increased Lighting - Remove existing utility/lighting poles and replace with new poles/lighting that have a break away base and are further from the travel lanes.</td>
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<td>5th Ave: Concrete St to Karluk St Pedestrian Improvements - 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.</td>
<td>2024 - U/C</td>
<td>State Match</td>
<td>$0</td>
<td>$0</td>
<td>$3,480</td>
<td>$0</td>
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<td>$0</td>
<td>$3,870</td>
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<tr>
<td>19217</td>
<td>DOT&amp;PF</td>
<td>HSP0019</td>
<td>Anchorage Flashing Yellow Arrow and Signal Head Display Improvements - 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.</td>
<td>2024 - D</td>
<td>UnCat 148</td>
<td>$0</td>
<td>$0</td>
<td>$8,861</td>
<td>$8,861</td>
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<td>2025 - ROW/U/C</td>
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<td>$0</td>
<td>$178</td>
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<td>$1,776</td>
<td>$10,280</td>
<td>$10,270</td>
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<tr>
<td>19217</td>
<td>DOT&amp;PF</td>
<td>HSP0020</td>
<td>Tudor Road: Baxter Road to Patterson Street Channelization - 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.</td>
<td>2024 - D</td>
<td>UnCat 148</td>
<td>$330</td>
<td>$230</td>
<td>$4,326</td>
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<td>2024 - D/ROW</td>
<td>State Match</td>
<td>$37</td>
<td>$26</td>
<td>$481</td>
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<td>2025 - U/C</td>
<td>State Match</td>
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<td>19217</td>
<td>DOT&amp;PF</td>
<td>HSP0021</td>
<td>Old Seward Highway: Industry Way/120th Ave Channelization - 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.</td>
<td>2025 - U/C</td>
<td>UnCat 148</td>
<td>$0</td>
<td>$0</td>
<td>$1,612</td>
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<td>$179</td>
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<td>DOT&amp;PF</td>
<td>HSP0022</td>
<td>Ocean Dock Road RR Crossing Device Upgrades - This project proposes to upgrade existing at-grade crossing devices from passive to active on Ocean Dock Rd (Crossing #668543R). This project will be constructed through utility agreement with Alaska Railroad Corporation.</td>
<td>2023 - D</td>
<td>UnCat 148</td>
<td>$50</td>
<td>$1,310</td>
<td>$0</td>
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<td>2024 - D/ROW</td>
<td>State Match</td>
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<td>Total</td>
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<td>$50</td>
<td>$1,310</td>
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<td>$0</td>
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<td>19217</td>
<td>DOT&amp;PF</td>
<td>HSP0023</td>
<td>Anchorage Pedestrian Lighting Phase 1 - Increase lighting levels on three arterial segments (Muldrow Dr, Tudor Rd, Seward Hwy) by adding pedestrian scale and street lighting.</td>
<td>2024 - C</td>
<td>UnCat 148</td>
<td>$0</td>
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<td>19217</td>
<td>DOT&amp;PF</td>
<td>HSP0024</td>
<td>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 - 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.</td>
<td>2024 - U</td>
<td>State Match</td>
<td>$48</td>
<td>$1,972</td>
<td>$0</td>
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<td>$1,972</td>
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<tr>
<td>19217</td>
<td>DOT&amp;PF</td>
<td>HSP0025</td>
<td>CR Guardrail Inventory and Upgrade - Inventory and upgrade existing guardrail in</td>
<td>2024 - C</td>
<td>UnCat 148</td>
<td>$0</td>
<td>$882</td>
<td>$0</td>
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</table>

*Projects are not listed in priority order. Project estimates are shown in Year of Expenditure Dollars. 5/2/2024
<table>
<thead>
<tr>
<th>Project ID</th>
<th>Agency</th>
<th>Project Title</th>
<th>Description</th>
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<th>$0</th>
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<th>$98</th>
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</thead>
<tbody>
<tr>
<td>DOT&amp;PF</td>
<td>HSP0026</td>
<td>Anchorage Signalized Intersection Cameras</td>
<td>Improves 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.</td>
<td>2024 - D</td>
<td>$0</td>
<td>$48</td>
<td>$842</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
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<td>2024 - D/C</td>
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<td>2025 - C</td>
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<td>Total</td>
<td>$0</td>
<td>$1,328</td>
<td>$0</td>
<td>$0</td>
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<td>$1,328</td>
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<td>Total</td>
<td>$465</td>
<td>$8,448</td>
<td>$37,006</td>
<td>$10,270</td>
<td>$56,189</td>
<td>$56,189</td>
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</tr>
</tbody>
</table>

*Projects are not listed in priority order.

Project estimates are shown in Year of Expenditure Dollars.
| DOT&PF | NHS0005 | Pavement and Bridge Preservation - Crack sealing, surface treatment drainage, signage, guardrail, illumination, and other refurbishments to prolong the life of road pavement and bridges and their safety related structures. Project includes NHS Lane Delineators, Destination & Distance Signing, Pavement Markings and Signalization, Abandoned Vehicle Program, Road Surfacing and Transfer, Road Surface Treatments, and improve curb ramps to meet ADA standards (in coordination with Need ID 30397). The scope does not include landscaping or other elements inconsistent with a pavement preservation focus. This is a DOT&PF central region wide program with approximately $25M going to projects within the AMATS area on an annual basis with a majority going to the NHS. | 2023-2026+ | All Phases | 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 | Total | $25,000 | $25,000 | $25,000 | $25,000 | $25,000 | $100,000 | $125,000 | The contingency list of projects for each year will consist of the following year’s projects. |

<table>
<thead>
<tr>
<th>STIP Need ID</th>
<th>Responsible Agency</th>
<th>TIP Need ID</th>
<th>PROJECT LOCATION</th>
<th>PROJECT PHASING PLAN</th>
<th>FUND CODE</th>
<th>EST. PROJECT COST 2023-2026</th>
<th>FEDERAL FISCAL PROGRAMMING</th>
<th>OCTOBER 1 - SEPTEMBER 30</th>
<th>EST. TOTAL PROJECT COST 2023-2026</th>
<th>EST. PROJECT COST AFTER 2026</th>
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</thead>
<tbody>
<tr>
<td>DOT&amp;PF</td>
<td>NHS0005</td>
<td>Pavement and Bridge Preservation - Crack sealing, surface treatment drainage, signage, guardrail, illumination, and other refurbishments to prolong the life of road pavement and bridges and their safety related structures. Project includes NHS Lane Delineators, Destination &amp; 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&amp;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.</td>
<td>2023-2026+</td>
<td>All Phases</td>
<td>STBG</td>
<td>NHPP</td>
<td>Bridge- HIP23</td>
<td>$22,743</td>
<td>$22,743</td>
<td>$22,743</td>
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*Projects are not listed in priority order.*

Project estimates are shown in Year of Expenditure Dollars.

5/3/2024
Table 9. Transit

<table>
<thead>
<tr>
<th>Year</th>
<th>Subtotal FTA Section 5307</th>
<th>MOA Match</th>
<th>Total</th>
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<tbody>
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<td>2023-2026</td>
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<td>$3,529</td>
<td>$11,388</td>
</tr>
<tr>
<td>2027-2028</td>
<td>$7,859</td>
<td>$3,529</td>
<td>$11,388</td>
</tr>
<tr>
<td>2029-2030</td>
<td>$7,859</td>
<td>$3,529</td>
<td>$11,388</td>
</tr>
<tr>
<td>2031-2032</td>
<td>$7,859</td>
<td>$3,529</td>
<td>$11,388</td>
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TRN00008 Operating Assistance - Section 5307 operating assistance for fixed route, demand responsive, and Microtransit public transit service.

<table>
<thead>
<tr>
<th>Year</th>
<th>Implementation</th>
<th>Purchase</th>
<th>MOA Match</th>
<th>Total</th>
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<tbody>
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<td>$225</td>
<td>$0</td>
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<tr>
<td>2031-2032</td>
<td>$0</td>
<td>$225</td>
<td>$0</td>
<td>$225</td>
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</table>

TRN00009 Section 5310 Enhanced Mobility of Seniors & Individuals w/ Disabilities - Projects may include purchasing, leasing, and employing passenger and driver services; vehicle and vehicle-related equipment, including technology or technology changes or innovations to modify low or no emission vehicles or facilities.

<table>
<thead>
<tr>
<th>Year</th>
<th>Implementation</th>
<th>Purchase</th>
<th>MOA Match</th>
<th>Total</th>
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<tbody>
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<td>2023-2026</td>
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<td>$225</td>
<td>$245,000</td>
<td>$775,000</td>
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<tr>
<td>2027-2028</td>
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<td>$225</td>
<td>$245,000</td>
<td>$775,000</td>
</tr>
<tr>
<td>2029-2030</td>
<td>$510,000</td>
<td>$225</td>
<td>$245,000</td>
<td>$775,000</td>
</tr>
<tr>
<td>2031-2032</td>
<td>$510,000</td>
<td>$225</td>
<td>$245,000</td>
<td>$775,000</td>
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MOA Match

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<tr>
<td>2027-2028</td>
<td>$1,350,000</td>
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<td>$1,350,000</td>
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<tr>
<td>2031-2032</td>
<td>$1,350,000</td>
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Total

<table>
<thead>
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<th>Year</th>
<th>Total</th>
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</thead>
<tbody>
<tr>
<td>2023-2026</td>
<td>$7,859,000</td>
</tr>
<tr>
<td>2027-2028</td>
<td>$7,859,000</td>
</tr>
<tr>
<td>2029-2030</td>
<td>$7,859,000</td>
</tr>
<tr>
<td>2031-2032</td>
<td>$7,859,000</td>
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5/2/2024

*Projects are not listed in priority order. Project estimates are shown in Year of Expenditure Dollars.
<table>
<thead>
<tr>
<th>TIP Need ID</th>
<th>Responsible Agency</th>
<th>Project Location</th>
<th>FEDERAL FISCAL PROGRAMMING YEAR ($ in Thousands)</th>
</tr>
</thead>
</table>
| TRN0011    | MIOA Public/Transportation | Bus and Bus Facilities Competitive Program - This competitive program addresses significant repair and maintenance needs, improves the safety of transit systems, and deploys innovative 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; and technological changes or innovations to modify vehicles and/or facilities. | }
### Table 9. Transit AMATS FFY 2023-2026 TIP Amendment #2

#### FUND CODE

<table>
<thead>
<tr>
<th>PROJECT LOCATION</th>
<th>FUND CODE</th>
<th>FEDERAL FISCAL PROGRAMMING YEAR ($ in Thousands)</th>
<th>Estimated funding needs after 2026</th>
<th>Est project cost 2023-2026</th>
<th>Est total project cost</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2023</td>
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<td>2025</td>
<td>2026</td>
<td></td>
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<tr>
<td><strong>Amtrak</strong></td>
<td><strong>STIP</strong></td>
<td><strong>Need ID</strong></td>
<td><strong>Est project cost</strong></td>
<td><strong>Est total project cost</strong></td>
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<td>Alaska Railroad</td>
<td>2023</td>
<td>$12,850</td>
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<td>$12,850</td>
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<td>- FTA Section 5307 (Rail Tier) funding to Alaska Railroad</td>
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<td>$12,850</td>
<td>$12,850</td>
<td>$33,250</td>
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<td>- FTA Section 5307 (Rail Tier) &amp; 5337 Transit funding to ARRC</td>
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<td><strong>Total Transit Program (5307+5310+5337)</strong></td>
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<td>$17,235</td>
<td>$33,250</td>
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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 under T_FRE_307. The POP as presented is the proposed Program of Projects and will also be the final Program of Projects unless amended.

*Projects are not listed in priority order. Project estimates are shown in Year of Expenditure Dollars.*
### Table 10. Other Federal, State, and Local Funded Projects within the AMATS Area

<table>
<thead>
<tr>
<th>STIP Need ID</th>
<th>Responsible Agency</th>
<th>TIP Need ID*</th>
<th>PROJECT LOCATION</th>
<th>PROJECT PHASING PLAN</th>
<th>FUND CODE</th>
<th>FEDERAL FISCAL PROGRAMMING YEAR ($ in Thousands)</th>
<th>Estimated funding needs after 2026</th>
<th>Est project cost 2023-2026</th>
<th>Est total project cost</th>
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</thead>
<tbody>
<tr>
<td>19482</td>
<td>MOA</td>
<td>OFS00002</td>
<td>AK094 &amp; AK105 - Construction &amp; Road Improvements @ APU</td>
<td>2023 - UCC</td>
<td>Federal Earmark</td>
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<td>28471</td>
<td>DOT&amp;PF</td>
<td>OFS00004</td>
<td>Campbell Tract Facility Alternate Entrance Alignment - Relocate the CTF entrance road 260' to align with East 88th Avenue.</td>
<td>2023 - UCC</td>
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<td></td>
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<td></td>
<td></td>
<td>State Match</td>
<td>$444</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$444</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Total</td>
<td>$4,921</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$4,921</td>
</tr>
<tr>
<td>19482</td>
<td>AEA</td>
<td>OFS00007</td>
<td>Alaska Cargo and Cold Storage - The project is a secure, up to 715,000 sf climate-controlled warehouse facility located at Ted Stevens-Anchorage International Airport (ANC), Anchorage AK. Phase I, the current project, is estimated to be ~190,000 sf 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.</td>
<td>2023 - C</td>
<td>BUILD Grant</td>
<td>$0</td>
<td>$0</td>
<td>$56,700</td>
<td>$0</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Match</td>
<td>$0</td>
<td>$0</td>
<td>$5,360</td>
<td>$0</td>
<td>$5,360</td>
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<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Total</td>
<td>$0</td>
<td>$0</td>
<td>$74,560</td>
<td>$0</td>
<td>$72,354</td>
</tr>
<tr>
<td>2025</td>
<td>Port of Alaska</td>
<td>OFS00008</td>
<td>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.</td>
<td>2023 - Planning</td>
<td>State or other Federal Funding</td>
<td>$1,766</td>
<td>$1,767</td>
<td>$1,767</td>
<td>$0</td>
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<td>$767</td>
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<td>$2,532</td>
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<td>$0</td>
<td>$7,600</td>
</tr>
<tr>
<td>2025</td>
<td>Port of Alaska</td>
<td>OFS00009</td>
<td>Port of Alaska Solar Design and Engineering - Engineering, design, and permitting documents for a proposed 2.5-3.5 mgwatt 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.</td>
<td>2023 - D</td>
<td>State</td>
<td>$520</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
</tr>
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<td></td>
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<td></td>
<td>State Match</td>
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<td></td>
<td></td>
<td>Total</td>
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<td>$0</td>
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<td>$0</td>
<td>$250</td>
</tr>
<tr>
<td>34786</td>
<td>DOT&amp;PF</td>
<td>OFS00010</td>
<td>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.</td>
<td>2024 - C</td>
<td>CMAQ Flex</td>
<td>$910</td>
<td>$455</td>
<td>$0</td>
<td>$0</td>
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<td></td>
<td></td>
<td></td>
<td>State Match</td>
<td>$500</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$500</td>
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<tr>
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<td></td>
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<td>Total</td>
<td>$1,414</td>
<td>$455</td>
<td>$0</td>
<td>$0</td>
<td>$1,865</td>
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<tr>
<td>35865</td>
<td>DOT&amp;PF</td>
<td>OFS00011</td>
<td>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.</td>
<td>2024 - C</td>
<td>NEVI</td>
<td>$600</td>
<td>$0</td>
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<td>$0</td>
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<td></td>
<td></td>
<td></td>
<td>Total</td>
<td>$1,500</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$1,500</td>
</tr>
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</table>

| Other Funding Sources Total | $8,122 | $4,042 | $78,089 | $0 | $70,000 | $2,534 | $0 | $90,374 | $90,374 |
| AMATS STBG Total | $4,477 | $0 | $0 | $0 | $4,477 | $4,477 |
| AMATS CRP Total | $0 | $0 | $0 | $0 | $0 | $0 | $0 |

*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:

(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;
(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

MPO

[Signature]

Aaron Jongenelen

Printed Name

Title

08/29/22

Date

DOT&PF

[Signature]

Aaron Jongenelen

Printed Name

Title

Date
Appendix C

Illustrative Projects
<p>| Illustrative | 5th Avenue Signals and Lighting Upgrade [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. |
| Illustrative | 5th Ave [H Street to Cordova] and 6th Ave Signals and Lighting Upgrade [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. |
| Illustrative | Multi-use Pathway from Tudor Road to Northern Lights Blvd - Project would construct a multi-use pathway along the Alaska Railroad corridor from Tudor Road to Northern Lights Blvd. This project would connect to the existing trail to the north and existing trail on Tait and Tudor Road. |
| Illustrative | Glenn Highway: Airport Heights to Parks Highway Rehabilitation - Projects consists of rehabilitation of the Glenn Highway between Airport Heights and the Parks Highway to be coordinated with HSIP safety improvements. |
| Illustrative | Seward Highway Mile Post 98.5 to 118 Bird Flats to Rabbit Creek - Reconstruct the Seward Highway from Bird Flats to Rabbit Creek to better accommodate traffic flow and address safety concerns. |
| Illustrative | Seward Highway and Tudor Road Interchange Reconstruction - Project will reconstruct the Tudor Road Interchange. Interchange is at the end of its design life and has operational issues with the current traffic loads. |
| Illustrative | Glenn Highway Incident Management Traffic Accommodations - Project will construct modifications and improvements to facilitate efficient through travel along the Glenn Highway and nearby roads between Airport Heights and the Parks Highway so that during times when lanes are blocked by crashes or other events, ensuing traffic congestion is mitigated, and gridlock does not preclude travel between Anchorage, Eagle River, and the Matanuska Valley. |</p>
<table>
<thead>
<tr>
<th>Illustrative</th>
<th>Glenn Highway and Hiland Road Interchange Preservation and Operational Improvements - Project will evaluate alternatives to make short term improvements to the Hiland Road interchange utilizing the existing bridge over the highway.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Illustrative</td>
<td>Muldoon Road Pavement Preservation: Debarr to Glenn Highway - pavement preservation of (respective roadway) including drainage and other improvements necessary to maintain the corridor in a state of good repair.</td>
</tr>
<tr>
<td>Illustrative</td>
<td>Abbott Rd Pavement Preservation: New Seward Hwy to Lake Otis Pkwy - pavement preservation of (respective roadway) including drainage and other improvements necessary to maintain the corridor in a state of good repair.</td>
</tr>
<tr>
<td>Illustrative</td>
<td>Non-Motorized Facilities Inventory and Mapping - Project would inventory the non-motorized facilities within the AMATS area. Project would create a GIS layers with this information.</td>
</tr>
</tbody>
</table>
Appendix D

Comment/Response Summaries
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.

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.

Thank you for your consideration.

Alex Prosk

To whom this may concern:

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

PC Approved Staff Recommendation.

AMATS Staff

Staff recommends adding the projects listed in the 2023-2026 TIP comment.

AMATS PC Action

No recommended change.

PC Approved Staff Recommendation.

AMATS Staff

No recommended change.

PC Approved Staff Recommendation.

AMATS Staff

No recommended change.

PC Approved Staff Recommendation.

AMATS Staff

No recommended change.

PC Approved Staff Recommendation.

AMATS Staff

No recommended change.

PC Approved Staff Recommendation.

AMATS Staff
Anchorage Park Foundation

Thank you for your comment.

No recommended change.

PC Approved Staff Recommendation.

Anchorage Park Foundation

Thank you for your comment.

No recommended change.

PC Approved Staff Recommendation.

Anchorage Park Foundation

Thank you for your comment.

No recommended change.

PC Approved Staff Recommendation.

Anchorage Park Foundation

Thank you for your comment.

No recommended change.

PC Approved Staff Recommendation.

Anchorage Park Foundation

Thank you for your comment.

No recommended change.

PC Approved Staff Recommendation.

Anchorage Park Foundation

Thank you for your comment.

No recommended change.

PC Approved Staff Recommendation.

Anchorage Park Foundation

Thank you for your comment.

No recommended change.

PC Approved Staff Recommendation.

Anchorage Park Foundation

Thank you for your comment.

No recommended change.

PC Approved Staff Recommendation.

Anchorage Park Foundation

Thank you for your comment.

No recommended change.

PC Approved Staff Recommendation.

Anchorage Park Foundation

Thank you for your comment.

No recommended change.

PC Approved Staff Recommendation.

Anchorage Park Foundation

Thank you for your comment.

No recommended change.

PC Approved Staff Recommendation.

Anchorage Park Foundation

Thank you for your comment.

No recommended change.

PC Approved Staff Recommendation.

Anchorage Park Foundation

Thank you for your comment.

No recommended change.

PC Approved Staff Recommendation.

Anchorage Park Foundation

Thank you for your comment.

No recommended change.

PC Approved Staff Recommendation.

Anchorage Park Foundation

Thank you for your comment.

No recommended change.

PC Approved Staff Recommendation.

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Thank you for your comment.

No recommended change.

PC Approved Staff Recommendation.

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No recommended change.

PC Approved Staff Recommendation.

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Thank you for your comment.

No recommended change.

PC Approved Staff Recommendation.

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Thank you for your comment.

No recommended change.

PC Approved Staff Recommendation.

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Thank you for your comment.

No recommended change.

PC Approved Staff Recommendation.

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Thank you for your comment.

No recommended change.

PC Approved Staff Recommendation.

Anchorage Park Foundation

Thank you for your comment.

No recommended change.

PC Approved Staff Recommendation.

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PC Approved Staff Recommendation.

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PC Approved Staff Recommendation.

Anchorage Park Foundation

Thank you for your comment.

No recommended change.

PC Approved Staff Recommendation.

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
--- | --- | --- | --- | ---
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 (funds 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. Bike Anchorage | Thank you for your comment. | No recommended change. | PC Approved Staff Recommendation.
23 | General: | Bike Anchorage | If these comments are better addressed by the project team as they are designed details. Staff will forward these comments to the project team for consideration. | Staff recommends forwarding these comments to the project team for consideration.
24 | RDY00003 Spenard Road Rehabilitation: | Bike Anchorage | No recommended change. | PC Approved Staff Recommendation.
25 | RDY00005 Firewheel Road Rehabilitation: | Bike Anchorage | No recommended change. | PC Approved Staff Recommendation.
26 | RDY00007 Potter Drive Rehabilitation: | Bike Anchorage | No recommended change. | PC Approved Staff Recommendation.
27 | RDY00008 Foster Drive Rehabilitation: | Bike Anchorage | No recommended change. | PC Approved Staff Recommendation.
28 | RDY00009 Dr. Martin Luther King Jr. Avenue Extension: | Bike Anchorage | No recommended change. | PC Approved Staff Recommendation.
29 | RDY00010 5th Avenue Signals and Lighting Upgrade: | Bike Anchorage | No recommended change. | PC Approved Staff Recommendation.
30 | RDY00011 5th Avenue Sidewalks and Signage Upgrade: | Bike Anchorage | No recommended change. | PC Approved Staff Recommendation.
31 | RDY00013 Broadway projects: | Bike Anchorage | No recommended change. | PC Approved Staff Recommendation.
32 | RDY00014 Downtown Tree Connection: | Bike Anchorage | No recommended change. | PC Approved Staff Recommendation.
33 | RDY00015 Southern Huts Road: | Bike Anchorage | No recommended change. | PC Approved Staff Recommendation.
Design of driveways is outside AMATS purview.

Maintenance is outside the purview of AMATS. Staff will forward this comment to the

Staff Response

Thank you for your comment.

No recommended change.

PC Approved Staff Recommendation.

This 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

Wider sidewalk would be nice and would a few exceptions. There might even an an option to extend 21st Street to link the neighborhoods on either side

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–

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

PC Approved Staff Recommendation.

PC Approved Staff Recommendation.

A construction project regarding wayfinding was nominated for inclusion in the 2023-

PC Approved Staff Recommendation.

No change.

PC Approved Staff Recommendation.

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–

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

PC Approved Staff Recommendation.

PC Approved Staff Recommendation.

PC Approved Staff Recommendation.

PC Approved Staff Recommendation.

PC Approved Staff Recommendation.

No recommended change.

PC Approved Staff Recommendation.

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.

No recommended change.

PC Approved Staff Recommendation.

No recommended change.

PC Approved Staff Recommendation.
Dr. Arctic: In the news around the bus stop just south of Northern Lights, on the East side of the street. There are probably blue poles of some kind right in the middle of the sidewalk by the bus stop there where it is not retaining wall brings 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 sidewalks pole lighting poles and bus stop sign, and perhaps launch them from just outside the sidewalk.

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

PC Approved Staff Recommendation.

64. I have often occurr to me that people walk on sidewalks and streets have daily insights that can inform planners and engineers who design improvements. However, it is common for these users to be wary with the issues they encounter on a daily basis. Could you please incorporate a method to collect sidewalk and gathers data using the phone app, for example, so these insights can be collected with a GIS? Then, planners and engineers could access them as they design transportation corridors and as investment priorities are made. That method of collecting comments could be easily advertised at bus stops on a Q3 code for 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 improve your design tools and efforts. It is tedious to sit through a plan, and you must see many people do not take the time, or the time to do this. And you, it must be tedious to log through comments such as mine, which may or not be offered at the right time, on the right plan. If you had a Q3 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. I find it easier to comment on the same dangers every time a plan comes out, and 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 plans, make it searchable by other residents. I am not aware of if – however I have some idea on specific plan-type plans such as think the 3rd street planning process, however, I don't know if these comments are shared with other planning efforts.

Carma Reed: This count program is run by the MOA traffic department staff and does help to count pedestrians and cyclists. Staff agrees this information can be included in the narrative about which projects are helping with complete streets and other efforts and will work on adding this information.

PC Approved Staff Recommendation.

65. Staff will consider adding this to the document and will do so with the next draft rounds. Thank you for your comment.

PC Approved Staff Recommendation.

66. It has often occurred to me that people walk on sidewalks and streets have daily insights that can inform planners and engineers who design improvements. However, it is common for these users to be wary with the issues they encounter on a daily basis. Could you please incorporate a method to collect sidewalk and gathers data using the phone app, for example, so these insights can be collected with a GIS? Then, planners and engineers could access them as they design transportation corridors and as investment priorities are made. That method of collecting comments could be easily advertised at bus stops on a Q3 code for 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 improve your design tools and efforts. It is tedious to sit through a plan, and you must see many people do not take the time, or the time to do this. And you, it must be tedious to log through comments such as mine, which may or not be offered at the right time, on the right plan. If you had a Q3 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. I find it easier to comment on the same dangers every time a plan comes out, and 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 plans, make it searchable by other residents. I am not aware of if – however I have some idea on specific plan-type plans such as think the 3rd street planning process, however, I don't know if these comments are shared with other planning efforts.

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PC Approved Staff Recommendation.

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PC Approved Staff Recommendation.

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PC Approved Staff Recommendation.

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PC Approved Staff Recommendation.
2023-2026 Draft TIP Comment Response Summary

54. TIP Table 1: Bus Stop Improvements—please make sure all bus stops, especially in transit supported development corridors, accessible by their sidewalks, year round, all along the street, and at least to the end of the block on each side. West side C Street between 15th and 16th especially, and also stop on Arctic North of Northern Lights where multiple poles appear in the middle of the sidewalk. Ensure now-planned to clear bus stops does not block access to sidewalks or trails. This happens now at 6th and C St. Street south of northern Lights (in front of the flower shops/tattoo shops/panza) and North of Chester Creek (near the new CITC Headstart).

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<tr>
<td>Carra Reed</td>
<td>Thank you for your comment.</td>
</tr>
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</table>

55. Anchorage – Transit Center/Support facilities — these are the only project that mentions the transit supported development corridor. In the spirit of “you get what you measure”, all investments should be identified supporting these goals or not. Investments made that do not support these goals have a negative impact on these land use goals by using funds elsewhere. Sure, there are other land use goals, but these are very important and should have been figured in the TIP, and the TIP has an overall impact on these land use goals’ success or failure.

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<tr>
<td>Carra Reed</td>
<td>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’s one piece of help implement land use and does not have a transverse impact on land use goals as it is very limited in funding and focuses on the federal program.</td>
</tr>
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56. Anchorage – Traffic control improvement — where there are pedestrian rights-of-way by putting a button, so we like to know the wait is short, and that’s is reasonable. Pedestrian right-of-way can be a different wait time. Pedestrian wait long for a light to turn, they will consider not crossing the street. A real pedestrian light can be on or off. In some cases, the pedestrian light goes on as one side is used. Waiting everyone’s time. This would be especially important/appreciated where streets are busy and wide, but the “in demand” ped lights wouldn’t impact this. Can you publicize the algorithms used for a pedestrian crossing? A real pedestrian light takes a lot longer to change, and once green, stays green (blocking traffic for a yellow ring long time). Both time frames could have been shortened to benefit both parks and cars. Maybe this is part of your Fimncore 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.

57. Another pedestrian friendly enhancement would be to link automatic pedestrian lights to changes as people approach who have elected to be tracked using a tracking route such as google maps.

58. The Anchorage Urban League appreciates the opportunity to comment on Anchorage’s 2024-2046 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 have been, “It is too late to change, wait until the next plan in 2022.”

Now, AMATS Draft 2023-2026 TIP recommends those of citizen comments, and the many years before, were not incorporated into this program. While we greatly appreciate the increased in pedestrian funding, we also see that Anchorage’s roadbuilders still need to build up a healthy, modern transportation system that:

• gives the same importance to safe bike and pedestrian travel, 
• promotes urban H&S and redevelopment by reducing and slowing traffic, 
• supports comfort, affordable transit service, 
• reduces vehicle trips and greenhouse gas emissions.

Indeed, this TIP gets the opposite direction and gives over a billion dollars into freeway construction.

59. The same, the FHWA failed a direction accepting complete streets as its default approach for designing and funding the large majority of federal funded roadways – typically “urban arterials.” While the TIP funds relocations and rehabilitations, we need to know which projects should be rightfully labeled “Complete Streets.”

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<tr>
<td>Dorny Richardson</td>
<td>These large cost highway projects are reflected in the TIP as the request of DOT&amp;PF and aligns their federal funding outside the AMATS allocation. Staff will forward this comment to DOT&amp;PF for their consideration.</td>
</tr>
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</table>

60. AMATS should not be in the role of the Complete Streets study of A/A streets in the urban core, certainly because the project “hasn’t been reviewed modeled as part of the MMP” to determine this impact we would have the transportation network.”

This feels like old fashioned obstruction, and we must ask why the transportation demand model was not kept as a prerequisite 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.

61. Anchorage’s transportation planning process is broken. It does not serve adopted land use, neighborhood plans, nor release low income neighborhoods of excessive traffic and noise. It pays high cost traffic 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?

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<td>Dorny Richardson</td>
<td>AMATS staff can not speak to the Municipality of Anchorage transportation planning process that is beyond the scope of the MMP. The 2040 Land Use Plan states “The Goals are organized in a progression of topics, not by order of importance.” The 2040 Comprehensive Plan does not appear to weight the goals listed in the document either.</td>
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62. Project prioritization needs transparency. It’s not clear how one project scored more or less than another. Project ranking sheets should be available, and internal staff “adjustments” to ranking should be determined within defined guidelines.

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<td>Dorny Richardson</td>
<td>Complete scoring sheets are not relevant. The prioritization in which groups participated in the scoring committee was already provided. The complete scoring sheet is located on the AMATS website: <a href="http://www.muni.org/AMATS">www.muni.org/AMATS</a>. Individual scores were not used by the ranking.</td>
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63. Anchorage’s bus service has never been adequate to provide a complete choice for those who can drive. When officials take the first step towards improving service by simply adopting a plan to secure the needed funding?

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<td>Dorny Richardson</td>
<td>The City is outside AMATS purview and it is up to the Municipality of Anchorage/Municipality and the State of Alaska to address.</td>
</tr>
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64. Transportation has an overarching impact on land use goals success or failure, but adopted land use was largely ignored in transportation budgeting. Simple pie charts should show investments by category such as designated investment areas, transit corridor, high density residential zones, office and shopping districts. Calculating complete street scores could direct investments, and as goals are accomplished, investments could be redirected.

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No recommended change.

6. No recommended change.
515, #2023-2026 Draft TIP Comment Response Summary

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

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 PCs from ADOT and MOA.

AMATS Staff Recommendation: No recommended change.

AMATS PC Action: K. Approved Staff Recommendation.

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 - Additional Questions to Staff

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.

AMATS Staff Recommendation: No recommended change.

AMATS PC Action: K. Approved Staff Recommendation.

3. How Anchorage influences ADOT’s projects and spending within the city, remains an open question.

Cheryl Richardson - Additional Questions to Staff

No recommended change.

AMATS Staff Recommendation: No recommended change.

AMATS PC Action: K. Approved Staff Recommendation.

4. Can you provide the actual scoring sheet when citizens ask for the TIP projects that will be soon ‘grandfathered in,’ given that AMATS TIP is funding just over $30,000,000 in the future. And also perhaps consider local freeway project costs within those adjustments.

Cheryl Richardson - Additional Questions to Staff

No recommended change.

AMATS Staff Recommendation: No recommended change.

AMATS PC Action: K. Approved Staff Recommendation.

5. 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 TIP projects that will be soon ‘grandfathered in,’ given that AMATS TIP is funding just over $30,000,000 in the future. And also perhaps consider local freeway project costs within those adjustments.

Cheryl Richardson - Additional Questions to Staff

This can be considered during the next update of the TIP criteria. I will add this comment to the list of comments for the next update of the TIP scoring criteria.

AMATS Staff Recommendation: No recommended change.

AMATS PC Action: K. Approved Staff Recommendation.

6. 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

No recommended change.

AMATS Staff Recommendation: No recommended change.

AMATS PC Action: K. Approved Staff Recommendation.

7. Response is clear, thank you. Anchorage and ADOT must agree on which projects go forward for federal funding.

Cheryl Richardson - Additional Questions to Staff

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 PCs from ADOT and MOA.

AMATS Staff Recommendation: No recommended change.

AMATS PC Action: K. Approved Staff Recommendation.

8. Regarding why Minnesota reconstruction scored 25 points higher than A-C Couplet complete streets, you respond:

Cheryl Richardson - Additional Questions to Staff

AMATS Staff Recommendation: No recommended change.

AMATS PC Action: K. Approved Staff Recommendation.

9. Thank you for delineating 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 TIP projects that will be soon ‘grandfathered in,’ given that AMATS TIP is funding just over $30,000,000 in the future. And also perhaps consider local freeway project costs within those adjustments.

Cheryl Richardson - Additional Questions to Staff

This can be considered during the next update of the TIP criteria. I will add this comment to the list of comments for the next update of the TIP scoring criteria.

AMATS Staff Recommendation: No recommended change.

AMATS PC Action: K. Approved Staff Recommendation.

10. Regarding why Minnesota reconstruction scored 25 points higher than A-C Couplet complete streets, you respond:

Cheryl Richardson - Additional Questions to Staff

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/modelled as part of the MTP to determine the impacts it would have on the transportation network. This standard seems totally outside the public standards was used when nominating projects.

AMATS Staff Recommendation: No recommended change.

AMATS PC Action: K. Approved Staff Recommendation.

11. This question is related to #5. What influence does Anchorage have over ADOT projects in the city? Please respond accordingly.

Cheryl Richardson - Additional Questions to Staff

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.

AMATS Staff Recommendation: No recommended change.

AMATS PC Action: K. Approved Staff Recommendation.

12. Thank you for your comment. I will add this comment to the list of comments for the next update of the TIP scoring criteria.

Cheryl Richardson - Additional Questions to Staff

No recommended change.

AMATS Staff Recommendation: No recommended change.

AMATS PC Action: K. Approved Staff Recommendation.

13. 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/modelled as part of the MTP to determine the impacts it would have on the transportation network. This standard seems totally outside the public standards was used when nominating projects.

Cheryl Richardson - Additional Questions to Staff

AMATS Staff Recommendation: No recommended change.

AMATS PC Action: K. Approved Staff Recommendation.

14. Thank you for your comment.

Cheryl Richardson - Additional Questions to Staff

No recommended change.

AMATS Staff Recommendation: No recommended change.

AMATS PC Action: K. Approved Staff Recommendation.

15. What is the relationship between the TIP and the STIP? For instance, Is ADOT obligated to put TIP projects into their STIP?

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 PCs from ADOT and MOA.

AMATS Staff Recommendation: No recommended change.

AMATS PC Action: K. Approved Staff Recommendation.

16. This question is related to #5. What influence does Anchorage have over ADOT projects in the city? Please respond accordingly.

Cheryl Richardson - Additional Questions to Staff

No recommended change.

AMATS Staff Recommendation: No recommended change.

AMATS PC Action: K. Approved Staff Recommendation.

17. Thank you for your comment. I will add this comment to the list of comments for the next update of the TIP scoring criteria.

Cheryl Richardson - Additional Questions to Staff

No recommended change.

AMATS Staff Recommendation: No recommended change.

AMATS PC Action: K. Approved Staff Recommendation.

18. Thank you for your comment.

Cheryl Richardson - Additional Questions to Staff

No recommended change.

AMATS Staff Recommendation: No recommended change.

AMATS PC Action: K. Approved Staff Recommendation.

19. Thank you for your comment. I will add this comment to the list of comments for the next update of the TIP scoring criteria.

Cheryl Richardson - Additional Questions to Staff

No recommended change.

AMATS Staff Recommendation: No recommended change.

AMATS PC Action: K. Approved Staff Recommendation.

20. Thank you for your comment. I will add this comment to the list of comments for the next update of the TIP scoring criteria.

Cheryl Richardson - Additional Questions to Staff

No recommended change.

AMATS Staff Recommendation: No recommended change.

AMATS PC Action: K. Approved Staff Recommendation.

21. Thank you for your comment.

Cheryl Richardson - Additional Questions to Staff

No recommended change.

AMATS Staff Recommendation: No recommended change.

AMATS PC Action: K. Approved Staff Recommendation.

22. Thank you for your comment. I will add this comment to the list of comments for the next update of the TIP scoring criteria.

Cheryl Richardson - Additional Questions to Staff

No recommended change.

AMATS Staff Recommendation: No recommended change.

AMATS PC Action: K. Approved Staff Recommendation.

23. Thank you for your comment.

Cheryl Richardson - Additional Questions to Staff

No recommended change.

AMATS Staff Recommendation: No recommended change.

AMATS PC Action: K. Approved Staff Recommendation.

24. Thank you for your comment.

Cheryl Richardson - Additional Questions to Staff

No recommended change.

AMATS Staff Recommendation: No recommended change.

AMATS PC Action: K. Approved Staff Recommendation.

25. Thank you for your comment.

Cheryl Richardson - Additional Questions to Staff

No recommended change.

AMATS Staff Recommendation: No recommended change.

AMATS PC Action: K. Approved Staff Recommendation.

26. Thank you for your comment.

Cheryl Richardson - Additional Questions to Staff

No recommended change.

AMATS Staff Recommendation: No recommended change.

AMATS PC Action: K. Approved Staff Recommendation.
Comment | Comment Received From | Staff Response | AMATS Staff Recommendation | AMATS PC Action
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58. What tools does Anchorage have to prevent ADOT from building an underpass to connect Seward Highway with Academy Drive? | Cheryl Richardson - Questions to Staff | The Technical Advisory Committee, where many agency representatives sit, also has an opportunity to weigh in and provide recommendations to the Policy Committee. | Recommended change | Approved Staff Recommendation.
59. Why didn't 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. | Cheryl Richardson - Questions to Staff | The Minnesota project ranked higher in one category of the scoring criteria over the A-C complete streets project. The scoring team uses the criteria to score the project 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 if it hadn'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 2026-31 MTP for consideration during the nomination process. | Recommended change | Approved Staff Recommendation.
60. 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 Eagle River projects more than intended. As such the committee selected 2 projects (3 total), but two were combined into 1 from the 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. | Recommended change | Approved Staff Recommendation.
61. 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. | Recommended change | Approved Staff Recommendation.
62. 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 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 Feasibility 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 plan. | Recommended change | Approved Staff Recommendation.
63. 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. Often what we do at AMATS is helping to manage the projects and the funding available available and 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 outside funding can come in to play. | Recommended change | Approved Staff Recommendation.
64. 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 being received to be used for pavement maintenance. In the TIP you can see two pots of funding that has been set up to help, one for roadway and one for pathways. AMATS waves 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 2019-2024 TIP and continued in the 2023-2026 TIP as it was very successful. AMATS worked with DOT&PF and MDOT to review their list of pavement needs and include some of those projects in our lists (Table 4). DOT&PF also has a pot of federal funding for pavement preservation, the per year amount you can find on table II under project #63000. | Recommended change | Approved Staff Recommendation.
**Comment**

- PC Approved Staff Recommendation.
- No recommended change.
- Staff agrees.
- Staff agrees with this change.
- Staff recommends this change.
- I agree with and strongly support the comments of Anchorage Citizens’ Coalition on Anchorage’s Transportation Improvement Program. We need a city not so constrained 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.
- My family and business are wholeheartedly in favor of the proposed Glenn Hwy bike extension (B&P-Eastside Drive) for the following reasons.
- My busy, packed schedule right now makes it difficult for me to write a longer response, but I also think the comments of Anchorage Citizens’ Coalition highlight many of my concerns. I’d prefer to keep it short.
- We, you, must begin implementing the Complete Streets Directive immediately.

**2023-2026 Draft TIP Comment Response Summary**

<table>
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<tr>
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<tbody>
<tr>
<td>06</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 S-2].</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>
</tr>
<tr>
<td>08</td>
<td>FHWA Fish Creek Trail Connection needs an additional $650K in FY25 for U/C.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>08</td>
<td>DOT&amp;PF Staff agrees.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>08</td>
<td>FHWA Staff agrees with this change.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>08</td>
<td>FHWA Staff recommends this change.</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
| 08 | My family and business are wholeheartedly in favor of the proposed Glenn Hwy bike extension (B&P-Eastside Drive) for the following reasons.
- It brings us closer to the urban core and downtown Anchorage.
- It provides a route for pedestrians and bicyclists to safely access the downtown core.
- It reduces our reliance on cars and helps to reduce greenhouse gases.

| 10 | AMATS identifies projects identified as TCMs in the applicable SIP. 23 CFR 450.326(g)(5) | AMATS Staff Recommendation | AMATS PC Action |
| 10 | Staff recommends adding a list of projects implemented under their baseline in Year of Expenditure Dollars. A note should be added to the title of the SIP tables to reflect this. | PC Approved Staff Recommendation. | |
| 10 | AMATS identifies projects that are identified as TCMs in the applicable SIP. 23 CFR 450.326(g)(5) | AMATS Staff Recommendation | AMATS PC Action |
| 10 | 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. | |
| 10 | List major projects from the last TIP that were implemented or identify significant delays in the implementation of major projects in Table 4. 23 CFR 450.326(g)(5) | AMATS Staff Recommendation | AMATS PC Action |
| 10 | Staff can add this to the TIP narrative. | PC Approved Staff Recommendation. | |
| 10 | AMATS identifies projects identified as TCMs in the applicable SIP. 23 CFR 450.326(g)(5) | AMATS Staff Recommendation | AMATS PC Action |
| 10 | Staff recommends adding a footer to each Table in the 2023-2026 TIP – “Project costs are shown in Year of Expenditure Dollars.” | PC Approved Staff Recommendation. | |
| 10 | PC Approved Staff Recommendation. | | | |
The schedule shown for this project has it starting in 2023, the soonest it is able to start. AMATS PC Action

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.

The current fleet will be replaced with diesel buses, but the next round of purchases will most likely consider alternative fuels.

Thank you for your comment.

I strongly support work to be done on the cool side 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 of pictures. (Pictures are included in attachment in Appendix A.)

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 staff hands, and avoid public accountability.

AMATS’ latest spending plans, while laudably providing bike and pedestrian spending that novel, spends many times more making it easier to drive. There is no intent to build convenient transit service linked by pedestrian/bicycle routes to work centers, schools, shopping.

Top 11 Reasons Zero-Fare Matters

1. Substantially increases transit ridership. 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 a replacement for a non-functioning electric bus. This in turn has created more than 50 new jobs, more than 800,000 passenger rides and has increased ridership by 43%.

2) RDY00003 and RDY00013 - Both Spenard Road Rehabilitation projects will most likely consider alternative fuels.

3) RDY00007 Potter Drive Rehabilitation allocation portion of the TIP help implement the AMATS Complete Streets policy:

- R00101304 Potter Drive Rehabilitation projects

4) RDY10012 Chugach Way Rehabilitation will most likely consider alternative fuels.

AMATS states that all its goals are of equal importance. Clinging to traditionally vague goals and objectives keeps the decision-making in staff hands, and avoid public accountability.

AMATS, 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 derooded streets.

AMATS is not a municipal entity and is directed by the AMATS Policy Committee who utilizes their federal funding outside the AMATS allocation. Staff will forward this comment to DOT&PF for their consideration.

AMATS purview. AMATS can help by building facilities that support the local land use as listed in the 2040 Land use Plan

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:

- R00101304 Potter Drive Rehabilitation projects

The Anchorage Assembly has authority for transportation spending by the Municipality of Anchorage.

Thank you for your comment.

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 in the TIP narrative?

The Anchorage Assembly has authority for transportation spending by the Municipality of Anchorage.

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.

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 Pkwy bike path be added.

I strongly support work to be done on the cool side 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 of pictures. (Pictures are included in attachment in Appendix A.)

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 in the TIP narrative?

The Anchorage Assembly has authority for transportation spending by the Municipality of Anchorage.

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The current fleet will be replaced with diesel buses, but the next round of purchases will most likely consider alternative fuels.

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 staff hands, and avoid public accountability.

AMATS’ latest spending plans, while laudably providing bike and pedestrian spending that novel, spends many times more making it easier to drive. There is no intent to build convenient transit service linked by pedestrian/bicycle routes to work centers, schools, shopping.

Thank you for your comment.

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Comment Received From | Staff Response | AMATS Staff Recommendation | AMATS PC Action
---|---|---|---
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. | IC Approved Staff Recommendation.
Nancy Pease | The safety targets are set by DOT&PF and AMATS has chosen to support that targets and the AMATS safety plan is completed. At that time AMATS staff will work on not establish safety targets specific to the AMATS area. | No recommended change. | IC Approved Staff Recommendation.
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. | No recommended change. | IC Approved Staff Recommendation.
Nancy Pease | These targets have not been set yet. Staff is working with the DOT&PF on setting them. | No recommended change. | IC Approved Staff Recommendation.
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. | Staff recommend integrating the scoring criteria into the TIP narrative. | IC Approved Staff Recommendation.
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. | Staff recommend integrating the scoring criteria into the TIP narrative. | IC Approved Staff Recommendation.
Nancy Pease | Staff recommends fixing the TIP project need IDs | No recommended change. | IC Approved Staff Recommendation.
Nancy Pease | Staff recommends integrating the scoring criteria into the TIP narrative. | No recommended change. | IC Approved Staff Recommendation.
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. | Staff recommend integrating the scoring criteria into the TIP narrative. | IC Approved Staff Recommendation.
Nancy Pease | The Safety targets are set by the State and AMATS has chosen to support their targets and the AMATS safety plan is completed. At that time AMATS staff will work on establishing safety targets specific to the AMATS area. | No recommended change. | IC Approved Staff Recommendation.
Nancy Pease | There are the targets given by the MOA Public Transportation Department. Staff can ask them to provide more information. | No recommended change. | IC Approved Staff Recommendation.
Nancy Pease | These targets have not been set yet. Staff is working with the DOT&PF on setting them this year. Once they can be incorporated into the document. | No recommended change. | IC Approved Staff Recommendation.
Nancy Pease | The 2050 MTP is looking at setting a GHG emissions reduction targets, but more work needs to be done. | No recommended change. | IC Approved Staff Recommendation.
Nancy Pease | These targets have not been set yet. Staff is working with the DOT&PF on setting them this year. Once they can be incorporated into the document. | No recommended change. | IC Approved Staff Recommendation.
Nancy Pease | There 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 of this TIP in 2026. | No recommended change. | IC Approved Staff Recommendation.
Nancy Pease | These targets have not been set yet. Staff is working with the DOT&PF on setting them this year. Once they can be incorporated into the document. | No recommended change. | IC Approved Staff Recommendation.
Nancy Pease | These targets have not been set yet. Staff is working with the DOT&PF on setting them this year. Once they can be incorporated into the document. | No recommended change. | IC Approved Staff Recommendation.
The Recreational Trails Plan RFP will not be drafted until after October, 2022, once PC Approved Staff Recommendation.

Staff reached out to the MOA group responsible for this program and they responded that they are focused on the trails on Borough land and that the trails on AMATS land are outside their scope.

AMATS does not have a "induced demand" calculation for this proposed project and the underpass is not needed for safety.

The signals are some of the oldest within the AMATS area and are in need of replacement. PC Approved Staff Recommendation.

This is a DOT&PF project already underway and is reflected in the TIP at the request of Mid-town. PC Approved Staff Recommendation.

Transit – Table 9

The funding in table 9 is formula funding from FTA. The total amount shown in this table cannot be increased.

No change.

No recommended change.

PC Approved Staff Recommendation.

No recommended change.

No change.

PC Approved Staff Recommendation.

No change.

No change.

PC Approved Staff Recommendation.

No change.

PC Approved Staff Recommendation.

No change.

PC Approved Staff Recommendation.

No change.

No change.

PC Approved Staff Recommendation.
442  A project was nominated for inclusion in the 2023-2026 TIP and did not score high enough for funding.

Northwest Community Council

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

No recommended change.

Northwest Community Council

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

No recommended change.

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No recommended change.

Northwest Community Council

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

No recommended change.
Rabbit Creek Road Reconstruction - Seward Highway to Golden View Drive

Staff recommends updating the project description for RCH0005 to the following:

"A project is included in the 2023-2026 TIP for a road in the AMATS Policy Committee, including the Assembly members at that time. No change needed."

No recommended change.

2023-2026 Draft TIP Comment Response Summary

AMATS Staff Recommendation

No recommended change.

AMATS PC Action

PC Approved Staff Recommendation.

No recommended change.

Rabbit Creek Community Council

Staff received 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.

No change.

Rabbit Creek Community Council

The project has already started. To update the description would require the project team to update the environmental documents which would add another 2-3 years to the project timeline. This addition would be better addressed as a separate project.

No change.

Rabbit Creek Community Council

No recommended change.

Rabbit Creek Community Council

No change.

Rabbit Creek Community Council

No change.

AMATS Staff Recommendation

No recommended change.

No recommended change.

Rabbit Creek Community Council

No change.

Rabbit Creek Community Council

No recommended change.

Rabbit Creek Community Council

No recommended change.

Rabbit Creek Community Council

No change.

Rabbit Creek Community Council

No recommended change.

Rabbit Creek Community Council

No recommended change.

Rabbit Creek Community Council

No recommended change.

Rabbit Creek Community Council

No recommended change.
Magnesium Chloride for dust control along roads - how does this chemical affect water quality?  

Staff reached out to the MOA group responsible for this program and they responded:

"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 site covered and removing 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 80% or more 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.

**AMATS Staff Recommendation:** Staff recommend revising this comment to DOT/FFP for their consideration.

**AMATS PC Action:** PC Approved Staff Recommendation.

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| 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:

"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 site covered and removing 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 80% or more 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. | Staff recommend revising this comment to DOT/FFP for their consideration. | PC Approved Staff Recommendation. |
| 164 | Seward Highway from MP 98.5 to MP 100 DeArmoun or Huffman: the design study is canned or 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 $120 million, the design should look at the cost/benefits of different alternatives very seriously. | Seward Highway 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&FFP for their consideration. | Staff recommend revising this comment to DOT/FFP for their consideration. | PC Approved Staff Recommendation. |
| 165 | AMATS has the opportunity to use this TIP project to identify and fund "complete streets" for the entirety of the pedestrian zone in downtown Anchorage. The AMATS TIP uses federal funds, so the cost and timeframe for projects are all determined. The commitment in the TIP project 14 is to determine the optimum configuration for optimum capacity and safety cost/benefits and not necessarily $120 million in neighborhood road upgrades at Vanguard and Academy. | Rogers Park Community Council | The project is reflected in the TIP at the request of DOT/FFP and utilizes their federal funding outside the AMATS allocation. Staff will forward this comment to DOT&FFP for their consideration. | Staff recommend revising this comment to DOT/FFP for their consideration. | PC Approved Staff Recommendation. |
| 166 | A comment on the design study that project 14 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. | Rogers Park Community Council | The project is reflected in the TIP at the request of DOT&FFP and utilizes their federal funding outside the AMATS allocation. Staff will forward this comment to DOT&FFP for their consideration. | Staff recommend revising this comment to DOT/FFP for their consideration. | PC Approved Staff Recommendation. |
| 167 | Magnesium Chloride for dust control along roads - how does this chemical affect water quality? | Rogers Park Community Council | Staff reached out to the MOA group responsible for this program and they responded:

"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 site covered and removing 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 80% or more 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. | Staff recommend revising this comment to DOT/FFP for their consideration. | PC Approved Staff Recommendation. |
<p>| 168 | Minnesota Avenue - Minnesota Avenue - how does this chemical affect water quality? | Rogers Park Community Council | The project is reflected in the TIP at the request of DOT&amp;PF and utilizes their federal funding outside the AMATS allocation. Staff will forward this comment to DOT&amp;FFP for their consideration. | Staff recommend revising this comment to DOT/FFP for their consideration. | PC Approved Staff Recommendation. |</p>
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<tr>
<td>1</td>
<td>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.</td>
<td>Senator Tom Begich Representative Zack Fields</td>
<td>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:  © RDY00001 Fireweed Lane Rehabilitation  © RDY00003 and RDY00013 – Both Spurard Road Rehabilitation projects  © RDY00007 Potter Drive Rehabilitation  © RDY00010 Mountain Air Drive  © RDY00012 Church Way Rehabilitation</td>
<td>No recommended change.</td>
<td>No approved Staff Recommendation.</td>
</tr>
<tr>
<td>2</td>
<td>Unfortunately, the TIP project recommendations for “Complete Streets” development on 5th and 6th Avenue, A and C Street, and L and Ingra and I urge that our offices nominated in February 2022 were not included in the public draft.</td>
<td>Senator Tom Begich Representative Zack Fields</td>
<td>Project nominations are scored and ranked regardless of who nominates them. This helps to keep the scoring process natural and free-from outside influence.</td>
<td></td>
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<tr>
<td>3</td>
<td>There is no stated intent to build convenient transit service linked by pedestrian / bicycle routes to work centers, schools, shopping. 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.</td>
<td>Staff recommends forwarding this comment to DOT&amp;PF for their consideration.</td>
<td>No recommended change.</td>
<td>No approved Staff Recommendation.</td>
<td></td>
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<tr>
<td>4</td>
<td>Unfortunately, the TIP project recommendations for “Complete Streets” development on 5th and 6th Avenue, A and C Street, L and Ingra – Gambell/4th Avenue, but needs to be studied more.</td>
<td>Staff recommends forwarding this comment to DOT&amp;PF for their consideration.</td>
<td>No recommended change.</td>
<td>No approved Staff Recommendation.</td>
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<td>5</td>
<td>The A/C Complete streets project were recommended to not be included in the TIP as they were not modelled as part of the 2040 TIP, 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. The A/C Complete Streets project can be considered for inclusion in the 2050 MTP.</td>
<td></td>
<td></td>
<td>No approved Staff Recommendation.</td>
<td></td>
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<td>6</td>
<td>The TIP already has federally required performance measures and the 2050 MTP is working on adding more local performance measures. That has to come from non-federal sources either from the Municipality of Anchorage or from outside of the AMATS region.</td>
<td></td>
<td>No recommended change.</td>
<td>No approved Staff Recommendation.</td>
<td></td>
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<td>7</td>
<td>This is what the 204-2026 TIP is working 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 region.</td>
<td></td>
<td>No recommended change.</td>
<td>No approved Staff Recommendation.</td>
<td></td>
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<td>8</td>
<td>The A/C Complete Streets project can be considered for inclusion in the 2050 MTP.</td>
<td></td>
<td></td>
<td>No approved Staff Recommendation.</td>
<td></td>
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<tr>
<td>9</td>
<td>The A/C Complete Streets project can be considered for inclusion in the 2050 MTP.</td>
<td></td>
<td></td>
<td>No approved Staff Recommendation.</td>
<td></td>
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<tr>
<td>10</td>
<td>The A/C Complete Streets 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/5th Avenue Couplets/5th Avenue Two Way Conversion/5th Street Conversion - Slinked to Ingra-Gambell/3rd to 4th Avenue, but needs to be studied more.</td>
<td></td>
<td>No recommended change.</td>
<td>No approved Staff Recommendation.</td>
<td></td>
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<td>11</td>
<td>The A/C Complete streets project were recommended to not be included in the TIP as they were not modelled as part of the 2040 TIP, 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. The A/C Complete Streets project can be considered for inclusion in the 2050 MTP.</td>
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<td>12</td>
<td>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.</td>
<td>Representative Zack Fields</td>
<td>These projects make up the primary spending of the current and future AMATS Allocation portion of the TIP.</td>
<td>No recommended change.</td>
<td>No approved Staff Recommendation.</td>
</tr>
<tr>
<td>13</td>
<td>I’d like to comment on the spending priorities of Anchorage’s Transportation Improvement Program (TIP).</td>
<td>Senator Tom Begich</td>
<td>The 2023-2026 Draft TIP Comment Response Summary</td>
<td></td>
<td></td>
</tr>
<tr>
<td>14</td>
<td>There is a stated intent to build convenient transit service linked by pedestrian / bicycle routes to work centers, schools, shopping.</td>
<td>Senator Tom Begich</td>
<td>The 2023-2026 Draft TIP Comment Response Summary</td>
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<tr>
<td>#</td>
<td>Comment</td>
<td>Comment Received From</td>
<td>Staff Response</td>
<td>AMATS Staff Recommendation</td>
<td>AMATS Action</td>
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<tr>
<td>178</td>
<td>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 TIP says that all goals of equal importance. Ridiculous. AMATS is shirking its responsibilities and avoiding accountability to the public. 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.</td>
<td>Sharon Stockard</td>
<td>1) AMATS Staff Recommendation 2) PC Approved Staff Recommendation</td>
<td>No recommended change</td>
<td>Approved Staff Recommendation.</td>
</tr>
<tr>
<td>179</td>
<td>As a first step, AMATS should fund studying A and C transition into complete streets at a cost of $500,000. That study is already included in Anchorage's 2040 MTP. It simply needs to be funded. Ironically, projects scoring below &quot;A and C Street Complete Streets&quot; in the recent TIP ranking were funded, but the study of A and C was not. Why not? I urge you to immediately spend $500,000 to fund a &quot;Complete Streets&quot; study for A and C Streets Downtown through South Addition, and to reorient your priorities into ones that support our communities and build &quot;Complete Streets&quot; designed for the health and safety of all users.</td>
<td>Sharon Stockard</td>
<td>A Complete Street study of A/C is not included in the 2040 MTP. The 2040 MTP recommends a pedestrian safety study of A/C which is different from 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.</td>
<td>Not recommended for inclusion in the 2050 MTP project team for consideration during the 2050 MTP nomination process.</td>
<td>Approved Staff Recommendation.</td>
</tr>
<tr>
<td>180</td>
<td>Additionally, AMATS should fund prioritizing 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.</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>Approved Staff Recommendation.</td>
</tr>
<tr>
<td>181</td>
<td>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. Very Respectfully</td>
<td>TSgt William J Fissel</td>
<td>Thank you for your comments.</td>
<td>No recommended change</td>
<td>Approved Staff Recommendation.</td>
</tr>
<tr>
<td>182</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>Will Tayan - Chugach Mountain Bike Riders President</td>
<td>Thank you for your comments.</td>
<td>No recommended change</td>
<td>Approved Staff Recommendation.</td>
</tr>
</tbody>
</table>
1. 

AMATS CAC approved the 2023-2026 TIP Amendment #1. Note the following:

- 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.
- 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.

2. 

- 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 $202M to $267 M. Update project description to match STIP amendment #5.
- Update cost estimate for Muldoon Road Debarr Road to Glenn Highway to match STIP amendment #5. Added project phase information for FY24.
- Update cost estimate for Tudor Road Interchange - Increased FY23 design funding as was in FY22 and increase construction cost estimate to $219M from $198M. Update project name and description to match STIP amendment #5.
- 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?
- How will A and C Street corridor plan be implemented? Some of Anchorage’s historic commercial areas have significant transit potential. What actions are possible to bring the A and C Street corridor plan forward?
- How do other cities finance their transit systems? Federal funding favors road expansion over transit service. Nationally, Federal funds reimburse 80% of road construction and 50% of road operation costs. How do other cities finance their transit systems? Federal funding favors road expansion over transit service. Nationally, Federal funds reimburse 80% of road construction and 50% of road operation costs.
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- Officials need to understand the tradeoffs of various options for increasing operating revenues. Subtotal Cost: $200,000
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3. 

- 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.
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4. 

- Opposition to the 2023-2026 TIP Amendment #1 Comment Response Summary
- Opposition to the 2023-2026 TIP Amendment #1 Comment Response Summary
- Opposition to the 2023-2026 TIP Amendment #1 Comment Response Summary
- Opposition to the 2023-2026 TIP Amendment #1 Comment Response Summary
- Opposition to the 2023-2026 TIP Amendment #1 Comment Response Summary

5. 

- AMATS Staff recommended for the Anchorage (AMATS) Public Transportation Department (PTD) to review this proposal. At this time this department already has plans to do this study. No funding is needed from AMATS for this study.
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- AMATS Staff recommended for the Anchorage (AMATS) Public Transportation Department (PTD) to review this proposal. At this time this department already has plans to do this study. No funding is needed from AMATS for this study.
I SUPPORT the $450,000 for measuring GHG emissions (in Table 4 of TIP), using link below).

Thank you for your comments.

This comment period is for the 2023-2026 TIP Amendment #1. This comment will be seen 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 increase for Downtown Trail and Flattop Creek Trail project.

Put back the money taken from road repair (reduced 36% to $10m with additional reductions in out years)

Put back the money taken from Road realignment and shoulder, and use only Standard Block Grant funds for this TIP item.

AMATS staff worked with MOA, DOT&PF (Anchorage Field Office and DOT&PF HQ), MOA
Staff will work on ensuring PDF documents are run through an Optical Character
recognized control over Municipal investments and growth.

AMATS goals, objectives and policies are vague and keep policy and spending decisions hidden behind the curtain. Please explain how Amendment #1 was built.

No change.

AMATS goals, objectives and policies are vague and keep policy and spending decisions hidden behind the curtain. Please explain how Amendment #1 was built.

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.

Approved AMATS Staff Recommendation.

Approved AMATS Staff Recommendation.

Approved AMATS Staff Recommendation.

Approved AMATS Staff Recommendation.

Approved AMATS Staff Recommendation.

Approved AMATS Staff Recommendation.

Approved AMATS Staff Recommendation.

Approved AMATS Staff Recommendation.

Approved AMATS Staff Recommendation.

Approved AMATS Staff Recommendation.

Approved AMATS Staff Recommendation.

Approved AMATS Staff Recommendation.

Approved AMATS Staff Recommendation.
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.

Approved AMATS Staff Recommendation.

We are confused that AMATS doesn’t see a use for legible and complete maps for the RTP Update. We are further confused that AMATS does not see a need for the mapping done by MOA for the carbon reduction project.

Approved AMATS Staff Recommendation.

The draft TIP Amendment still states that the mapping is “done”, although Nancy has sent us examples to the contrary.

Approved AMATS Staff Recommendation.

Comment Received From
Cameron Kuhle

Staff Response
Thank you for your comment.

No change.

Approved AMATS Staff Recommendation.

The TIP has already reached the limit of the number of Pavement projects that can be included.

Approved AMATS Staff Recommendation.

AMATS Staff:

Approved AMATS Staff Recommendation.

The TIP Amendment is public 2023-2026.

Approved AMATS Staff Recommendation.

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 map is drawn on the map. ROW mapping is very specific and has requirements it must follow. The ROW experts at the MDA can provide more information if needed.

Approved AMATS Staff Recommendation.

Comment Received From
Frank Rast

Staff Response

No change.

Approved AMATS Staff Recommendation.

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.

Approved AMATS Staff Recommendation.

We are still looking at what process staff used to come up with the draft TIP Amendment.

Approved AMATS Staff Recommendation.

We are not being asked to take on additional responsibilities.

Approved AMATS Staff Recommendation.

We support the implementation of the Anchorage Climate Action Plan.

Approved AMATS Staff Recommendation.

The TIP Amendment comments are submitted in a comment collection system to enable 21st century communication methods.

Approved AMATS Staff Recommendation.

We support the implementation of the Anchorage Climate Action Plan.

Approved AMATS Staff Recommendation.

Comment Received From
Nancy Pease

Staff Response

No change.

Approved AMATS Staff Recommendation.

Comment Received From
Cheryl Richardson

Staff Response

No change.

Approved AMATS Staff Recommendation.

Comment Received From
Nancy Pease

Staff Response

Approved AMATS Staff Recommendation.

Comment Received From
Nancy Pease

Staff Response

Approved AMATS Staff Recommendation.

Comment Received From
Nancy Pease

Staff Response

Approved AMATS Staff Recommendation.
2023-2026 TIP Amendment #1 Comment Response Summary

Comment # Comment

1. In the Anchorage Transportation Improvement Program (TIP) Amendment #1, I propose to remove funds for greenhouse gas emission reduction projects, and to replace any other items in the TIP that supports the implementation of the Anchorage Climate Action Plan. I suggest that we move toward a cleaner energy future for the sake of our state and planet.

Hillary Barnes Martinez

Thank you for your comment.

No change.

Approved AMATS Staff Recommendation.

2. TOD MUST SUPPORT new interchange 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.

3. Seward and Glenn Highway corridors. With traffic continuing to increase throughout the Anchorage, the Seward and Glenn Highway corridors have become another need. This project needs to be put back on the books and needs to happen quickly.

Nancy Fiser

Seward Highway to Glenn Highway will be included in the current FY23-2026 TIP.

No change.

Approved AMATS Staff Recommendation.

4. AMATS Staff Recommendation.

AMATS Staff Recommendation

Dear AMATS Policy Committee,

No change.

Approved AMATS Staff Recommendation.

5. Comment Received From: AMATS Staff Response

AMATS PC Action

AMATS Staff Recommendation

Dear AMATS Policy Committee,

No change.

Approved AMATS Staff Recommendation.

6. On the Anchorage Transportation Improvement Program for 2023-2026, I support $900,000 proposed for managing 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 allocated interchanges on the Seward Highway would be better spent on other solutions for reducing greenhouse gas emissions in the city.

Nancy Fiser

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 provided during that process.

No change.

Approved AMATS Staff Recommendation.

7. The Alaska DOT&PF has noted the need to provide four corridor projects to replace two projects that are expected to reduce vehicle emissions on Lake Otis Elementary and on Northern Lights Boulevard at Raven Park Elementary. In addition, the proposed funding for new design/construction projects should be increased.

Thank you for your hard work and consideration in this matter.

Hillary Barnes Martinez

Thank you for your comment.

No change.

Approved AMATS Staff Recommendation.

8. The State of Alaska has increased funding to provide two projects to replace existing pedestrian overpasses on Lake Otis Elementary and on Northern Lights Boulevard at Raven Park Elementary (map below) to raise them ADA compliant and would include lighting.

Thank you for your comment.

No change.

Approved AMATS Staff Recommendation.

9. 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 $9.9M), 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.

Thank you for your comment. Our time there is no additional funding to add.

No change.

Approved AMATS Staff Recommendation.

10. 4. 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.

Staff Response

Thank you for your comment. 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 reduced 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 quite a bit of time and effort. The public should be able to compare 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 quite a bit of time and effort. The public should be able to compare the amounts of project reductions and additions from the public. The format of the draft TIP Amendment hides the amounts of project reductions and additions from the public.

No change.

Approved AMATS Staff Recommendation.

11. 4. 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. 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 has become another need. This project needs to be put back on the books and needs to happen quickly.

Melinda Tsu, MOA PM&E

Thank you for your comment. At this time, the need for a Minnesota Dr., Seward highway, and Glenn highway connection is growing. With traffic growth in this area continuing to grow, the need for a Minnesota Dr., Seward Highway, and Glenn Highway connection has become another need. This project needs to be put back on the books and needs to happen quickly.

No change.

Approved AMATS Staff Recommendation.

12. AMATS Policy Committee,

We write in strong support of AMATS funding a “Complete Streets” study for A.C., I., and L streets, in an effort to focus on and prioritize the safety of all roadway users, and this project needs to be accelerated to FY 2023.

Ensuring that these major corridors in Downtown Anchorage receive the multidisciplinary focus they deserve and need will allow all transportation users to have access to our wonderful city. Prioritizing both walk and use of our community roadways is a key responsibility of AMATS and we stand ready to do our work in service to you.

Thank you for your comment.

No change.

Approved AMATS Staff Recommendation.

13. In the Anchorage Transportation Improvement Program for 2023-2026, I support $900,000 proposed for managing 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 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 has become another need. This project needs to be put back on the books and needs to happen quickly.

Nancy Fiser

Thank you for your comment. At this time, the need for a Minnesota Dr., Seward highway, and Glenn highway connection has become another need. This project needs to be put back on the books and needs to happen quickly.

No change.

Approved AMATS Staff Recommendation.

14. Please take into consideration Resolution No. 2021-0032 (If adopted) to the Anchorage 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 Tables 1 and 2 that recommends that AMATS not reduce the amount considered during that process.

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 has become another need. This project needs to be put back on the books and needs to happen quickly.

Nancy Fiser

Thank you for your comment. At this time, the need for a Minnesota Dr., Seward highway, and Glenn highway connection has become another need. This project needs to be put back on the books and needs to happen quickly.

No change.

Approved AMATS Staff Recommendation.

15. 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.

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 has become another need. This project needs to be put back on the books and needs to happen quickly.

Nancy Fiser

Thank you for your comment. At this time, the need for a Minnesota Dr., Seward highway, and Glenn highway connection has become another need. This project needs to be put back on the books and needs to happen quickly.

No change.

Approved AMATS Staff Recommendation.

16. 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 $9.9M), 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.

Thank you for your comment.

No change.

Approved AMATS Staff Recommendation.

17. 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 $9.9M), 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.

Thank you for your comment.

No change.

Approved AMATS Staff Recommendation.

18. 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 $9.9M), 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.

Thank you for your comment.

No change.

Approved AMATS Staff Recommendation.

19. 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 $9.9M), 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.

Thank you for your comment.

No change.

Approved AMATS Staff Recommendation.

20. 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 $9.9M), 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.

Thank you for your comment. Our time there is no additional funding to add.

No change.

Approved AMATS Staff Recommendation.
1. The MOA Assembly noted the Technical Update to the 2023-2026 TIP Amendment #1. This update includes the updated project information and the approved budget. The MOA Assembly discussed the budget and the changes made to the TIP Amendment. They also reviewed the comments received from the public and made adjustments to the TIP Amendment.

2. The MOA Assembly approved the TIP Amendment #1. The changes made include the updates to the project information and the approved budget. The MOA Assembly also discussed the comments received from the public and made adjustments to the TIP Amendment.

3. The MOA Assembly approved the TIP Amendment #2. The changes made include the updates to the project information and the approved budget. The MOA Assembly also discussed the comments received from the public and made adjustments to the TIP Amendment.

4. The MOA Assembly approved the TIP Amendment #3. The changes made include the updates to the project information and the approved budget. The MOA Assembly also discussed the comments received from the public and made adjustments to the TIP Amendment.

5. The MOA Assembly approved the TIP Amendment #4. The changes made include the updates to the project information and the approved budget. The MOA Assembly also discussed the comments received from the public and made adjustments to the TIP Amendment.

6. The MOA Assembly approved the TIP Amendment #5. The changes made include the updates to the project information and the approved budget. The MOA Assembly also discussed the comments received from the public and made adjustments to the TIP Amendment.

7. The MOA Assembly approved the TIP Amendment #6. The changes made include the updates to the project information and the approved budget. The MOA Assembly also discussed the comments received from the public and made adjustments to the TIP Amendment.

8. The MOA Assembly approved the TIP Amendment #7. The changes made include the updates to the project information and the approved budget. The MOA Assembly also discussed the comments received from the public and made adjustments to the TIP Amendment.

9. The MOA Assembly approved the TIP Amendment #8. The changes made include the updates to the project information and the approved budget. The MOA Assembly also discussed the comments received from the public and made adjustments to the TIP Amendment.

10. The MOA Assembly approved the TIP Amendment #9. The changes made include the updates to the project information and the approved budget. The MOA Assembly also discussed the comments received from the public and made adjustments to the TIP Amendment.

11. The MOA Assembly approved the TIP Amendment #10. The changes made include the updates to the project information and the approved budget. The MOA Assembly also discussed the comments received from the public and made adjustments to the TIP Amendment.

12. The MOA Assembly approved the TIP Amendment #11. The changes made include the updates to the project information and the approved budget. The MOA Assembly also discussed the comments received from the public and made adjustments to the TIP Amendment.

13. The MOA Assembly approved the TIP Amendment #12. The changes made include the updates to the project information and the approved budget. The MOA Assembly also discussed the comments received from the public and made adjustments to the TIP Amendment.

14. The MOA Assembly approved the TIP Amendment #13. The changes made include the updates to the project information and the approved budget. The MOA Assembly also discussed the comments received from the public and made adjustments to the TIP Amendment.

15. The MOA Assembly approved the TIP Amendment #14. The changes made include the updates to the project information and the approved budget. The MOA Assembly also discussed the comments received from the public and made adjustments to the TIP Amendment.

16. The MOA Assembly approved the TIP Amendment #15. The changes made include the updates to the project information and the approved budget. The MOA Assembly also discussed the comments received from the public and made adjustments to the TIP Amendment.

17. The MOA Assembly approved the TIP Amendment #16. The changes made include the updates to the project information and the approved budget. The MOA Assembly also discussed the comments received from the public and made adjustments to the TIP Amendment.

18. The MOA Assembly approved the TIP Amendment #17. The changes made include the updates to the project information and the approved budget. The MOA Assembly also discussed the comments received from the public and made adjustments to the TIP Amendment.

19. The MOA Assembly approved the TIP Amendment #18. The changes made include the updates to the project information and the approved budget. The MOA Assembly also discussed the comments received from the public and made adjustments to the TIP Amendment.

20. The MOA Assembly approved the TIP Amendment #19. The changes made include the updates to the project information and the approved budget. The MOA Assembly also discussed the comments received from the public and made adjustments to the TIP Amendment.

21. The MOA Assembly approved the TIP Amendment #20. The changes made include the updates to the project information and the approved budget. The MOA Assembly also discussed the comments received from the public and made adjustments to the TIP Amendment.
2023-2026 TIP Amendment #1 Comment Response Summary

Comment #   Comment
21  Approved AMATS Staff Recommendation. AMATS Staff Recommendation. AMATS PC Action
21  Approved AMATS Staff Recommendation. AMATS Staff Recommendation. AMATS Staff Recommendation.
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<tr>
<td>95</td>
<td>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.</td>
<td>Sharon Stockard</td>
<td>No target being advanced here is for the NHS and Non-NHS Interstate system. It is the responsibility of DOT&amp;PF and AMATS is helping to support that target. At this time AMATS does not have a target for pavement for roads outside this system.</td>
<td>No change</td>
<td>Approved AMATS Staff Recommendation</td>
</tr>
<tr>
<td>96</td>
<td>Adopt a MTP objective to prioritize repairs over new projects.</td>
<td>Sharon Stockard</td>
<td>This comment period is for the 2023-2026 TIP Amendment #1. This comment will be forwarded to the MTP project team for their review.</td>
<td>No change</td>
<td>Approved AMATS Staff Recommendation</td>
</tr>
<tr>
<td>97</td>
<td>Municipal Long-Range Transportation Plan: Anchorage does not have a planner to develop local rather than state-driven transportation goals. This lack of local leadership leaves AMATS without direction and is 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.</td>
<td>Sharon Stockard</td>
<td>Thank you for your comment.</td>
<td>No change</td>
<td>Approved AMATS Staff Recommendation</td>
</tr>
<tr>
<td>98</td>
<td>Request the following project be added to the TIP:</td>
<td>Stephen Ribuffo</td>
<td>Project will be added to the TIP for funding outside the AMATS allocation.</td>
<td>Add project to the Table 10 for funding outside AMATS allocation</td>
<td>Approved AMATS Staff Recommendation</td>
</tr>
<tr>
<td>99</td>
<td>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 technologies 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.</td>
<td>Stephen Ribuffo</td>
<td>Project will be added to the TIP for funding outside the AMATS allocation.</td>
<td>Add project to the Table 10 for funding outside AMATS allocation</td>
<td>Approved AMATS Staff Recommendation</td>
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<tr>
<td>100</td>
<td>Project Name: Port of Alaska Solar Design &amp; Engineering; Project Description: Engineering, design, and permitting documents for a proposed 2-5-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 DOT Commissioner Ryan Anderson.</td>
<td>Stephen Ribuffo</td>
<td>Project will be added to the TIP for funding outside the AMATS allocation.</td>
<td>Add project to the Table 10 for funding outside AMATS allocation</td>
<td>Approved AMATS Staff Recommendation</td>
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<td>101</td>
<td>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 support implementation of the Anchorage Climate Action Plan.</td>
<td>Tim Hinterberger</td>
<td>Thank you for your comment.</td>
<td>No change</td>
<td>Approved AMATS Staff Recommendation</td>
</tr>
<tr>
<td>102</td>
<td>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.</td>
<td>Tim Hinterberger</td>
<td>Thank you for your comment.</td>
<td>No change</td>
<td>Approved AMATS Staff Recommendation</td>
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</table>
There is no toll project in the AMATS 2023-2026 TIP. Thank you for your comment.

The replacement of the Eagle River Road Rehabilitation project with a bikepath worth ~5% of its value is tantamount to theft.

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, I need to take the road for 20-30 minutes, which makes my life difficult. I understand the need for infrastructure improvements, but we need to prioritize our community's needs.

AMATS Staff Recommendation

Staff recommends forwarding this comment to the Public Transportation Department for their consideration.

TAC Recommendation

Support Staff Recommendation.

AMATS-PFC Action

No action.
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 Artillery Interchange project was not on the AMATS TIP and no money was allocated.

Thank you for your comment. 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,

Thank you for your comment.

Just a couple comments on Amendment 2.

TAC Recommendation

Thank you for your comment. Support Staff Recommendation.

Support Staff Recommendation.

Support Staff Recommendation.

Support Staff Recommendation.

Support Staff Recommendation.

Support Staff Recommendation.

Support Staff Recommendation.

Support Staff Recommendation.

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Support Staff Recommendation.
Splitting projects into multiple phases increases the cost of the overall project. At this

The Artillery Interchange project was not on the AMATS TIP and no money was allocated

Staff Response

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.

Nena Wendzel

To Whom It May Concern,

Artillery Road Interchange - Separately, and just as critically, ERVCC would like to advocate for improvements at the Artillery Road interchange. This project is another

Thank you for your comment.

TAC Recommendation

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

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.

Additionally, any projects that impacted Eagle River were marked out in red.

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

Expect movement of goods and people at the regional level. This project was originally budgeted in 2013, and was planned to be completed by 2016. However, in 2017, a

As outlined in staff comment #65.

Staff recommends forwarding this comment to the Alaska Department of Transportation & Public Facilities for their consideration.

The pathway would connect the neighborhood south of the School to the neighborhoods on the north of the SCHOOL. We recommend forwarding this comment to the Alaska Department of Transportation & Public Facilities for their consideration.

Staff recommends forwarding this comment to the Alaska Department of Transportation & Public Facilities for their consideration.

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The current proposal is in response to a local issue or problem.

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| | | | Support Staff Recommendation. | No action.
| | | | Support Staff Recommendation. | No action.
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We have been asked for the pathway extension for many years. We continue to get deferred and the project cost increases every year. If the entire project is too expensive, let’s build small portions per year. Public safety should be built independently from road construction.

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2023-2026 TIP Amendment #2 Comment Response Summary

- Project Title: Eagle River Road Rehabilitation - This project is a safety and capacity improvement for the intersection of the Seward Highway and Eagle River Road. This project is expected to receive funding in the 23-26 TIP.

- Project Title: Anchor Point Trail Extension - This project is a recreation and transportation improvement for the Anchorage Hiawatha Park and Anchorage Park. This project is expected to receive funding in the 23-26 TIP.

- Project Title: Eagle River Loop Road - This project is a recreation and transportation improvement for the Anchorage Hiawatha Park and Anchorage Park. This project is expected to receive funding in the 23-26 TIP.

- Project Title: Muldoon Road - This project is a recreation and transportation improvement for the Anchorage Hiawatha Park and Anchorage Park. This project is expected to receive funding in the 23-26 TIP.

- Project Title: Tudor Road - This project is a recreation and transportation improvement for the Anchorage Hiawatha Park and Anchorage Park. This project is expected to receive funding in the 23-26 TIP.

- Project Title: Chugach Way - This project is a recreation and transportation improvement for the Anchorage Hiawatha Park and Anchorage Park. This project is expected to receive funding in the 23-26 TIP.

- Project Title: A/C Street Corridor Plan - This project is a recreation and transportation improvement for the Anchorage Hiawatha Park and Anchorage Park. This project is expected to receive funding in the 23-26 TIP.

- Project Title: AMATS Northern Lights Blvd and Benson Blvd Corridor Plan - This project is a recreation and transportation improvement for the Anchorage Hiawatha Park and Anchorage Park. This project is expected to receive funding in the 23-26 TIP.

- Project Title: RDY00013 Academy Drive/Vanguard Drive Area Traffic Circulation Improvements - This project is a safety and capacity improvement for the intersection of Academy Drive and Vanguard Drive. This project is expected to receive funding in the 23-26 TIP.

- Project Title: Eagle River Road Rehabilitation - This project is a safety and capacity improvement for the intersection of the Seward Highway and Eagle River Road. This project is expected to receive funding in the 23-26 TIP.

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<td>80</td>
<td>Update project CMQ0005 Bus Stop &amp; 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.</td>
<td>AMATS Staff</td>
<td>Staff recommends the edit.</td>
<td>Support Staff Recommendation.</td>
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<td>81</td>
<td>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.</td>
<td>AMATS Staff</td>
<td>Staff recommends the edit.</td>
<td>Support Staff Recommendation.</td>
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<tr>
<td>82</td>
<td>Update project CMQ0008 Demo Operations/Expansion to increase funding in FY24 to $560K to use some of the available CRP funding.</td>
<td>AMATS Staff</td>
<td>Staff recommends the edit.</td>
<td>Support Staff Recommendation.</td>
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<tr>
<td>83</td>
<td>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.</td>
<td>AMATS Staff</td>
<td>Staff recommends the edit.</td>
<td>Support Staff Recommendation.</td>
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