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

2023-2026

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Program (TIP) Narrative

TIP Adopted: August 25, 2022
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Please visit 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 Energy and Sustainability 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 on April 6th and closed May 5th. One hundred and eighty-two comments were received and responded to in a comment response summary in Appendix C of this document or on the AMATS TIP website.

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

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

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

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

2.3 Consistency with Other Plans

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

2.4 Air Quality Conformity & Interagency Coordination

The federally recognized local agency for transportation planning is Anchorage Metropolitan Area Transportation...
projects scheduled for implementation between 2023 through 2026. The 2023-2026 TIP will maintain compliance with federal regulations requiring that TIPs (transportation plans with four-year outlook) be updated every four years.

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

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

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

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

2.5 Environmental Justice

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

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

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

2.6 Performance Management

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

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

2.6.1 Safety Performance Measures (PM1)

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

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

<table>
<thead>
<tr>
<th>Highway Safety Performance Measures</th>
<th>2022 Statewide Target</th>
<th>2023 Statewide Target</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of Fatalities</td>
<td>≤ 70</td>
<td>≤ 70</td>
</tr>
<tr>
<td>Fatality rate per 100 million vehicle miles traveled</td>
<td>≤ 1.3</td>
<td>≤ 1.3</td>
</tr>
<tr>
<td>Number of serious injuries</td>
<td>≤ 325</td>
<td>≤ 325</td>
</tr>
<tr>
<td>Serious injury rate per 100 million vehicle miles traveled</td>
<td>≤ 5.9</td>
<td>≤ 5.9</td>
</tr>
<tr>
<td>Number of non-motorized fatalities and serious injuries</td>
<td>≤ 58</td>
<td>≤ 58</td>
</tr>
</tbody>
</table>

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

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

2.6.2 Pavement and Bridge Condition Measures (PM2)

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

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

<table>
<thead>
<tr>
<th>Pavement and Bridge Condition Measures (PM2)</th>
<th>2022 Statewide Target</th>
<th>2023 Statewide Target</th>
</tr>
</thead>
</table>

Table 2.2
Bridge and Pavement Performance Measures

<table>
<thead>
<tr>
<th>Measure</th>
<th>2-year Statewide Target (2022-23)</th>
<th>4-year Statewide Target (2024-25)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Percent of pavement on Interstate System in Good condition</td>
<td>20%</td>
<td>20%</td>
</tr>
<tr>
<td>Percent of pavement on Interstate System in Poor condition</td>
<td>10%</td>
<td>10%</td>
</tr>
<tr>
<td>Percent of pavement on non-Interstate System in good condition</td>
<td>15%</td>
<td>15%</td>
</tr>
<tr>
<td>Percent of pavement on non-Interstate System in poor condition</td>
<td>15%</td>
<td>15%</td>
</tr>
<tr>
<td>Percentage of NHS bridges in good condition</td>
<td>40%</td>
<td>40%</td>
</tr>
<tr>
<td>Percentage of NHS bridges in poor condition</td>
<td>10%</td>
<td>10%</td>
</tr>
</tbody>
</table>

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

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

2.6.3 System Performance (PM3)

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

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

Table 2.3

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

Table 2.4

<table>
<thead>
<tr>
<th>Congestion Mitigation Air Quality (CMAQ)</th>
<th>2-year Statewide Target (2022-24)</th>
<th>4-year Statewide Target (2024-2026)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Peak Hour Excessive Delay (PHED)</td>
<td>11 Hours</td>
<td>12 Hours</td>
</tr>
<tr>
<td>Non-Single Occupancy Vehicle (SOV) Travel</td>
<td>TBD</td>
<td>TBD</td>
</tr>
</tbody>
</table>

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

- **Table 2** project RDY00003, RDY00005, and RDY00007
- **Table 3** projects NMO0001, NMO00002, and NMO00009
- **Table 5** projects CMAQ00009, CMAQ00010, CMQ00013, and CMAQ00014

### 2.6.4 Transit Targets

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

#### Table 2.5

<table>
<thead>
<tr>
<th>FTA Performance Measures</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Rolling Stock</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bus</td>
<td>24%</td>
<td>10%</td>
<td>8%</td>
</tr>
<tr>
<td>Cutaway Bus</td>
<td>-</td>
<td>4%</td>
<td>21%</td>
</tr>
<tr>
<td>Mini-Van</td>
<td>1%</td>
<td>14%</td>
<td>21%</td>
</tr>
<tr>
<td>Van</td>
<td>1%</td>
<td>1%</td>
<td>1%</td>
</tr>
<tr>
<td>Passenger Railcars</td>
<td>0%</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Locomotives</td>
<td>0%</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td><strong>Equipment</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Non-Revenue/Service Automobile</td>
<td>26%</td>
<td>26%</td>
<td>26%</td>
</tr>
<tr>
<td>Truck &amp; Other Rubber Tire Vehicles</td>
<td>100%</td>
<td>100%</td>
<td>100%</td>
</tr>
<tr>
<td>Truck &amp; Rubber Tired</td>
<td>25%</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Steel Wheel Vehicle</td>
<td>38%</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Automobile</td>
<td>0%</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td><strong>Facilities</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Administration</td>
<td>1%</td>
<td>1%</td>
<td>1%</td>
</tr>
<tr>
<td>Maintenance</td>
<td>1%</td>
<td>1%</td>
<td>1%</td>
</tr>
<tr>
<td>Parking Structure</td>
<td>1%</td>
<td>1%</td>
<td>1%</td>
</tr>
<tr>
<td>Passenger Facilities</td>
<td>1%</td>
<td>1%</td>
<td>1%</td>
</tr>
<tr>
<td>Admin &amp; Maintenance</td>
<td>9%</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Passenger &amp; Parking</td>
<td>0%</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td><strong>Infrastructure</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Track</td>
<td>1.42%</td>
<td>-</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>
</tr>
<tr>
<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>
<td>$ 10,700</td>
<td>$ 10,900</td>
<td>$ 11,100</td>
<td>$ 11,400</td>
<td>$ 44,100</td>
</tr>
<tr>
<td>Traffic Signal Management</td>
<td>$ 1,900</td>
<td>$ 2,000</td>
<td>$ 2,000</td>
<td>$ 2,000</td>
<td>$ 7,900</td>
</tr>
<tr>
<td>MS4 Permit Compliance</td>
<td>$ 1,100</td>
<td>$ 1,100</td>
<td>$ 1,100</td>
<td>$ 1,200</td>
<td>$ 4,500</td>
</tr>
<tr>
<td>Deferred Maintenance</td>
<td>$ 2,900</td>
<td>$ 2,900</td>
<td>$ 3,000</td>
<td>$ 3,000</td>
<td>$ 11,800</td>
</tr>
<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>
<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>
</tr>
<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><strong>$ 108,225</strong></td>
<td><strong>$ 95,216</strong></td>
<td><strong>$ 92,716</strong></td>
<td><strong>$ 95,866</strong></td>
<td><strong>$ 392,023</strong></td>
</tr>
</tbody>
</table>

Operations and Maintenance Costs

<table>
<thead>
<tr>
<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 M&amp;O Budget</td>
<td>$ 10,700</td>
<td>$ 10,900</td>
<td>$ 11,100</td>
<td>$ 11,400</td>
</tr>
<tr>
<td>Traffic Signal Management</td>
<td>$ 1,900</td>
<td>$ 2,000</td>
<td>$ 2,000</td>
<td>$ 2,000</td>
</tr>
<tr>
<td>MS4 Permit Compliance</td>
<td>$ 1,100</td>
<td>$ 1,100</td>
<td>$ 1,100</td>
<td>$ 1,200</td>
</tr>
<tr>
<td>Deferred Maintenance</td>
<td>$ 2,900</td>
<td>$ 2,900</td>
<td>$ 3,000</td>
<td>$ 3,000</td>
</tr>
<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>
</tr>
<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>
</tr>
<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>
</tr>
<tr>
<td>Total</td>
<td><strong>$ 108,225</strong></td>
<td><strong>$ 95,216</strong></td>
<td><strong>$ 92,716</strong></td>
<td><strong>$ 95,866</strong></td>
</tr>
<tr>
<td>DOT&amp;PF/State</td>
<td>$   42,700</td>
<td>$   47,300</td>
<td>$   48,300</td>
<td>$   49,300</td>
</tr>
<tr>
<td>-------------------------------</td>
<td>------------</td>
<td>------------</td>
<td>------------</td>
<td>------------</td>
</tr>
<tr>
<td>AMATS Pavement Replacement</td>
<td>$   15,525</td>
<td>$    9,316</td>
<td>$  10,316</td>
<td>$  11,766</td>
</tr>
<tr>
<td>MOA ARDSA</td>
<td>$   23,600</td>
<td>$  24,100</td>
<td>$   24,600</td>
<td>$   25,100</td>
</tr>
<tr>
<td>MOA CBERRRSA</td>
<td>$     3,400</td>
<td>$     3,500</td>
<td>$     3,500</td>
<td>$     3,600</td>
</tr>
<tr>
<td>Pavement Replacement Projects MOA</td>
<td>$   23,000</td>
<td>$    11,000</td>
<td>$     6,000</td>
<td>$     6,100</td>
</tr>
<tr>
<td>Total</td>
<td>$  108,225</td>
<td>$  95,216</td>
<td>$  92,716</td>
<td>$  95,866</td>
</tr>
</tbody>
</table>

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

### 2.7.3 Public Transportation

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

#### Table 2.7*

<table>
<thead>
<tr>
<th></th>
<th>2023</th>
<th>2024</th>
<th>2025</th>
<th>2026</th>
</tr>
</thead>
<tbody>
<tr>
<td>Operations and Maintenance Revenue</td>
<td>$34,800.00</td>
<td>$34,800.00</td>
<td>$34,800.00</td>
<td>$34,800.00</td>
</tr>
<tr>
<td>Operations and Maintenance Costs</td>
<td>$34,800.00</td>
<td>$34,800.00</td>
<td>$34,800.00</td>
<td>$34,800.00</td>
</tr>
</tbody>
</table>

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

### 2.7.4 TIP Tables

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

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

- **Table 3** contains the non-motorized specific projects funded with the AMATS allocation of the STBG funding. AMATS Policy #3 states that non-motorized projects will average 10-15% of the AMATS allocation averaged over the 4-year life of the TIP. Table 3 also includes the non-motorized pathway and trails pavement replacement funding to help maintain the transportation system, see table 7 for the list of these projects.

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

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

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

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

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

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

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

- **Fund Codes** are a way to show which type of funding is anticipated to be used for each project.
  - Surface Transportation Block Grant (STBG) – This is the primary source of federal funding for projects in the AMATS TIP. More information can be found here: [https://www.fhwa.dot.gov/specialfunding/stp/](https://www.fhwa.dot.gov/specialfunding/stp/)
  - Transportation Alternatives Program (TAP) – A allocation of funding AMATS receives that is specifically for non-motorized improvements. More information can be found here: [https://www.fhwa.dot.gov/environment/transportation_alternatives/](https://www.fhwa.dot.gov/environment/transportation_alternatives/)
  - Advance Construction (AC/ACC) – A funding tool used to help provide more flexibility in advancing a project phase.
  - 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](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.
Projects Underway is a new way of noting projects in construction or studies underway that are being shown incase additional funding is needed for unforeseen issues. Any funding being added will need to follow the AMATS process and ensure fiscal constraint is maintained.

2.8 TIP Changes and the STIP

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

2.8.1 Amendments

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

- Addition or deletion of a project except for the addition or deletion of projects included for illustrative purposes. An illustrative project is one that may be added to the TIP if reasonable additional funding becomes available. If the funding becomes available, then a major amendment must be done to add the project into the TIP.

- Changes to the cost of a project which constitutes a change greater than or equal to 50% of the total project cost of all phases shown within the approved TIP.

- A major change in design concept or design scope that require the following:
  - Result in an air quality conformity reevaluation,
  - Result in a revise total project cost that meets the threshold established in this section, or
  - Result in a change in scope on any federally funded project that is significant enough to constitute a new project.

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

2.8.2 Administrative Modifications

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

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

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

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

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

2.8.3 The TIP and STIP

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

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

2.9 AMATS Self-certification

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

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

2023-2026 TIP Tables
<table>
<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>
</tr>
</thead>
<tbody>
<tr>
<td>October 1 - September 30</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Non-National Highway System (Table 2)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Roadway Improvements not including Pavement Replacement Project Cost</td>
<td>$6,721</td>
<td>$7,380</td>
<td>$12,180</td>
</tr>
<tr>
<td>Roadway Pavement Replacement (Table 6) Project Cost</td>
<td>$16,480</td>
<td>$3,716</td>
<td>$3,000</td>
</tr>
<tr>
<td>Roadway Improvements and Roadway Pavement Replacement Total Project Cost</td>
<td>$23,201</td>
<td>$11,096</td>
<td>$15,180</td>
</tr>
<tr>
<td>Non-motorized (Table 3)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Non-Motorized Improvements not including Pavement Replacement Project Cost</td>
<td>$1,650</td>
<td>$12,500</td>
<td>$6,100</td>
</tr>
<tr>
<td>Non-Motorized Pavement Replacement (Table 6) Project Cost</td>
<td>$1,745</td>
<td>$3,000</td>
<td>$5,316</td>
</tr>
<tr>
<td>Non-Motorized Improvement and Pathway/Trails Pavement Replacement Total Project Cost</td>
<td>$3,395</td>
<td>$15,500</td>
<td>$11,416</td>
</tr>
<tr>
<td>Plans and Studies (Table 4) Project Cost - FY23 &amp; FY24 are funded with CRRSAA &amp; TAP funds</td>
<td>$2,300</td>
<td>$2,450</td>
<td>$0</td>
</tr>
<tr>
<td>Congestion Mitigation &amp; Air Quality (CMAQ) (Table 5) AMATS Allocation (Non-CMAQ funding) Project Cost</td>
<td>$4,900</td>
<td>$4,900</td>
<td>$4,900</td>
</tr>
<tr>
<td>AMATS Roadway, Non-Motorized, &amp; CMAQ Allocation Total Project Cost</td>
<td>$31,496</td>
<td>$31,496</td>
<td>$31,496</td>
</tr>
<tr>
<td>AMATS Roadway, Non-Motorized, &amp; CMAQ Allocation Revenue</td>
<td>$31,496</td>
<td>$31,496</td>
<td>$31,496</td>
</tr>
<tr>
<td>CMAQ Funded (Table 5) Required SIP TCM Project Cost</td>
<td>$1,258</td>
<td>$1,258</td>
<td>$1,258</td>
</tr>
<tr>
<td>CMAQ Funded (Table 5) Non-SIP Project Cost</td>
<td>$1,100</td>
<td>$1,100</td>
<td>$1,058</td>
</tr>
<tr>
<td>Subtotal for SIP and non-SIP CMAQ Funded Project Cost</td>
<td>$2,358</td>
<td>$2,358</td>
<td>$2,358</td>
</tr>
<tr>
<td>CMAQ (In addition to AMATS Allocation) Revenue</td>
<td>$2,358</td>
<td>$2,358</td>
<td>$2,358</td>
</tr>
<tr>
<td>AMATS Transportation Alternatives Program (TAP) Project Cost</td>
<td>$1,900</td>
<td>$1,900</td>
<td>$1,900</td>
</tr>
<tr>
<td>AMATS TAP Revenue</td>
<td>$1,900</td>
<td>$1,900</td>
<td>$1,900</td>
</tr>
<tr>
<td>Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) Project Cost</td>
<td>$3,009</td>
<td>$7,500</td>
<td>$0</td>
</tr>
<tr>
<td>Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) Revenue</td>
<td>$3,009</td>
<td>$7,500</td>
<td>$0</td>
</tr>
<tr>
<td>AMATS Allocation, CMAQ, TAP, and CRRSA Total Project Costs</td>
<td>$38,763</td>
<td>$43,254</td>
<td>$35,754</td>
</tr>
<tr>
<td>AMATS Allocation, CMAQ, TAP, and CRRSA Total Revenue</td>
<td>$38,763</td>
<td>$43,254</td>
<td>$35,754</td>
</tr>
<tr>
<td>Other Funded Projects within the AMATS area outside the AMATS Allocation</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Highway Safety Improvement Program (Table 7)</td>
<td>$19,192</td>
<td>$1,109</td>
<td>$8,238</td>
</tr>
<tr>
<td>National Highway System (Table 8)</td>
<td>$132,550</td>
<td>$83,540</td>
<td>$25,000</td>
</tr>
<tr>
<td>Transit Capital FTA Section 5307 to MOA (Table 9)</td>
<td>$7,260</td>
<td>$9,510</td>
<td>$7,260</td>
</tr>
<tr>
<td>Transit Capital FTA Section 5307 to ARRC (Table 9)</td>
<td>$3,650</td>
<td>$3,725</td>
<td>$3,975</td>
</tr>
<tr>
<td>Transit Capital FTA Section 5337 [State of Good Repair] to ARCC (Table 9)</td>
<td>$600</td>
<td>$1,700</td>
<td>$4,400</td>
</tr>
<tr>
<td>Other Federal Funded Projects within AMATS (Table 10)</td>
<td>$1,548</td>
<td>$2,888</td>
<td>$0</td>
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<tr>
<td>TOTAL PROGRAM ALLOCATION</td>
<td>$203,563</td>
<td>$900,726</td>
<td>$84,617</td>
</tr>
</tbody>
</table>

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

Totals include match. The match is funded with State or Local funding. Project estimates are shown in Year of Expenditure Dollars.
Table 2. Roadway AMATS FFY 2023-2026 TIP

<table>
<thead>
<tr>
<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></td>
<td>2023</td>
<td>2024</td>
<td>2025</td>
<td>2026</td>
<td></td>
<td></td>
</tr>
<tr>
<td>O'Malley Road Reconstruction [Seward Highway to Hillside Drive] - Reconstruct the</td>
<td>Underway</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>roadway to improve safety and capacity at intersections and improve pedestrian</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>facilities and 3 lane section east of Lake Otis Pkwy, and 5 lane section</td>
<td></td>
<td></td>
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<tr>
<td>between Seward Hwy and Lake Otis Pkwy. Landscaping @ 5% of Construction s = to</td>
<td></td>
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<td></td>
<td></td>
</tr>
<tr>
<td>be determined. $1.0M in Design and $4.3M ROW funding for Phase I in 2015. $500,000</td>
<td></td>
<td></td>
<td></td>
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<td></td>
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</tr>
<tr>
<td>ROW in 2016 for Phase II $12.2M in UIC funding for Phase I in 2017 in AC into</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>2016 for a total of $26.7M. Phase I will receive additional funds of $4.2M from</td>
<td></td>
<td></td>
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<td></td>
<td></td>
</tr>
<tr>
<td>FFY 2013 GO Bond or other non-AMATS sources of funding such as NHPP or statewide</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>STF. Phase II is funded with the remainder of the FFY 2015 GO Bond supplemented</td>
<td></td>
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<tr>
<td>by TIP funds.</td>
<td></td>
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<td></td>
</tr>
<tr>
<td>Fireweed Lane Rehabilitation [Seward Road to Seward Highway] - This project</td>
<td>STBG</td>
<td>$1,000</td>
<td>$5,000</td>
<td>$0</td>
<td>$44,000</td>
<td>$48,000</td>
</tr>
<tr>
<td>would rehabilitate Fireweed Lane from Seward Road to the Seward Highway and</td>
<td></td>
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<tr>
<td>include a road diet, changing Fireweed to 4 lanes to a maximum of 5 lanes (2</td>
<td></td>
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</tr>
<tr>
<td>with a center turn lane). This project would also include non-motorized</td>
<td></td>
<td></td>
<td></td>
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<td></td>
</tr>
<tr>
<td>improvements.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Spenard Road Rehab [Denson Blvd to Minnesota Dr] - Project will rehabilitate to</td>
<td>STBG</td>
<td>$2,500</td>
<td>$0</td>
<td>$0</td>
<td>$14,350</td>
<td>$16,500</td>
</tr>
<tr>
<td>improve traffic flow. This project would also include non-motorized</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>improvements.</td>
<td>STBG</td>
<td>$12,000</td>
<td>$0</td>
<td>$4,600</td>
<td>$8,100</td>
<td>$16,500</td>
</tr>
<tr>
<td>Dr. Martin Luther King Jr Avenue Extension - Extend Dr. Martin Luther King Jr</td>
<td></td>
<td></td>
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<tr>
<td>Ave from Elmore Road to Piper Drive. The new roadway would include</td>
<td></td>
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<tr>
<td>non-motorized improvements.</td>
<td></td>
<td></td>
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<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rabbit Creek Road Reconstruction [Seward Highway to Goldenview Drive] - Project</td>
<td>STBG</td>
<td>$5,000</td>
<td>$0</td>
<td>$0</td>
<td>$14,350</td>
<td>$19,350</td>
</tr>
<tr>
<td>would reconstruct Rabbit Creek Road from the Seward Highway to Goldenview Drive</td>
<td>STBG</td>
<td>$5,000</td>
<td>$0</td>
<td>$0</td>
<td>$14,350</td>
<td>$19,350</td>
</tr>
<tr>
<td>and will look at left turn accommodations where possible. Project will include</td>
<td>STBG</td>
<td>$5,000</td>
<td>$0</td>
<td>$0</td>
<td>$14,350</td>
<td>$19,350</td>
</tr>
<tr>
<td>non-motorized improvements where possible.</td>
<td>STBG</td>
<td>$5,000</td>
<td>$0</td>
<td>$0</td>
<td>$14,350</td>
<td>$19,350</td>
</tr>
<tr>
<td>East 4th Ave Signal and Lighting Upgrade [Cordova St to Ingra St] - Reconstruct</td>
<td>CRSSAA</td>
<td>$5,005</td>
<td>$0</td>
<td>$0</td>
<td>$5,050</td>
<td>$5,050</td>
</tr>
<tr>
<td>the traffic signal and street lighting system along 4th Ave between Cordova St</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>and Ingra St. Sidewalk and curb ramps will also be replaced.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Potter Drive Rehabilitation [Arctic Blvd to Dowling Road] - This project would</td>
<td>STBG</td>
<td>$7,500</td>
<td>$800</td>
<td>$7,050</td>
<td>$8,600</td>
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<td>rehabilitate Potter Drive from Arctic Blvd to Dowling Road and include</td>
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<tr>
<td>non-motorized improvements.</td>
<td></td>
<td></td>
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<tr>
<td>Mountain Air Drive [Rabbit Creek Road to Sandpiper Drive] - Extend Mountain Air</td>
<td>STBG</td>
<td>$7,500</td>
<td>$800</td>
<td>$7,050</td>
<td>$8,600</td>
<td>$8,600</td>
</tr>
<tr>
<td>Drive from Rabbit Creek Road to Sandpiper Drive. Recommend separated pathway</td>
<td></td>
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<tr>
<td>purpose: Circulation, access, and safety.</td>
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<td></td>
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<td>Academy Drive Vanguard Drive Area Traffic Circulation Improvements [Bayston Drive</td>
<td>STBG</td>
<td>$1,000</td>
<td>$4,000</td>
<td>$0</td>
<td>$11,700</td>
<td>$18,700</td>
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<td>to Abbott Road] - Project would improve and align Academy Drive and Vanguard</td>
<td></td>
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<tr>
<td>Drive west of Abbott Road. Project would include non-motorized</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>improvements and consider adjacent land use.</td>
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<tr>
<td>Pavement Replacement Program - This program will provide a single funding</td>
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<td>$16,480</td>
<td>$3,716</td>
<td>$5,000</td>
<td>$30,296</td>
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<td>source for several pavement overlay and/or replacement projects. Improvements</td>
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<td>are also expected to include ADA and some existing curb and sidewalk repairs.</td>
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<td>May include those projects listed in Table 6 or other priorities.</td>
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<td>Safety Improvement Program [Traffic Count Support] 2023-2026 - Collect traffic</td>
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<td>$630</td>
<td>$630</td>
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<td>data within the AMATS area completed by the ADOT&amp;PF Central Region Highway Data</td>
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<td>Section and MOA Traffic Data Section.</td>
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<td>Spenard Road Rehabilitation [Minneapolis Drive to Northwood Drive] - Project</td>
<td>STBG</td>
<td>$6,300</td>
<td>$630</td>
<td>$630</td>
<td>$2,520</td>
<td>$5,040</td>
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<tr>
<td>would rehabilitate Spenard Road from Minneapolis Drive to Northwood Drive.</td>
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<td>Project would include non-motorized improvements and consider adjacent land use.</td>
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<td></td>
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<tr>
<td>No</td>
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<td></td>
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<td></td>
</tr>
</tbody>
</table>

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

9/8/2022
### Table 2. Roadway AMATS FFY 2023-2026 TIP

| Grandfathered Project | DOT & PF | RDY00016 | Chugach Way Rehabilitation [Spenard Road to Arctic Blvd] - Project would rehabilitate Chugach Way from Spenard Road to Arctic Blvd and include non-motorized improvements. Project would use the Chugach Way Aera Transportation Elements Study for design development. | 2024 - D | 2025 - D | STBG | $0 | $1,200 | $0 | $800 | $9,600 | $2,000 | $11,600 | Total | $0 | $1,200 | $0 | $800 | $9,600 | $2,000 | $11,600 |
|-----------------------|----------|----------|-------------------------------------------------|----------|----------|------|----|------|----|------|------|------|------|------|------|------|------|------|------|------|------|------|
| No                    | No       | RDY00017 | Eagle River Road Rehabilitation [MP 0 to MP 5.3] - Project will construct selected traffic, safety, drainage, intersection, roadway hardware, and ADA improvements from Milepoint 0 to 5.3 (Old Glenn Highway to Ordener Road). Special consideration will be made to improve the non-motorized facilities, both parallel to and within the roadway. The project may also include work on signing, striping, signalization, ITS equipment, pavement, digouts, guardrail, lighting, utility adjustments, and/or utility relocations. | 2025 - D | STBG | $0 | $0 | $2,500 | $0 | $7,500 | $2,500 | $60,000 | Total | $0 | $0 | $2,500 | $0 | $7,500 | $2,500 | $60,000 |
| No                    | No       | RDY00018 | 3rd Avenue Signals and Lighting Upgrade [E Street to Cordova Street] - The purpose of the project is to replace traffic signals and lighting systems to meet current electrical safety standards and design criteria, sidewalks and pavement will be replaced as necessary to facilitate electrical work and meet ADA requirements. | 2023 - D | STBG | $541 | $0 | $100 | $0 | $9,200 | $641 | $9,841 | Total | $1,159 | $0 | $100 | $0 | $1,159 | $1,159 |
| No                    | No       | RDY00019 | Lois Drive & 32nd Ave Upgrade [Benson Blvd to Minnesota Drive] - Project would upgrade Lois Drive and 32nd Ave from Benson Blvd to Minnesota Drive to current collector standards. This project would look at including lighting upgrades, addition of non-motorized facilities, and drainage upgrades were possible. | 2023 - D | STBG & CRSSAA | $1,300 | $0 | $1,000 | $0 | $14,500 | $2,300 | $16,800 | Total | $1,300 | $0 | $1,000 | $0 | $14,500 | $2,300 | $16,800 |
| No                    | No       | RDY00020 | Folker Street Upgrade [Tudor Road to 40th Ave] - Project would upgrade Folker from Tudor Road to 40th Ave to current collector standards. This project would look at including lighting upgrades, non-motorized facilities, and drainage upgrades were possible. | 2025 - D | STBG | $0 | $0 | $400 | $0 | $7,000 | $400 | $7,400 | Total | $0 | $0 | $400 | $0 | $7,000 | $400 | $7,400 |
| No                    | No       | RDY00021 | Dale Street Upgrade [Tudor Road to 40th Ave] - Project would upgrade Dale Street from Tudor Road to 40th Ave to current collector standards. This project will include non-motorized facilities on Dale Street from Tudor Road to 40th Ave to link up with the non-motorized facilities on Tudor Road and 40th Ave. This project would look at including lighting and drainage upgrades were possible. | 2025 - D | STBG | $0 | $0 | $600 | $0 | $5,400 | $600 | $6,000 | Total | $0 | $0 | $600 | $0 | $5,400 | $600 | $6,000 |
| No                    | No       | RDY00022 | 5th and 6th Ave Signals and Lighting Upgrade - The purpose of the project is to replace traffic signals and lighting systems to meet current electrical safety standards and design criteria, sidewalks and pavement will be replaced as necessary to facilitate electrical work and meet ADA requirements. | 2026 - D | STBG | $0 | $0 | $600 | $0 | $5,400 | $600 | $6,000 | Total | $0 | $0 | $600 | $0 | $5,400 | $600 | $6,000 |

| Illustrative          |          |           | 5th and 6th Ave Signals and Lighting Upgrade - The purpose of the project is to replace traffic signals and lighting systems to meet current electrical safety standards and design criteria, sidewalks and pavement will be replaced as necessary to facilitate electrical work and meet ADA requirements. | STBG Totals | $23,201 | $11,096 | $15,130 | $21,730 | $236,170 | $71,207 | $307,377 |

Approximate percentage (%) for roads: 21% 23% 39% 46% 4-year average 32%

Approximate percentage (%) for pavement replacement projects: 32% 12% 10% 23% 4-year average 24%

| CRSSAA Totals | $1,159 | $5,050 | $0 | $0 | $6,209 | $6,209 |

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

9/9/2022
### PROJECT LOCATION

<table>
<thead>
<tr>
<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>Total</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
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#### Underway

- **Dimond Center Pedestrian and Transit Improvements** - Multi-phase effort focusing on pedestrian, bicycle, transit and travel way improvements. Primary improvements includes sidewalk connectivity, bicycle infrastructure, pedestrian and bicycle signals/signage, traffic calming techniques, lighting and other safety related infrastructure to ensure compliance with ADA.

- **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.

- **Poter Marsh Improvements** - This project will make improvements to the Poter Marsh southern parking facility.

- **Anchorage Areawide Pathway and Trails Pavement Replacement** - This program will provide a single funding source for several pathway/trail paving and rehabilitation projects. May include those projects listed in Table 6 or other priorities.

#### 2023-2026 - Programming

- **Grandfathered**
  - **DOT&PF**
  - **NSMO00010**

- **TAP**
  - **Total**

#### TIP Need ID

- **Grandfathered**
  - **STBG**

- **TAP**
  - **Total**

#### TIP Need ID*

- **Grandfathered**
  - **STBG**

- **TAP**
  - **Total**

#### DOT&PF

- **Grandfathered**
  - **STBG**

- **TAP**
  - **Total**

#### NSMO00008

- **Grandfathered**
  - **STBG**

- **TAP**
  - **Total**

#### NSMO00009

- **Grandfathered**
  - **STBG**

- **TAP**
  - **Total**

#### NSMO00010

- **Grandfathered**
  - **STBG**

- **TAP**
  - **Total**

#### NSMO00011

- **Grandfathered**
  - **STBG**

- **TAP**
  - **Total**

#### NSMO00012

- **Grandfathered**
  - **STBG**

- **TAP**
  - **Total**

#### NSMO00013

- **Grandfathered**
  - **STBG**

- **TAP**
  - **Total**

#### NSMO00014

- **Grandfathered**
  - **STBG**

- **TAP**
  - **Total**

#### AMATS Non-Motorized Safety Campaign

- **Grandfathered**
  - **STBG**

- **TAP**
  - **Total**

#### Underway

- **NMO00008**

- **NMO00014**

- **NMO00006**

- **NMO00008**

- **NMO00009**

- **NMO00010**

- **NMO00011**

- **NMO00012**

- **NMO00013**

- **NMO00014**

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

- **TIP Needs**
  - **Grandfathered**
  - **TAP**

#### The contingency list of projects for each year will consist of the following year’s projects.

- **NMO00008**

- **NMO00014**

- **TAP**

#### The contingency list of projects for each year will consist of the following year’s projects.

- **NMO00008**

- **NMO00014**

- **TAP**

---

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

---

<table>
<thead>
<tr>
<th>Grandfathered Project</th>
<th>STIP Need ID</th>
<th>Responsible Agency</th>
<th>TIP Need ID*</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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<td>Yes</td>
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<td>$3,395</td>
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**Table 3. Non-Motorized AMATS FFY 2023-2026 TIP**
**Table 4. Plans and Studies**

<table>
<thead>
<tr>
<th>AMATS FFY 2023-2026 TIP</th>
<th>PROJECT PLANNING PLAN</th>
<th>FUND CODE</th>
<th>FEDERAL BICHAL 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>
<td>2024</td>
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<td>October 1 - September 30</td>
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</table>

### Plans and Studies

- **Seward Highway to Glenn Highway Connection Planning and Environmental Linkages (PEL) Study** - [36th Ave to Glenn Hwy/Appia Heights Interaction] - The purpose of this PEL is to define a vision for the future of this connection, identify environmental and resource concerns and opportunities in the study area, and use the information to develop reasonable alternatives through consultation with the affected agencies and the public.
- **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 Safety Plan** - This project will create a comprehensive safety plan that will provide a coordinated framework for reducing facility and vehicle injuries on the surface transportation network in the AMATS planning area.
- **AMATS Streetscape Plan** - The project will provide a comprehensive analysis of the Minnesota Drive and 9th 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.
### Table 5. Congestion Mitigation Air Quality (CMAQ)

<table>
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<tr>
<th>AMATS FFY 2023-2026 TIP</th>
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#### PROJECT LOCATION

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<thead>
<tr>
<th>Statewide Improvement Program (SIP)</th>
<th>Transportation Control Measures (TCM)</th>
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<tbody>
<tr>
<td>Grandfathered Project</td>
<td>Project and Programs funded with CMAQ and AMATS STBG</td>
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**PROJECT PHASING PLAN**

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<th>2026</th>
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**Estimated Funding Needs after 2026**

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<tr>
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<th>2025</th>
<th>2026</th>
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<tbody>
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<td>$2,400</td>
<td>$2,400</td>
<td>$2,400</td>
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</table>

**Estimated Total Project Cost:**

<table>
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<tr>
<th>2023</th>
<th>2024</th>
<th>2025</th>
<th>2026</th>
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<tr>
<td>$1,500</td>
<td>$1,500</td>
<td>$1,500</td>
<td>$1,500</td>
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</tbody>
</table>

Notice to MOA Project Managers/Project Sponsors! If your project includes ITS elements and uses funds from the federal highway trust fund, you must demonstrate compliance with Federal System Engineering Analysis requirements. Complete the ADOT&PF System Engineering Analysis Checklist and submit to FHWA through ADOT&PF Central Region Planning. Project estimates are shown in Year of Expenditure Dollars.

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

---

Source: AMATS Project Management/Project Sponsor. If your project includes ITS elements and uses funds from the federal highway trust fund, you must demonstrate compliance with Federal System Engineering Analysis requirements. Complete the ADOT&PF System Engineering Analysis Checklist and submit to FHWA through ADOT&PF Central Region Planning. 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>
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<tr>
<td>5. Hiland Rd - MP 0 to MP 3.2</td>
</tr>
<tr>
<td>6. Post Rd - 3rd Ave to Reeve Blvd</td>
</tr>
<tr>
<td>7. Upper Huffman - Hillside Dr to Toilsome Hill Dr</td>
</tr>
<tr>
<td>8. Reeve Blvd - 5th Ave to Post Road</td>
</tr>
<tr>
<td>9. DeArmoun Road - Hillside Drive to Canyon Road</td>
</tr>
<tr>
<td>10. Old Seward Highway Spar - Old Seward Highway to</td>
</tr>
<tr>
<td>Potter Valley Road</td>
</tr>
<tr>
<td>11. Eagle River Loop Road - Old Glenn Highway to</td>
</tr>
<tr>
<td>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</td>
</tr>
<tr>
<td>14. 88th Avenue - Lake Otis Parkway to Abbott Road</td>
</tr>
<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>
</tr>
<tr>
<td>18. Muldoon Road - Glenn Highway to Provider Drive</td>
</tr>
<tr>
<td>19. 36th Ave/Providence Drive - C Street to Elmore</td>
</tr>
<tr>
<td>20. 76th Ave - King Street to Old Seward Highway</td>
</tr>
</tbody>
</table>

*Projects not in priority order*

**Pavement Replacement Annual Totals shown in Table 2**

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### 2023 - 2026 TIP, Pathway and Trail Pavement Replacement Projects

<table>
<thead>
<tr>
<th>Project Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Debarr Road - Boniface to Muldoon (southside sidewalk)</td>
</tr>
<tr>
<td>2. Airport Heights Road - Debarr Road to Glenn Hwy</td>
</tr>
<tr>
<td>3. Northern Lights Blvd - Lois Drive to Minnesota Drive (southside pathway)</td>
</tr>
<tr>
<td>4. Jewel Lake Pathway - 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>
</tr>
<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>
</tr>
<tr>
<td>14. Patterson Street - Northern Lights Blvd to Sherwood including Spurs</td>
</tr>
<tr>
<td>15. Birch Knoll Bike Trail - Labar Road to E Klatt Road</td>
</tr>
</tbody>
</table>

*Projects not in priority order*

**Pavement Replacement Annual Totals shown in Table 3**
<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>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>19217</td>
<td>DOT&amp;PF</td>
<td>HSP0009</td>
<td>Gambell St Utility Pole Removal and Increased Lighting</td>
<td>2023 - U/C</td>
<td>$7,000 $0 $0 $0 $0 $7,000</td>
<td>$7,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>19217</td>
<td>DOT&amp;PF</td>
<td>HSP0010</td>
<td>Gambell and Ingra Streets - Overhead Signal Indication Upgrades</td>
<td>2023 - U/C</td>
<td>$8,325 $0 $0 $0 $0 $8,325</td>
<td>$8,325</td>
<td></td>
<td></td>
</tr>
<tr>
<td>19217</td>
<td>DOT&amp;PF</td>
<td>HSP0014</td>
<td>5th Ave: Concrete St to Karluk St Pedestrian Improvements</td>
<td>2023 - ROW/U/C</td>
<td>$3,867 $0 $0 $0 $0 $3,867</td>
<td>$3,867</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</td>
<td>2024 - D 2025 - ROW/U/C 2026 - U/C</td>
<td>$0 $1,109 $8,228 $8,218 $0</td>
<td>$17,554 $17,554</td>
<td>$36,746</td>
<td>$36,746</td>
</tr>
</tbody>
</table>

Total $19,192 $1,109 $8,228 $8,218 $0 $36,746 $36,746

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

Project estimates are shown in Year of Expenditure Dollars.
<table>
<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>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>2024</td>
<td>DOT&amp;PF</td>
<td>NHS0002</td>
<td>Seward Highway Dowling Road Interchange Rehabilitation - Project will improve the Dowling Road roundabouts, the associated highway ramps, and make other improvements as needed to enhance safety and increase traffic flow.</td>
<td>Underway</td>
<td>2023 - U/C</td>
<td>$105,000</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>2026</td>
<td>DOT&amp;PF</td>
<td>NHS0004</td>
<td>Seward Highway O'Malley Road to Dimond Boulevard Reconstruction Phase II - This is the second phase of the Seward Highway project, and will reconstruct the Seward Highway from Dimond Boulevard to O'Malley Road. Project includes an underpass to connect 92nd Avenue (west of the Seward Highway) with Academy Drive (east of the Seward Highway).</td>
<td>2023-2026+</td>
<td>All Phases</td>
<td>$25,000</td>
<td>$25,000</td>
<td>$25,000</td>
</tr>
<tr>
<td>10924</td>
<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>$25,000</td>
<td>$25,000</td>
<td>$25,000</td>
</tr>
<tr>
<td>31274</td>
<td>DOT&amp;PF</td>
<td>NHS0006</td>
<td>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.</td>
<td>2023 - ROW 2024 - C</td>
<td></td>
<td>$50</td>
<td>$66,500</td>
<td>$0</td>
</tr>
<tr>
<td>90851</td>
<td>DOT&amp;PF</td>
<td>NHS0007</td>
<td>Seward Highway MP 98.5-118 Reconstruction - Project will reconstruction the Seward Highway from MP 98.5-118 to a 4-lane highway.</td>
<td>2023 - D</td>
<td></td>
<td>$2,500</td>
<td>$662,500</td>
<td>$0</td>
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<tr>
<td>92359</td>
<td>DOT&amp;PF</td>
<td>NHS0008</td>
<td>Tudor Road Interchange - Project will reconstruct the Tudor Road Interchange. Interchange is at the end of its design life and has operational issues. Reconstruction will improve the vertical clearance, widen the bridge, reconstruct ramps and intersections, improve non-motorized facilities, and incorporate other improvements to bring the interchange up to current standards.</td>
<td>2023 - D</td>
<td></td>
<td>$0</td>
<td>$36,000</td>
<td>$0</td>
</tr>
<tr>
<td>90999</td>
<td>DOT&amp;PF</td>
<td>NHS0009</td>
<td>Glenn Highway Incident Management - Project will construct modifications and improvements to facilitate efficient through travel along the Glenn Highway and nearby roads between Airport Heights and the Parks Highway so that during times when lanes are blocked by crashes or other events, ensuring traffic congestion is mitigated, and gridlock does not preclude travel between Anchorage, Eagle River, and the Matanuska Valley.</td>
<td>2023 - D</td>
<td></td>
<td>$0</td>
<td>$18,900</td>
<td>$0</td>
</tr>
<tr>
<td>90999</td>
<td>DOT&amp;PF</td>
<td>NHS010</td>
<td>Glenn Highway Hiland Interchange - Project will make short term improvements to the Glenn Highway at Hiland Road interchange utilizing the existing bridge and delaying the need for eventual bridge overpass replacement and interchange reconstruction. This project will reconfigure the interchange nge and make other associated improvements to increase the efficiency and functionality of the interchange, and reduce associated safety concerns.</td>
<td>2023 - D</td>
<td></td>
<td>$0</td>
<td>$8,640</td>
<td>$0</td>
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<tr>
<td>90851</td>
<td>DOT&amp;PF</td>
<td>NHS011</td>
<td>Muldoon Road - Debarr Road to Glenn Highway - Extend service life of the existing roadway. Work may include ADA improvements, structural improvements in specific areas, roadside hardware, signal hardware, utilities, minor safety and improvements, and (stormwater treatment if required).</td>
<td>2023 - D</td>
<td></td>
<td>$0</td>
<td>$14,400</td>
<td>$0</td>
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<tr>
<td>90851</td>
<td>DOT&amp;PF</td>
<td>NHS012</td>
<td>Abbott Road - Lake Otis to New Seward Highway - Extend service life of the existing roadway. Work may include ADA improvements, structural improvements in specific areas, roadside hardware, signal hardware, utilities, minor safety and improvements, and (stormwater treatment if required).</td>
<td>2023 - D</td>
<td></td>
<td>$0</td>
<td>$6,600</td>
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</tbody>
</table>

The contingency list of projects for each year will consist of the following year's projects. $132,550 $838,540 $25,000 $25,000 $101,500 $972,550 $1,074,050

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

Project estimates are shown in Year of Expenditure Dollars.

9/9/2022
## PROJECT LOCATION

### PROJECT PHASING PLAN

<table>
<thead>
<tr>
<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>October 1, 2022 - September 30</td>
<td></td>
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<tr>
<td>2023-2026 - Implementation</td>
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<td>$4,500</td>
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<td>$4,300</td>
<td>$18,000</td>
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<td>$4,500</td>
<td>$31,500</td>
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<tr>
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<td>2023-2026 - Implementation</td>
<td>$0</td>
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</table>

### STIP Need ID  
- TRN00001  
- TRN00002  
- TRN00003  
- TRN00004  
- TRN00005  
- TRN00006  
- TRN00007  
- TRN00008  

<table>
<thead>
<tr>
<th>Responsible Agency</th>
<th>TIP Need ID*</th>
<th>PROJECT LOCATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>MDA Public Transportation</td>
<td>TRN00001</td>
<td>Preventative Maintenance/Capital Maintenance - FTA (Federal Transit Administration) allows grants to use capital funds for overhauls and preventative maintenance. FTA assistance for these items is based on a percentage of annual vehicle maintenance costs.</td>
</tr>
<tr>
<td>MDA Public Transportation</td>
<td>TRN00002</td>
<td>Fleet Replacement/Expansion - This project funds the fleet expansion and replacement for the AnchorRIDES para-transit service, as well as the fixed route fleet.</td>
</tr>
<tr>
<td>MDA Public Transportation</td>
<td>TRN00003</td>
<td>ADA Complementary Paratransit Service - Costs associated with ADA paratransit programs are eligible for this funding. The project funds the ADA paratransit eligibility process with a transportation skills assessment and a travel training program for people who could benefit from individualized instruction regarding how to independently ride People Mover buses. May also be used to purchase AnchorRIDES trips.</td>
</tr>
<tr>
<td>MDA Public Transportation</td>
<td>TRN00004</td>
<td>Bus Stop Improvements/1% Section 5307 Transit Improvements - This project funds the upgrade of bus stop sites to meet both the federally-mandated Americans with Disabilities Act (ADA) requirements and the operational needs. Typical improvements include bus shelters, benches, trash receptacles, landscaping, grading, paving, utility relocations, lighting, curb adjustments, drainage, constructing paths, and construction/reconstruction of turnouts. Table 10 FTA funds supplement CMAQ funds for the Bus Stop &amp; Facility Improvements project in Table 5.</td>
</tr>
<tr>
<td>MDA Public Transportation</td>
<td>TRN00005</td>
<td>ITS/Automated Operating System/Management Information Systems - This project funds information systems necessary for efficient management of the public transportation system. Typical projects include Geographical Information Systems (GIS) capabilities, upgrades to the automated maintenance system, refueling, and inventory system, a new computerized dispatch system; and upgrades to the scheduling/scheduling process, customer information and telephone communications system, and desktop computers. This project also funds staff and capital resources to provide project oversight and capital for ITS for all modes of public transportation services. Provide day-to-day operational support to all ITS projects.</td>
</tr>
<tr>
<td>MDA Public Transportation</td>
<td>TRN00006</td>
<td>Fleet Improvement/Support Equipment/Support Vehicle - This project funds improvements to existing transit and para-transit fleets. Typical projects include fuel tanks, ticket readers, and fareboxes.</td>
</tr>
<tr>
<td>MDA Public Transportation</td>
<td>TRN00007</td>
<td>Transit Centers/Support Facilities - This project supports an ongoing effort to provide major transit facilities in key areas of the city and major destinations. The Anchorage Comprehensive Plan and 2040 Land Use Plan (LUP) identified neighborhood, town, regional commercial, and city centers that function as focal points for community activities with a mix of retail, residential, and public services and facilities. Anchorage Talks Transit coordinated with the LUP and implemented a frequent bus network along transit-supportive development corridors. These corridors should provide pedestrian connections to surrounding neighborhoods and transit. Existing and future facility improvements along these corridors and in areas like Midtown, Downtown, U-Med, Dimond Center, Debarr, and Muldoon, are vital to the implementation of these community planning documents.</td>
</tr>
<tr>
<td>MDA Public Transportation</td>
<td>TRN00008</td>
<td>Operating Assistance - Section 5307 operating assistance for fixed route, demand responsive, and/or Microtransit public transit service.</td>
</tr>
</tbody>
</table>

*Projects are not listed in priority order. Project totals include match. The match is funded with State or Local funding. Project estimates are shown in Year of Expenditure Dollars. 9/8/2022
PROJECT LOCATION

TRN00009

Section 5330 Enhanced Mobility of Seniors & Individuals with Disabilities - Projects may include purchasing buses and vans, wheelchair lifts, ramps, and curbs; vehicle and wheelchair lifts; bus stops, bus shelters; and fares and accessibility. Preventive maintenance is defined as all activities, supplies, materials, labor, services and associated costs required to preserve or extend the functionality, serviceability of the asset.

FEDERAL FISCAL PROGRAMMING YEAR ($ in Thousands)

Est project cost
Est total project cost

<table>
<thead>
<tr>
<th>PROJECT PHASING PLAN</th>
<th>Carveover 2023</th>
<th>2024</th>
<th>2025</th>
<th>2026</th>
<th>$624</th>
<th>$900</th>
<th>$1,584</th>
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</thead>
<tbody>
<tr>
<td>19119 MDA Public Transportation</td>
<td>$240</td>
<td>$240</td>
<td>$240</td>
<td>$240</td>
<td>$624</td>
<td>$900</td>
<td>$1,584</td>
</tr>
</tbody>
</table>

TRN00010

Section 3539 Rail and Bus Facilities Competitive Program - Projects may include purchasing buses and vans, and related equipment, to construct rail and/or bus facilities, or to construct rail and bus related facilities, including technological or innovations to improve rail or bus service; replacement, rehabilitation, and construction of rail and bus related facilities; or other projects to improve rail and bus facilities.

FEDERAL FISCAL PROGRAMMING YEAR ($ in Thousands)

Est project cost
Est total project cost

<table>
<thead>
<tr>
<th>PROJECT PHASING PLAN</th>
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<th>2024</th>
<th>2025</th>
<th>2026</th>
<th>$720</th>
<th>$720</th>
<th>$720</th>
<th>$7,614</th>
<th>$2,880</th>
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<td>$2,250</td>
<td>$0</td>
<td>$0</td>
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<td>$2,250</td>
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TRN00009

MOA Public Transportation

Section 5302 Bridge Rehabilitation - Bridge engineering, preventive maintenance, rehabilitation, replacements, and other bridge improvements within AMATS boundaries.

FEDERAL FISCAL PROGRAMMING YEAR ($ in Thousands)

Est project cost
Est total project cost

<table>
<thead>
<tr>
<th>PROJECT PHASING PLAN</th>
<th>Carveover 2023</th>
<th>2024</th>
<th>2025</th>
<th>2026</th>
<th>$720</th>
<th>$720</th>
<th>$720</th>
<th>$7,614</th>
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<tr>
<td>2023-2026</td>
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<td>$2,250</td>
<td>$0</td>
<td>$0</td>
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TRN00011

MOA Public Transportation

Bridge Rehabilitation - Bridge engineering, preventive maintenance, rehabilitation, replacements, and other bridge improvements within AMATS boundaries.

FEDERAL FISCAL PROGRAMMING YEAR ($ in Thousands)

Est project cost
Est total project cost

<table>
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<tr>
<th>PROJECT PHASING PLAN</th>
<th>Carveover 2023</th>
<th>2024</th>
<th>2025</th>
<th>2026</th>
<th>$720</th>
<th>$720</th>
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<th>$7,614</th>
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<td>2023-2026</td>
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<td>$2,250</td>
<td>$0</td>
<td>$0</td>
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TRN00012

MOA Public Transportation

Bridge Rehabilitation - Bridge engineering, preventive maintenance, rehabilitation, replacements, and other bridge improvements within AMATS boundaries.

FEDERAL FISCAL PROGRAMMING YEAR ($ in Thousands)

Est project cost
Est total project cost

<table>
<thead>
<tr>
<th>PROJECT PHASING PLAN</th>
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<th>2024</th>
<th>2025</th>
<th>2026</th>
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<td>TIP Need ID*</td>
<td>PROJECT LOCATION</td>
<td>PROJECT PHASING PLAN</td>
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<td>Estimated funding needs after 2026</td>
<td>Est project cost 2023-2026</td>
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<tr>
<td>33245</td>
<td>Alaska Railroad Corporation</td>
<td>TRN00025</td>
<td>Facility Rehab - Within AMATS boundaries replace, upgrade or improve ARRC buildings and related functional appurtenances</td>
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<td>Carryover 2023</td>
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<td>Alaska Railroad - FTA Section 5337 (SGR) Funds</td>
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<td>Subtotal FTA Sections 5307 (Rail Tier) &amp; 5337 Transit funding to ARRC</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 in U.S.C. Section 5307. The POP as presented is the proposed Program of Projects and will also be the final Program of Projects unless amended.

*Projects are not listed in priority order. Project totals include match. The match is funded with State or Local funding.
Project estimates are shown in Year of Expenditure Dollars.
<table>
<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>
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<th>FEDERAL FISCAL PROGRAMMING YEAR ($ in Thousands)</th>
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<td>AEA</td>
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<td>28471</td>
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<td>33008</td>
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<td>Buses and Bus Facilities Infrastructure Investment Project - Replace and upgrade the information technology system for the Public Transportation Department. This project will improve the reliability of the bus system and help the city meet growing demand for transit.</td>
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<td>AEA</td>
<td>AEA</td>
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<td>Alaska Cargo and Cold Storage - The project is a secure, up to 715,000sf climate-controlled warehouse facility located at Ted Stevens Anchorage International Airport (ANC), Anchorage AK. Phase I, the current project, is estimated to be ~190,000sf of cargo warehouse, with the option to include aircraft parking. It will incorporate best-in-class energy efficiency through innovative design, engineering, and project delivery. In doing so, ACCS will create jobs and help transform ANC into a global logistics hub while enhancing Alaska’s food security situation by improving its ability to handle perishable goods for Alaskans. ACCS will offer better and more efficient cargo transfer services to strengthen ANC’s competitive position in the global supply chain, thereby serving as a cornerstone development that Alaska logistics providers and manufacturers can build around for decades to come. This facility will help transform ANC from a “gas-and-go” location to a global logistics hub. The facility site has already been leased by one of the project partners. 2025 - C</td>
<td>BUILD Grant</td>
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<td>$2,888</td>
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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

Aaron Jongenelen
Signature
Printed Name
AMATS Coordinator
Title
08/29/22
Date

DOT&PF

Signature
Printed Name
Title
Date
Appendix C

Comment/Response Summary
Comment Received From: AMATS Staff
Staff Response: No recommended change.
AMATS Staff Recommendation: PC Approved Staff Recommendation.
AMATS Action: PC Approved Staff Recommendation.

I am writing to request additional improvements to the TIP RISK5665, East 4th Ave Signal and Lighting Upgrades [continue list to a high 50] - Reconstruct the traffic signal and protected street lighting system along 4th Ave between Cordova St and Ingra St. Sidewalks and curb ramps will also be replaced. Specific improvement requests are to plant trees in Gal's sole and on the planting beds. Install decorative lamp posts with hanging basket capabilities. Where sidewalks are narrow, widen for safety. Curb cuts also improve safety. We anticipate the cost of this to be $1.2 to $1.5 million. We are working on matching funds.

These improvements score on several categories:
1. Safety, lighting improves visibility for petrider, motorized, and non-motorized options.
4. Economic and Environmental Justice. This part of East Downtown is often neglected, for improvements comparable to West Downtown. As a result, development does not occur, and property values do not increase to the same extent in this lower socio-economic neighborhood in contrast to the higher socio-economic West Downtown. Improvements will increase tourism to the area; tourist is centered in West Downtown. Quality of life will also improve.
5. Resilience. This project preserves 4th Avenue as a backbone to Downtown Anchorage. Connectivity is improved by shifting the Fairview Community Council to Downtown Community Council areas.

For recreational cyclists, making Mirror Lake accessible will be a wonderful command point for rides. Cyclists will have the opportunity to take a break and recharge before the ride back toward Anchorage.

For the non-motorized facility, adding sidewalks can improve safety for pedestrians and bike riders. The sidewalks are narrow, widen for safety. Curb cuts also improve safety.

The sidewalk widening is outside the scope of the project as it was scored and included in the TIP. That change to the scope would have significant impacts to the cost and schedule to a project that has already started.

The project team has been made aware of the request for the decorative lamp posts and curb cuts; planting beds and it’s looking into what the project can do.

There is an error in the project description for PLN00014 that lists Minnesota Drive and should say Northern Lights Blvd and Benson Blvd.

There are four lanes from Northern Lights to 20th. Seems all the right of way was given to the road and completely neglects sidewalk safety. Wonder Lake School kids use this sidewalk and it is completely unsafe for pedestrians and bikers. Also Lake Otis single family residents living on this stretch are an unsafe distance from the road. There have been 3 occasions the last 10 years where I saw the aftermath of a vehicle that has crashed into a home. Furthermore, the traffic signal at Lake Otis and 20th is very old and doesn’t seem to make the AMATS list, yet other newer signals around town seem to get upgrades. Example would be Birch & O’Malley? I believe this signal is new and yet is slated for another upgrade? Why wouldn’t 20th and Lake Otis be considered first since it serves more cars by a long shot. What is the AMATS priority for Lake Otis? Why isn’t Lake Otis considered for anything and what is the future for the signal? What is the timeline to improve the safety along this stretch of Lake Otis.

The Anchorage Park Foundation believes all transportation projects should increase connectivity to walk, bike, and transit, including access to transit. We are grateful for the Federal Highway Administration’s new approach for funding and designing the majority of federally funded roads as Complete Streets. We look forward to helping make that happen on a majority of Anchorage streets.

Thank you for your consideration of our project submissions for the 2023-2026 Transportation Improvement Program. In reviewing your draft plan, we support ALL of the non-motorized projects on the list and continue to advocate for ones that didn’t make the list.
Table 3: Non-Motorized Projects:
The Anchorage Park Foundation is a proud partner on the Indigenous Place Names Project, an effort to creatively, artistically, and beautifully highlight the culture and history of Anchorage and its first peoples, the Dena’ina, through interpretive and placename signage. Many of the place names proposed for signage are along the ancient pathways included in your non-motorized plan. First, we are very excited to see the Campbell Creek Trail/Lake Otis Parkway crossing on the list. We strongly support this project which has been a priority for trail users for more than a decade. It is the missing link on the Moose Loop to connect our active transportation network. Qin Cheghitnu is the Dena’ina word for Campbell Creek and the creek that comes from Crying Ridge, the ridge along the north side of upper Campbell Creek near Flattop.

We have been actively promoting the park bonds to secure funding for the next decade for the critically important Downtown Trail Connection and Ship Creek Trail Extensions. We are strongly supportive and applaud AMATS’ high prioritization to connect both the Fish Creek (Dgheyaytnu) Trail to the Tony Knowles Coastal Trail. We are thrilled to support extending the Ship Creek Trail west from C Street to the small boat launch and its Indigenous interpretation and forward to connect with the Coastal Trail at Seward Park.

Hkaditali is the Dena’ina word for Potter Marsh and means driftwood and other debris washed up from shipwrecks. We are glad to see this project included in the TIP.

We would also like to add a new Schools on Trails project to the non-motorized plan project list.  It would be to create a new non-motorized trail connecting Spenard View Middle School and Bear Valley Elementary School via a Section Line Easement and platted-but-undeveloped pedestrian easement.

We would also like to add a new Schools on Trails project to the non-motorized plan project list.  It would be to create a new non-motorized trail connecting Spenard View Middle School and Bear Valley Elementary School via a Section Line Easement and platted-but-undeveloped pedestrian easement.

We strongly support redesigning roads as Complete Streets, and Fireweed, Spenard Road and Chugach Way are excellent candidates for Anchorage.

We strongly support the Downtown Streets Engineering Study and the Streets Typology Plan.

We strongly support zero fares. The positives appear to far outweigh the negative factors! Thank you.

We would like to add a new Schools on Trails project to the non-motorized plan project list.  It would be to create a new non-motorized trail connecting Spenard View Middle School and Bear Valley Elementary School via a Section Line Easement and platted-but-undeveloped pedestrian easement.

Central Park Foundation

Thank you for your comment.

No recommended change.

AMATS PC Action

Thank you for considering my public comments on the 2023-2026 Draft AMATS transportation plan. I am writing to support all non-motorized pathway and trail improvements and new non-motorized segments in the plan. One segment in particular—Highly supportive prioritization is the extension of the Glenn Highway Separated Bicycle Lane from Sla Road to Soldiers Drive (S&P 34 - Escolar Drive). We believe this is the next important step in expanding safe biking conditions toward Mirror Lake.

We strongly support the Don’st Project to the list of the best route for the connection near Clover.  We strongly support the Don’st Project to the list of the best route for the connection near Clover.

We strongly support the AMATS Transportation Alternatives Program (TAP) which can fund this type of work. The project was moved into the Transportation Alternatives Program (TAP) for consideration during the MTP project nomination process.

We strongly support the Don’st Project to the list of the best route for the connection near Clover.

We would also like to see a 2.5 mile-separated path on upper Huffman from Talkeetna Hill Drive to Lake Otis Parkway. Huffman is part of the Hillside District Plan and the 2010 Anchorage Sector Plan. Huffman Community is strongly supportive. There is currently no trail connection east on Huffman between Elmore and Birch. If built it would connect to many other safe trails in the area.

AMATS Staff Recommendation

No recommended change.

AMATS PC Action

We strongly support the Don’st Project to the list of the best route for the connection near Clover.

AMATS Staff Recommendation

No recommended change.

AMATS PC Action

AMATS Staff Recommendation

No recommended change.

AMATS PC Action

AMATS Staff Recommendation

No recommended change.

AMATS PC Action

AMATS Staff Recommendation

No recommended change.

AMATS PC Action

AMATS Staff Recommendation

No recommended change.

AMATS PC Action

AMATS Staff Recommendation

No recommended change.

AMATS PC Action

AMATS Staff Recommendation

No recommended change.

AMATS PC Action

AMATS Staff Recommendation

No recommended change.

AMATS PC Action

AMATS Staff Recommendation

No recommended change.

AMATS PC Action

AMATS Staff Recommendation

No recommended change.

AMATS PC Action

AMATS Staff Recommendation

No recommended change.

AMATS PC Action

AMATS Staff Recommendation

No recommended change.
2023-2026 Draft TIP Comment Response Summary

**Comment**

22. Thank you for the opportunity to comment on the 2023-2026 TIP. We greatly appreciate the public transportation goals being recognized in the form of TIP. It is good to see 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.

   **General**
   1) Please remove value judgment language from the TIP. For example, “improve/improvements”. Projects self described as such are not considered improvements by all of our city and the language induces a bias within the departments. Many non-motorized (NM) users may consider vehicle oriented planning/engineering “improvements” detrimental to their safety, comfort, economic well being, and mobility. This may come directly from the construction facility or from the transportation network impacts caused by induced motorized demand or other parts of the city.
   2) We strongly oppose the project location and its goals of building wealth for the community, decreasing likelihood of traffic violence, and adding a much needed Midtown non-motorized connection in this location.
   3) Please specify that bike lanes and NM protection should be maintained through intersections, including across the Seward Highway.
   4) Intersections make up 68% of NM collision sites, so they need to have the greatest level of safety designed into them.
   5) Seward Highway is a huge barrier within Anchorage’s NM network, and every point of permeability is critical.
   6) Include options for a two-lane conversion in the project vision.
   7) These motorized lanes are not necessary along the full length of this corridor. Greater space will be needed to reduce roadway conflicts with the separated bike lane.
   8) Inno-vate roadway design should be considered in the TIP’s scoping language, including 2 motorized lanes throughout the entire corridor.
   9) Add scoping language for separated cycle track.
   10) If the speed of motorized vehicles is not reduced, protected bike lanes will be required.
   11) Multi-use paths would be inappropriate with the high density of approaches.
   12) Call for reduced design speed.
   13) Would allow for more functional raised crosswalks at high pedestrian and school zone locations.
   14) Fireweed’s primary use should focus on safety and building economic developments, not prioritizing long distance motorized travel.
   15) Crosswalk rates significantly decrease at higher speed. Physical indication of pedestrian right-of-way increases all users’ safety and comfort, along with driver alertness.

   **Roadway Projects**

   **RDY00010 Fireweed Lane Rehabilitation**
   1) This corridor is in need of much greater non-motorized accessibility. There is concern this project will disincentivize those improvements.
   2) The project would increase motorized traffic at intersections, thus further jeopardizing the safety of NM users.
   3) Specify that the bicycle facilitity with this project should be a bike path or protected bike lanes. A multi-use trail would be inappropriate due to the density of approaches and lack of recommended 5’ buffer.
   4) Intersections make up 85% of NM collision sites, so they need to have the greatest level of safety designed into them.
   5) Seward Highway is a huge barrier within Anchorage’s NM network, and every point of permeability is critical.
   6) Staff recommends forwarding this comment to the project team for consideration.
   7) Staff recommends forwarding these comments to the project team for consideration.
   8) Staff recommends forwarding these comments to the project team for consideration.
   9) Staff recommends forwarding these comments to the project team for consideration.
   10) Staff recommends forwarding these comments to the project team for consideration.
   11) Staff recommends forwarding these comments to the project team for consideration.
   12) Staff recommends forwarding these comments to the project team for consideration.
   13) Staff recommends forwarding these comments to the project team for consideration.
   14) Staff recommends forwarding these comments to the project team for consideration.
   15) Staff recommends forwarding these comments to the project team for consideration.

   **RDY00014 3rd Ave Signal and Lighting Upgrade**
   1) Include language that specifies designing for future non-motorized developments.
   2) Projects self described as such are not considered improvements by all of our city and the language induces a bias within the departments. Many non-motorized users may consider vehicle oriented planning/engineering “improvements” detrimental to their safety, comfort, economic well being, and mobility. This may come directly from the construction facility or from the transportation network impacts caused by induced motorized demand or other parts of the city.

   **Midtown Projects**

   **RDY00008 5th Avenue Extensive Rehabilitation**
   1) This project is already underway. Staff will forward this comment to the project team for consideration.
   2) Staff recommends forwarding these comments to the project team for consideration.
   3) The 2023-2026 TIP has a study in the TIP to look at changes to NLB and Benson BLVD.
   4) The project definition impacts trail and green space, including a key part of the NM network (Coppell Creek Trail).
   5) The project adds to illegal connection-convenience for motorists at high cost, including increased through traffic, decreased usability of neighborhood roads for NM users, more dangerous street traffic for kids, and more conflict points on Glenwood.
   6) Do not pursue this project.
   7) The project would increase motorized traffic at intersections, thus further jeopardizing the safety of NM users.
   8) The project definition impacts trail and green space, including a key part of the NM network (Coppell Creek Trail).
   9) The project adds to illegal connection-convenience for motorists at high cost, including increased through traffic, decreased usability of neighborhood roads for NM users, more dangerous street traffic for kids, and more conflict points on Glenwood.

   **RDY00013 5th Avenue Signals and Lighting Upgrade**
   1) Bikes Anchorage, Etchells Academy, 3 of 7 of the new roadway projects, towards motorized infrastructure that disincentives future corridor improvements without proper planning or public input on future corridor use.
   2) Replacing existing signals and lighting would serve to solidify current traffic patterns, as reducing the signals and lighting in the new ‘term’ would be an added expense. These projects therefore require the public input process on least use of funds and future plans for these corridors. The current use of these corridors does not follow planning goals and should not be perpetuated into the future.
   3) Staff recommends forwarding these comments to the project team for consideration.
   4) Staff recommends forwarding these comments to the project team for consideration.
   5) Staff recommends forwarding these comments to the project team for consideration.
   6) Staff recommends forwarding these comments to the project team for consideration.
   7) Staff recommends forwarding these comments to the project team for consideration.
   8) Staff recommends forwarding these comments to the project team for consideration.
   9) Staff recommends forwarding these comments to the project team for consideration.
   10) Staff recommends forwarding these comments to the project team for consideration.
   11) Staff recommends forwarding these comments to the project team for consideration.

   **RDY00002 Spenard Road Rehabilitation**
   1) Thank you for your comment.
   2) All of these comments are better addressed by the project team as they are design level details. Staff will forward these comments to the project team for consideration.
   3) All of these comments are better addressed by the project team as they are design level details. Staff will forward these comments to the project team for consideration.
   4) All of these comments are better addressed by the project team as they are design level details. Staff will forward these comments to the project team for consideration.
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   9) All of these comments are better addressed by the project team as they are design level details. Staff will forward these comments to the project team for consideration.
   10) All of these comments are better addressed by the project team as they are design level details. Staff will forward these comments to the project team for consideration.

   **RDY00007 Potter Drive Rehabilitation**
   1) Staff recommends forwarding these comments to the project team for consideration.
   2) Staff recommends forwarding these comments to the project team for consideration.
   3) Staff recommends forwarding these comments to the project team for consideration.
   4) Staff recommends forwarding these comments to the project team for consideration.
   5) Staff recommends forwarding these comments to the project team for consideration.
   6) Staff recommends forwarding these comments to the project team for consideration.
   7) Staff recommends forwarding these comments to the project team for consideration.
   8) Staff recommends forwarding these comments to the project team for consideration.
   9) Staff recommends forwarding these comments to the project team for consideration.
   10) Staff recommends forwarding these comments to the project team for consideration.

   **PC Approved Staff Recommendations**

   **RDY00014 3rd Ave Signal and Lighting Upgrade**
   1) Staff recommends forwarding these comments to the project team for consideration.

   **RDY00010 Fireweed Lane Rehabilitation**
   1) Staff recommends forwarding these comments to the project team for consideration.

   **RDY00007 Potter Drive Rehabilitation**
   1) Staff recommends forwarding these comments to the project team for consideration.

   **RDY00011 Fireweed Lane Rehabilitation**
   1) Staff recommends forwarding these comments to the project team for consideration.

   **RDY00004 Dr. Martin Luther King Jr Avenue Extension**
   1) Staff recommends forwarding these comments to the project team for consideration.

   **AMATS PC Action**

   **RDY00003 Glen Highway Trail Connection**
   1) Bike Anchorage, Thank you for your comment.

   **RDY00010 Fireweed Lane Rehabilitation**
   1) Bike Anchorage, No recommended change. PC Approved Staff Recommendation.

   **RDY00014 3rd Ave Signal and Lighting Upgrade**
   1) Bike Anchorage, PC Approved Staff Recommendation.

   **RDY00007 Potter Drive Rehabilitation**
   1) Bike Anchorage, PC Approved Staff Recommendation.

   **RDY00011 Fireweed Lane Rehabilitation**
   1) Bike Anchorage, PC Approved Staff Recommendation.

   **RDY00003 Glen Highway Trail Connection**
   1) Bike Anchorage, PC Approved Staff Recommendation.

   **Comment Received From**

   Bike Anchorage
   AMATS Staff Recommendation
   AMATS PC Action

   **Staff Response**

   Thank you for your comment.
No recommended change.  PC Approved Staff Recommendation.

PC Approved Staff Recommendation.

No recommended change.  PC Approved Staff Recommendation.

No recommended change.  PC Approved Staff Recommendation.

No recommended change.  PC Approved Staff Recommendation.

No recommended change.  PC Approved Staff Recommendation.

No recommended change.  PC Approved Staff Recommendation.

No recommended change.  PC Approved Staff Recommendation.

No recommended change.  PC Approved Staff Recommendation.

No recommended change.  PC Approved Staff Recommendation.

No recommended change.  PC Approved Staff Recommendation.

No recommended change.  PC Approved Staff Recommendation.

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No recommended change.  PC Approved Staff Recommendation.

No recommended change.  PC Approved Staff Recommendation.

No recommended change.  PC Approved Staff Recommendation.

No recommended change.  PC Approved Staff Recommendation.

No recommended change.  PC Approved Staff Recommendation.

No recommended change.  PC Approved Staff Recommendation.

No recommended change.  PC Approved Staff Recommendation.

No recommended change.  PC Approved Staff Recommendation.

No recommended change.  PC Approved Staff Recommendation.
This project was not nominated for inclusion in the 2023-2026 TIP and was not scored.
Staff recommends forwarding this comment to the 2050 MTP project team for consideration during the 2050 MTP nomination process.

This comment was not nominated for inclusion in the 2023-2026 TIP and was not scored.
Staff recommends forwarding this comment to the project team for consideration during the 2050 MTP nomination process.

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

Staff recommends forwarding this comment to the 2050 MTP project team for consideration during the nomination process.

Staff recommends this comment be forwarded to the 2050 MTP project team for consideration once the project starts.

Staff recommends updating the 2023-2026 TIP narrative to add additional pie charts/graphs to show which projects are helping to focus transportation investments in areas called out by the 2040 Land Use plan as well as the number of Complete Street projects.

No recommended change.

No recommended change.

No recommended change.

No recommended change.

This project has not started yet, but once it does staff can forward this comment to the project team for consideration once the project starts.

This project has not started yet, but once it does staff can forward this comment to the project team for consideration once the project starts.

This project has not started yet, but once it does staff can forward this comment to the project team for consideration during the nomination process.

This project has not started yet, but once it does staff can forward this comment to the MOA traffic department staff who run the traffic count program for consideration.

No recommended change.

No recommended change.

No recommended change.

No recommended change.

No recommended change.
A Complete Street study of A/C is not included in the 2040 MTP. The 2040 MTP Staff recommends forwarding this comment to the MOA Public Transportation department for their consideration.

There are multiple projects that are supporting Transit Supportive Development corridors. It is part of the TIP criteria for projects. Staff can identify these in the TIP narrative. The TIP's core piece of help implement land use and does not have an "oversized impact" on land use goals as it is very limited in funding and focuses on the federal program.

AMATS chose not to fund the Complete Streets study of A and C Streets in the urban core, ostensibly because the project “hasn’t been reviewed/modeled as part of the MTP model work to see what impacts it would have on the transportation system as a whole.”

Instead, this TIP goes in the opposite direction and gears over a billion dollars into freeway construction.

The 2020 Comprehensive Plan does not appear to weight the goals listed in the MTP to determine the impacts it would have on the transportation system. "It’s too late to change, wait until the next plan in 2022.”

Now, AMATS Draft 2023-2026 TIP shows those years of citizen comments, and the many years before, were incorporated into this program. While we greatly appreciate the increase in bike and pedestrian funding, we also see that Anchorage’s roadbuilders still need to commit to building a healthy, modern transportation system that:

- Gives the same importance to safe bike and pedestrian travel as to safe vehicle travel;
- Promotes urban livability and redevelopment by reducing and slowing traffic;
- Supports convenient, comfortable transit service;
- Reduces vehicle trips and greenhouse gas emissions.

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

The FHWA issued a Directive adopting Complete Streets as its default approach for designing and funding the large majority (70 percent) of federally funded roadways—typically "urban arterials." While the TIP funds connectivities and rehabilitations, we need to know which projects should be rightfully labeled “Complete Streets.”

AMATS shows that its Complete Streets study of A and C Streets is the urban core, ostensibly because the project “hasn’t been reviewed/modelled as part of the MTP to determine the impacts it would have on the transportation system.”

This feels like old-fashioned obstruction, and we must ask why the transportation demand model was not listed as a prerequisite for funding a roadway study. Modelling was not mentioned during the TIP nomination process. To offer up the “black box” afterwards takes decision-making behind the curtain again, shutting the public out.

Anchorage cannot afford to wait another 2 years to begin implementing the Complete Streets Directive.

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 fails to put high-speed traffic over safety, health, air and noise pollution and climate change.

Staff explain that one transportation goal is supposedly equal to another even though the system is clearly weighted to favor vehicle travel. When and how was this “policy of equal weighting” adopted by our elected officials?

AMATS staff can no longer be trusted to the Municipality of Anchorage transportation planning process that is currently restructured with new TIP criteria. The 2040 Land Use Plan states “The Goals are organized in a progression of topics, not by order of importance.” The 2020 Comprehensive Plan does not appear to weight the goals listed in the document.

Projects prioritization needs transparency. It’s not clear how one project ranked over four points lower than another. Ranged ranking sheets should be available, and internal staff “adjustments” to ranking should be determined within defined guidelines.

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Anchorage’s bus service has never been adequate to provide a competitive 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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Anchorage cannot afford to wait another 2 years to begin implementing the Complete Streets Directive.

Staff recommends updating the 2040 HCDP and MOA Traffic departments for consideration.

AMATS PC Action

AMATS Staff Recommendation

No recommended change.

PC Approved Staff Recommendation.

AMATS Staff Recommendation

No recommended change.

PC Approved Staff Recommendation.

AMATS Staff Recommendation

No recommended change.

PC Approved Staff Recommendation.

AMATS Staff Recommendation

No recommended change.

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.

AMATS Staff Recommendation

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PC Approved Staff Recommendation.

AMATS Staff Recommendation

No recommended change.

PC Approved Staff Recommendation.

AMATS Staff Recommendation

No recommended change.

PC Approved Staff Recommendation.

AMATS Staff Recommendation

No recommended change.

PC Approved Staff Recommendation.

AMATS Staff Recommendation

No recommended change.

PC Approved Staff Recommendation.

AMATS Staff Recommendation

No recommended change.

PC Approved Staff Recommendation.

AMATS Staff Recommendation

No recommended change.

PC Approved Staff Recommendation.

AMATS Staff Recommendation

No recommended change.

PC 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

Staff Response: It is not an obligation for ADOT to put TIP projects into their STIP. The STIP and TIP are separate processes which include different requirements.

AMATS Staff Recommendation: No recommended change.

AMATS PC Action: No recommended change.

3. I understand that ADOT is allowed complete freedom to do what they want within their ROW. What authority did AMATS PC have in 2019 to stop ADOT from purchasing ROW for the freeway between Rogers Park and Sears? Where was the estimated $250 million eventually allocated or spent?

Cheryl Richardson - Additional Questions to Staff

Staff Response: The AMATS PC had authority to review and approve projects that ADOT was proposing to purchase ROW for. This authority resides in 23 USC 133(d) & 23 USC 133(e).

AMATS Staff Recommendation: No recommended change.

AMATS PC Action: No recommended change.

9. It's understandable to ‘adjust’ project scoring to meet geographic standards. Please publicly allow for more publicly adjusting scoring criteria for geographic ‘equity’ for projects.

Cheryl Richardson - Additional Questions to Staff

Staff Response: Currently, no public adjustments are allowed to project scoring. ADOT and AMATS PC have not publicly discussed the possibility of adjusting scoring criteria for geographic ‘equity’. However, ADOT and AMATS PC have the authority to make adjustments to project scoring criteria based on public input and feedback.

AMATS Staff Recommendation: No recommended change.

AMATS PC Action: No recommended change.

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

Cheryl Richardson - Additional Questions to Staff

Staff Response: Anchorage plays a role in the decision-making process for ADOT projects and spending within the city. The Assembly of Anchorage has the authority to make recommendations to ADOT on projects within the city. However, ADOT is ultimately responsible for the decision-making process.

AMATS Staff Recommendation: No recommended change.

AMATS PC Action: No recommended change.

9. Thank you for your detailed response to pavement maintenance and preservation including trail pavements. A number of these are being looked at by the 2050 MTP. Staff will forward this comment to DOT&PF for their consideration.

Cheryl Richardson - Additional Questions to Staff

Staff Response: Thank you for your comments. The pavement maintenance and preservation including trail pavements are being considered for the 2050 MTP. Staff will include this comment in the notes for the next TIP criteria update cycle.

AMATS Staff Recommendation: No recommended change.

AMATS PC Action: No recommended change.

7. We need to understand why Minnesota reconstruction scored 7 points higher than A-C Couplet complete streets. We need to understand how ADOT is scoring individual projects.

Cheryl Richardson - Additional Questions to Staff

Staff Response: The scoring committee reviewed the A/C complete streets project and didn’t recommend for inclusion in the 2023-2026 TIP as it hasn’t been reviewed/modelled as part of the MTP to determine the impact it would have on the transportation network.

AMATS Staff Recommendation: No recommended change.

AMATS PC Action: No recommended change.

8. Regarding why Minnesota reconstruction scored 7 points higher than A-C Couplet complete streets, you respond:

Cheryl Richardson - Additional Questions to Staff

Staff Response: Individual scoring sheets are not released. Information on which groups participated on the scoring committee was already provided. The combined scoring sheet is located on the AMATS website. Scores in each category were calculated by the scoring committee, only the total scores were used.

AMATS Staff Recommendation: No recommended change.

AMATS PC Action: No recommended change.

8. It seems unreasonable for ‘weighing in’ to be done outside publicly defined goals and objectives, and outside public scrutiny.

Cheryl Richardson - Additional Questions to Staff

Staff Response: It seems unreasonable for ‘weighing in’ to be done outside publicly defined goals and objectives, and outside public scrutiny. The question remains, how do ADOT and MOA come to agreement as to which projects are most important to fund?

AMATS Staff Recommendation: No recommended change.

AMATS PC Action: No recommended change.

6. The amount of funding AMATS receives is based on the authority outlined already. The amount AMATS receives is shown in the TIP. It has increased or decreased over the years responding to the federal authorization bills (MAP-21, FAST, IIJA). AMATS is receiving the full amount available for areas of population 200k or greater.

Cheryl Richardson - Additional Questions to Staff

Staff Response: The amount of funding AMATS receives is based on the authority outlined already. The amount AMATS receives is shown in the TIP. It has increased or decreased over the years responding to the federal authorization bills (MAP-21, FAST, IIJA). AMATS is receiving the full amount available for areas of population 200k or greater.

AMATS Staff Recommendation: No recommended change.

AMATS PC Action: No recommended change.
The Minnesota projects ranked higher in all five categories of the scoring criteria over 7.  What were the titles of people on the scoring committee?

Cheryl Richardson - Questions to Staff

You would need to reach out to DOT&PF to find out more about this project and to answer your question.

No recommended change.

PC Approved Staff Recommendation.

What role does the Assembly play in adopting the TIP?

Cheryl Richardson - Questions to Staff

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

No recommended change.

PC Approved Staff Recommendation.

How do agencies express their support for one project over another?

Cheryl Richardson - Questions to Staff

The TIP scoring committee was made up of two representatives from DOT&PF, one representative from MOA transportation, one representative from MOA Flatline, and AMATS staff.

No recommended change.

PC Approved Staff Recommendation.

What were the titles of people on the scoring committee?

Cheryl Richardson - 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 modeled as part of the MTP to determine the impacts it would have on the transportation network. The project nominated, but not included in the 2023-2026 TIP will be carried forward to the 2026 MTP for consideration during the nomination process.

No recommended change.

PC Approved Staff Recommendation.

Why did Minnesota score 85 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 all categories of the scoring criteria over the A/C complete streets project. The project team uses the criteria to score the projects based on the information provided in the nomination form as well as information collected by staff, such as the safety data.

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

No recommended change.

PC Approved Staff Recommendation.

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-Chugiak project more than intended. As such, the committee selected 2 projects (5 total), but two were combined into 1 from the Eagle River-Chugiak and recommended them for inclusion in the TIP.

Some projects were combined into one project or changed into a study. These were noted on the score sheet posted on the AMATS website. No scores were changed.

No recommended change.

PC Approved Staff Recommendation.

Was there a place in the TIP nomination form to note a project’s inclusion in the MTP?

Cheryl Richardson - Questions to Staff

There was not a spot specifically for this, but it could have been included in the project description or title as was done with a number of projects.

No recommended change.

PC Approved Staff Recommendation.

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 PEL study for changing Minnesota into a Multi-way Blvd in the MTP and more information can be found here on project #1320. The scoring team looked at both projects and recommended that a corridor study would need to look into more detail on the Multi-way Blvd or other changes to Minnesota before moving forward on a construction project.

No recommended change.

PC Approved Staff Recommendation.

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

Cheryl Richardson - Questions to Staff

The federal process typically takes 5-10 years to complete a project from design to construction. As such, projects are broken down by phases (Design, Environmental, ROW, Utilities/Construction) to follow the process required for each phase. Part of what we do at AMATS is helping to manage the projects and the funding available. There are additional funding sources used, which means we have to find the funding. This means one project could slip or advance from one fiscal year to the next or outside funding can come into play.

No recommended change.

PC Approved Staff Recommendation.

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

Cheryl Richardson - Questions to Staff

FHWA itself doesn’t pay for maintenance. FHWA allows the federal money AMATS receives to be used for pavement maintenance. In the TIP you can see two pots of funding that has been set up to help, one for roadway and one for pathways. AMATS uses these pots of funding based on funding percentages outlined in the AMATS Policies and Procedures. The pathway pots of funding are new and was added in the 2019-2021 TIP and continued in the 2023-2026 TIP as it was very successful. AMATS staff worked with DOT&PF and MOA to review their list of pavement needs and include a pot of those projects in our lists (Table 4).

FHWA also has a pot of federal funding for pavement preservation, the per year amount you can find on table 5 under project #650000.

No recommended change.

PC Approved Staff Recommendation.
Please accept these comments from the Eagle-River-Chugach Parks and Recreation Board of Supervisors regarding the draft AMATS 2023-2026 TIP for Eagle River Road Rehabilitation (MP 0 to MP 1.2):

We support this combination of bike & Recreation project #21 Eagle River Rd. Pathway Rehabilitation & Expansion - Old Glenn Hwy to Mile 4 Ave with Complete Streets CS #11 "Eagle River Road Rehabilitation: MP 0 to MP 5.2" in the 2023-2026 draft TIP.

We support adding a list of projects implemented on the TIP.

Staff recommends adding a list of projects implemented on the TIP.

Chugach Eagle-River-Chugach Parks and Recreation Board of Supervisors

This project will look at what non-motorized options are available. This comment can be forwarded to the project team for consideration.

PC Approved Staff Recommendation.

Staff recommends forwarding this comment to the project team once the project starts.

AMATS PC Action

PC Approved Staff Recommendation.

Yes the Transportation Control Measures (TCMs) are shown in the 2023-2026 TIP on page 201.

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 focussed on cars, and we desperately need to reduce greenhouse gases. Hopefully someday we will have commuter rail between the Mat-Su Valley, downtown Anchorage, and Ted Stevens International Airport, where more cargo facilities are being built and where some of the future employees will be Metro Fairbanks residents.

Clark Saunders

I am taking time out of my packed, busy schedule to write a quick comment regarding the latest TIP. As citizens of Anchorage we rely on your work to apply best practices for the sustainability of a viable community and a city that is moving quickly toward energy saving practices.

I am using a quote that speaks to my concerns because I don't have time to prepare a lengthy statement.

Archela Nelson

Please accept these comments from the Eagle-River-Chugach Parks and Recreation Board of Supervisors regarding the draft AMATS 2023-2026 TIP for Eagle River Road Rehabilitation (MP 0 to MP 1.2):

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Staff recommends adding a list of projects implemented on the TIP.

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PC Approved Staff Recommendation.

Staff recommends forwarding this comment to the project team once the project starts.

AMATS PC Action

PC Approved Staff Recommendation.
The Glenn Hwy Bike Path needs your help!

The current fleet will be replaced with diesel buses, but the next round of purchases will most likely consider alternative fuels. We will most likely consider alternative fuels in the future. 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 portions of the TIP help implement the AMATS Complete Streets policy:

1) RDY00001 Fireweed Lane Rehabilitation
2) RDY00003 and RDY00013 - Both Spenard Road Rehabilitation projects
3) RDY00010 Mountain Air Drive
4) RDY00012 Chugach Way Rehabilitation

Joan Banta

Thank you for your comment.

PC Approved Staff Recommendation.

AMATS Staff Recommendation

Thank you for your comment.

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.

Nancy Fearn

Staff will review to try to and clarify the pie chart.

PC Approved Staff Recommendation.
PC Approved Staff Recommendation.

PC Approved Staff Recommendation.

PC Approved Staff Recommendation.

Page 4 – Section 2.3 Consistency with Other Plans

The draft TIP is not compliant with the Municipality’s adopted plans. The draft narrative claims that “the projects included in this TIP are consistent to the maximum extent possible with other adopted local, State, and AMATS plans.” If this statement is true, then Section 2.3 should:

- Reference, and comply with, the Anchorage Climate Action Plan. Specifically, Section 2.3 should cite the targets for reduction of Greenhouse Gas Emissions, which is a 50 percent reduction by 2030 (compared to 2008 levels). The narrative should also state how much the mix of projects funded in this TIP will reduce GHG by the end date of this TIP in 2026.

Page 7 – The narrative says that “Targets for Percent of non-single Occupant Vehicle Travel are due “after September 2021”. That was 8 months ago. Where are these targets? 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.

Page 12 – The narrative says that “Targets for Percent of non-single Occupant Vehicle Travel are due “after September 2021”. That was 8 months ago. Where are these targets? 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.

Remove this project from the draft TIP. It is not within the U-Med District Plan and it does not contribute to infill and redevelopment. It extends high-speed traffic from a residential neighborhood to a busy commercial area. Staff recommends working with the Public Transportation Department to try and provide more information on these targets.

Dr. Martin Luther King Jr. Avenue Extension project, in its current configuration, will likely outweigh the benefits. Staff recommends working with the Public Transportation Department to try and provide more information on these targets.

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PC Approved Staff Recommendation.

No recommended change.

No recommended change.

No recommended change.

No recommended change.

No recommended change.

No recommended change.

No recommended change.

No recommended change.

No recommended change.

No recommended change.

No recommended change.

No recommended change.

No recommended change.

No recommended change.

No recommended change.

PC Approved Staff Recommendation.

PC Approved Staff Recommendation.

PC Approved Staff Recommendation.
Unluckily, the battery life of electric vehicles is not where it needs to be to
The Academy/Vanguard Drive project was included in the 2019-2022 TIP by a vote of
These signals are some of the oldest within the AMATS area and are in need of
AMATS Staff Recommendation
This project is reflected in the TIP at the request of DOT&PF and utilizes their federal
Transit – Table 9
This is a DOT&PF project already underway and is reflected in the TIP at the request of
AMATS PC Action
Nancy Pease
PC Approved Staff Recommendation.
Nancy Pease
PC Approved Staff Recommendation.
Nancy Pease
PC Approved Staff Recommendation.
Nancy Pease
PC Approved Staff Recommendation.
The Safety targets are set by the State and AMATS has chosen to support their targets. Thank you for the opportunity to comment on the draft Transportation Improvement Program PC Approved Staff Recommendation.

Thank you for your comment. This project was nominated for inclusion in the 2023-2026 TIP and did not score high enough for funding. PC Approved Staff Recommendation.

Is AK094 and AK105 Construction & Road Improvements at APU a code word for Bragaw extension? This has been strongly opposed by surrounding neighborhoods. The NECC appreciates the opportunity for additional advocacy for projects in our community council area. Staff Response

Traffic Calming & Pedestrian Safety In large areas of concern have been brought up by community members, and is not included. The draft narrative for the project serves the purpose of connectivity from the Muldoon-Muldoon road to the north to Muldoon Road to the east. Both of these routes lead to Chanshtnu Muldoon Park. The more renounced trail along the South Fork of Chester Creek from the Sill corner of Chanshtnu Lake to Patterson street is also desired and would also fulfill this east-west connection.

The north-south connection from Chanshtnu Muldoon Park to the less clear. Certainly going along Muldoon Road serves the purpose of connection from the Muldoon-Muldoon road to the north to Muldoon Road to the east. Both of these routes lead to Chanshtnu Muldoon Park. The more renounced trail along the South Fork of Chester Creek from the Sill corner of Chanshtnu Lake to Patterson street is also desired and would also fulfill this east-west connection.

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PC Approved Staff Recommendation.
That is outside the scope of AMATS purview. That is covered by the MOA ROW section.
CMQ00017 -Capital Vehicles Fleet replacement. This project should include language to
Staff Response
PC Approved Staff Recommendation.
Draft TIP Plans and Studies - Table 4
Congestion Mitigation Air Quality (CMAQ) -Table 5.
Non-Motorized facilities -Table 3
PC Approved Staff Recommendation.
This project has not started yet, but once it does staff can forward this comment to the
No recommended change.
Comment Received From
Thank you for your comment.
PC Approved Staff Recommendation.
This project has already started. To update the description would require the project
No recommended change.
AMATS Staff Recommendation
AMATS PC Action
Likewise, Section 2.8.1 of the proposed narrative grants AMATS TSS the right to approve funding increases for any project by up to 25 percent, and to leapfrog a
PLN000015 AMA TS Street Typologies Plan
RCCC supports this plan and advocates public involvement to ensure a range of context-sensitive street typologies, including new typologies to better address
No recommended change.
No recommended change.
PC Approved Staff Recommendation.
RCCC. Bear Valley, at the windward edge of the Anchorage Bowl, has only one egress/ingress road. Mountain Air Drive could and should provide secondary egress to
The scope of this project should include possible connections to Bear Valley. Five suppression and emergency evacuation along the upper Hillside is a top concern for
RCCC has repeatedly commented on this project is no longer needed: the interchange was designed 25 years ago when Dimond Mall was the only big regional mall in town. Traffic
(dormant) easements all over town that could increase the efficiency and safety of the non-motorized network. This inventory should include not just existing facilities but
There is a city-wide need for pedestrian and multi-use trail connections for commuting to work, school, and other neighborhood. Including "transportation trails" in the title of this Plan will reduce prejudice against trail investment. Trails that
that could function as a bypass or detour for vehicles in the case of an evacuation or other emergency.
No recommended change.
This project has not started yet, but once it does staff can forward the comments to the project team for consideration once the project starts.
No recommended change.
No recommended change.
No recommended change.
No recommended change.
No recommended change.
No recommended change.
No recommended change.
No recommended change.
No recommended change.
No recommended change.
No recommended change.
staff prerequisites without approval by the Policy Committee and public notification.
No recommended change.
No recommended change.
No recommended change.
No recommended change.
542 Magnesium Chloride for dust control along roads: how does this chemical affect water quality?

Rabbit Creek Community Council

Staff reached out to the MOA group responsible for this program and they responded with the following: "Salt in large quantities can impact folks, 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 sites covered and ensuring 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 orders of BHP compared to previous decades. This program has been a very positive change for water quality."

This program is critical to ensuring AMATS can continue to meet the Air Quality requirements from EPA/FHWA.

AMATS Staff Recommendation: No change.

AMATS PC Action: PC Approved Staff Recommendation.

543 Seward Highway System - Table B

HHS00009 Seward Highway (O'Malley Road to Dimond Bed Reconstruction Phase II

Rabbit Creek Community Council

The project is reflect in the TIP as the request of DOT/AMATS and utilizing their federal fund outside the AMATS allocation. Staff will forward this comment to DOT/AMATS for their consideration.

AMATS Staff Recommendation: No change.

AMATS PC Action: PC Approved Staff Recommendation.

544 Seward Highway from MP 98.5 to MP 120 DeArmoun or Huffman - the design study is worded as: reconstruct it to a four lane highway. Comment: the design should include options to determine the optimum configuration for optimum capacity and safety/cost/benefits and not assume four lanes for this entire distance. If the project is likely to cost $602 million, the design should look at the cost/benefits of different alternatives very seriously.

Rabbit Creek Community Council

This project is reflect in the TIP as the request of DOT/AMATS and utilizing their federal fund outside the AMATS allocation. Staff will forward this comment to DOT/AMATS for their consideration.

AMATS Staff Recommendation: No change.

AMATS PC Action: PC Approved Staff Recommendation.

545 Better description of AAK094 and AAK105 Construction & Road Improvements at APU

Rabbit Creek Community Council

This is not the Bragaw extension project. Project for the APU University Lake Drive. The name is from the earmark associated with the project.

AMATS Staff Recommendation: No change.

AMATS PC Action: PC Approved Staff Recommendation.

546 staff are working to ask the AMATS Policy Committee to add TIP project 14 to the 2023-2026 TIP. "A graph of the scoring sheet showing how the project score was shown but can’t be included in the comment response summary."

Rogers Park Community Council

The committee looked at the project and determined that the project would not be able to get in the pathway on the east side of Latouche with crossing at 92nd/Latouche. It would also need to add in crossings on Latouche so people can access the new pathway. Due having the pathway and no way to cross to Latouche would create a safety concern for many wanting to access the pathway from the west side of 92nd/Latouche. Changes to the 92nd/Latouche intersection would make more distance to the project to access the new crossing signals. Even if the signals and associated infrastructure change in cost would take a complete replacement to accommodate the new crossing signals. If the signals and infrastructure didn’t need to be replaced, the addition of the crossing signals would be a very expensive. Signal timing changes for these new crossings would have to be evaluated to see the impact they have on the transportation system.

The AMATS TIP uses federal funds, so the cost and timeframe for projects are all substantially larger than if using non-federal funds. For timeframe projects typically double/triple the cost compared to using non-federal funds. For project budgets it is a 5-10 years from design start to construction, regardless of the type of project, and double/triple the cost compared to using non-federal funds.

If, looking at these factors and comparing this project with the other projects associated and scored the committee decided to not recommend this project for inclusion in the 2023-2026 TIP.

AMATS Staff Recommendation: No change.

AMATS PC Action: PC Approved Staff Recommendation.

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

Rogers Park Community Council

The comment is greatly appreciated. Given that the project would not be able to get in the pathway on the east side of Latouche with crossing at 92nd/Latouche so people can access the new pathway, due to having the pathway and no way to cross to Latouche would create a safety concern for many wanting to access the pathway from the west side of 92nd/Latouche. Changes to the 92nd/Latouche intersection would make more distance to the project to access the new crossing signals. Even if the signals and associated infrastructure change in cost would take a complete replacement to accommodate the new crossing signals. If the signals and infrastructure didn’t need to be replaced, the addition of the crossing signals would be a very expensive. Signal timing changes for these new crossings would have to be evaluated to see the impact they have on the transportation system.

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If, looking at these factors and comparing this project with the other projects associated and scored the committee decided to not recommend this project for inclusion in the 2023-2026 TIP.

AMATS Staff Recommendation: No change.

AMATS PC Action: PC Approved Staff Recommendation.

548 We support the changes in the project number and the new name - NHS00004 Seward Highway O’Malley Road to Dimond Blvd Reconstruction Phase II

Rabbit Creek Community Council

This project is reflected in the TIP as the request of DOT/AMATS and utilizes their federal fund outside the AMATS allocation. Staff will forward this comment to DOT/AMATS for their consideration.

AMATS Staff Recommendation: No change.

AMATS PC Action: PC Approved Staff Recommendation.
Unfortunately, the MTP Comment recommendations for “Complete Streets” redevelopment on 5th and 6th Avenue, A and C Street, I and L Street, and Gambell and Ingra were not included in the public draft.

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:
1. RDY00001 Fireweed Lane Rehabilitation
2. RDY00003 and RDY00013 - Both Spenard Road Rehabilitation projects
3. RDY00007 Potter Drive Rehabilitation
4. RDY00010 Mountain Air Drive
5. RDY00012 Church Way Rehabilitation

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

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

No recommended change.

PC Approved Staff Recommendation.

No recommended change.

PC Approved Staff Recommendation.

No recommended change.

PC Approved Staff Recommendation.

No recommended change.

PC Approved Staff Recommendation.

No recommended change.

PC Approved Staff Recommendation.

No recommended change.

PC Approved Staff Recommendation.

No recommended change.

PC Approved Staff Recommendation.

No recommended change.

PC Approved Staff Recommendation.

No recommended change.

PC Approved Staff Recommendation.

No recommended change.

PC Approved Staff Recommendation.
<table>
<thead>
<tr>
<th>#</th>
<th>Comment</th>
<th>Comment Received From</th>
<th>Staff Response</th>
<th>AMATS Staff Recommendation</th>
<th>AMATS Action</th>
</tr>
</thead>
<tbody>
<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 LRTP 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. Sharon Stockard</td>
<td>AMATS Staff Recommendation is that the TIP is focused on improving existing infrastructure and promoting multimodal transportation. The TIP does not explicitly list infill and redevelopment as goals, but AMATS supports these goals through other programs such as the Land Use Plan.</td>
<td>No recommended change.</td>
<td>NA. Staff Recommendation was approved.</td>
<td></td>
</tr>
<tr>
<td>179</td>
<td>As a first step, AMATS should fund studying A and C’s transition into complete streets at a cost of $500,000. That study is already included in Anchorage’s 2040 MTP. It simply needs to be funded. Ironically, projects scoring below “A and C Street Complete Streets” in the recent TIP ranking were funded, but the study of A and C was not. Why not? 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 the Lane Reduction on Northern Lights Blvd (the Northern Lights Blvd/Benson Blvd Corridor Plan) all of which were modeled as part of the MTP.</td>
<td>Staff recommends the project be forwarded to the 2050 MTP project team for consideration during the 2050 MTP nomination process.</td>
<td>NA. Staff Recommendation was approved.</td>
<td></td>
</tr>
<tr>
<td>180</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 comment.</td>
<td>No recommended change.</td>
<td>NA. Staff Recommendation was approved.</td>
</tr>
<tr>
<td>181</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. (The rest of the comment was too large to fit into the comment response summary. The entire comment is attached in Appendix C). Will Tayan - Chugach Mountain Bike Riders President</td>
<td></td>
<td></td>
<td>No recommended change.</td>
<td>NA. Staff Recommendation was approved.</td>
</tr>
</tbody>
</table>
We support B&P #34 - Eastside Drive (NMP #130 section of the larger MTP #505 Glenn Hwy Trail), and ask that it be prioritized and completed earlier than projected.

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

The need for a bike path connecting Anchorage to the Mat-Su has been noted in adopted Muni plans for 40 years. These plans include the 2021 AMATS Non-Motorized Plan, 2040 AMATS MTP, 2027 Eagle River Long Range Transportation Plan, 2010 Bicycle Plan, 1997 Areawide Trails Plan, 1985 Park, Greenbelt and Rec Facility Plan, and the 1982 Coastal Trail Plan.

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

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

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

The Eastside Drive path will help Anchorage implement the Climate Action Plan through:

“6F (ongoing) Continue to expand and connect non-motorized transportation facilities. Fund and implement policies and projects recommended by the Anchorage Non-Motorized Plan.

6G (near term) Make it easier for people to walk, bike, or use mobility aids by improving
coordination and developing strategies with other agencies (e.g. lighting, winter maintenance of sidewalks, bike pathways and lanes). Prioritize safe routes to school to improve access and appeal of neighborhood schools."

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

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

Will Taygan, CMBR President

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

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