

2023-2026 TIP Amendment #2 Comment Response Summary

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

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

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

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

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Comment #	Comment	Comment Received From	Staff Response	AMATS Staff Recommendation	TAC Recommendation	AMATS PC Action
45	RDY0005 Rabbit Creek Road Rehabilitation – The AMATS CAC supports funding levels for this project that support critical features for safety turning functions and sperate non-motorized pathway. Rabbit Creek Community Council (RCCC) requests community recognition of the safety importance for those features. RCCC continues to rank the rehabilitation of Rabbit Creek Road from the Seward Highway to Golden View Drive as a top safety priority. This road carries high traffic volumes to numerous neighborhoods, as well as providing direct driveway access along its entire length.	AMATS Community Advisory Committee	Thank you for your comment.	Staff recommends forwarding this comment to the DOT&PF project manager so they are aware of the community feedback on this project.	Support Staff Recommendation.	Approved Staff Recommendation.
46	RDY0013 Academy Drive/ Vanguard Drive Area Traffic Circulation Improvements - The scope of this project should include the Brayton Drive intersection with Academy Drive. The design elements of this project should include self -enforcing speed controls to ensure safety through this recreational and lower-income residential area. This project is likely to increase use of Brayton and Academy Drive by vehicle through-traffic as a "short-cut" to the Abbott/Lake Otis neighborhood commercial center.	AMATS Community Advisory Committee	Thank you for your comment.	Staff recommends forwarding this comment to the DOT&PF project manager so they are aware of the community feedback on this project.	Support Staff Recommendation.	Approved Staff Recommendation.
47	PLN00019 Non-motorized Facilities Inventory and Mapping – Retain at least partial funding for this project. Transfer some of the non-motorized inventory funding to the Recreational Trails Plan Update (PLN00018) for targeted inventory and mapping assistance in areas of the Bowl that are underserved by pathway connections. An inventory and map of non-motorized facilities would identify gaps and opportunities in the non-motorized system, for effective sequencing of projects, and for identifying opportunities to promote active transportation. Do MOA and DOTPF have inventories for Roadway Facilities and amenities, including culverts, roadway signposts, and street lights? An inventory and map of the active transportation system is equally valuable.	AMATS Community Advisory Committee	The Recreational Trails Plan is already underway. The non-motorized inventory mapping project is being shown as illustrative incase additional staff time and funding are made available at a later date. Thank you for your comment.	No action.	Support Staff Recommendation.	Approved Staff Recommendation.
48	NHS00014 Seward Highway 36th Ave Interchange – The AMATS CAC recommends not including this project in the AMATS TIP as part of Amendment #2. More information is needed and the CAC requests the TAC review the following information to determine if the project is viable to include in the TIP: a. Fiscal Constraint – Is there funding available for this project? b. Where does the need originate? c. What is the current status of the project? d. What is the sequencing of this project? e. What are the updated traffic count numbers? f. Does the project comply with Municipality of Anchorage local plans?	AMATS Community Advisory Committee	Staff reached out to DOT&PF regarding this project and the recommendation is to remove it from the 23-26 TIP at this time.	Staff recommends removing NHS0014 Seward Highway 36th Ave Interchange project from the 23-26 TIP.	Support Staff Recommendation.	Approved Staff Recommendation.
49	RDY00017 Eagle River Road Rehabilitation – The AMATS CAC urges the Transportation Advisory Committee (TAC) and Policy Committee to reconsider Amendment 2 to the Transportation Improvement Program (TIP), specifically the removal of \$2.5 million in design funding for the Eagle River Road Rehabilitation project in FY25. Rather than cutting design funds entirely, work with DOT to reduce the project scope, align with fiscal constraints, and keep critical safety components intact. Please retain the \$2.5 million for design and adjust the project scope to stay within budgetary constraints.	AMATS Community Advisory Committee	Splitting projects into multiple phases increases the cost of the overall project. At this time the project is too expensive to fund in the AMATS program. Thank you for your comment.	Staff recommends funding the pathway project on Eagle River Road from Eagle River Loop Road to Mile Hi Avenue as outlined in staff comment #65.	Support Staff Recommendation.	Approved Staff Recommendation.
50	Eagle River Road Rehabilitation and Separated Pathway funding removed: RDY00017 Eagle River Road Rehabilitation – Removed project from the TIP as the cost is too expensive for it to be funded by AMATS. TIP CS 11 Eagle River Road Rehabilitation (milepost 0.0 to 5.3, Old Glenn Highway to Oriedner Road) - Project will construct selected traffic, safety, drainage, intersection, roadside hard- ware, and ADA improvements from Milepoint 0 to 5.3 (Old Glenn Highway to Oriedner Road). Special consideration will be made to improve the non-motorized facilities both parallel to and within the roadway, including a separated multi-use pathway. The project may also include work on signing, striping, signalization, ITS equipment, pavement, digouts, guardrail, lighting, utility adjustments, and/or utility relocations. ERR Pathway (1.75 miles added back in from the 5.3 mile project removed - is included as illustrative, but is not yet funded.) NMO00015 Eagle River Road Pathway [Eagle River Loop Road to Mile Hi Avenue] - Project will rehabilitate the existing pathway along Eagle River Road from Eagle River Loop Road to where it ends just east of Hillcrest Lane and extend the pathway to Mile Hi Avenue. [about 1.75 miles] * AMATS Memo: "NMO00015 Eagle River Road Pathway – Project is being added in as illustrative. Should funding come available this project is anticipated to be added to the TIP." However, while NMO00015 ERR Pathway only includes the 1st 1/2 of what what previously programmed. It still does not include the separated pathway and road widening needed for the 1.75 miles from Mile Hi to O'Riedner, which is being removed from the TIP.	Will Taygan	Thank you for your comment.	Staff recommends funding the pathway project on Eagle River Road from Eagle River Loop Road to Mile Hi Avenue as outlined in staff comment #65.	Support Staff Recommendation.	Approved Staff Recommendation.
51	Update project RDY00003 Spenard Road Rehabilitation to reduce STBG funding and increase the Carry Forward (STBG) amount in FY26.	AMATS Staff		Staff recommends this edit.	Support Staff Recommendation.	Approved Staff Recommendation.
52	Update project RDY00003 Spenard Road Rehabilitation increase the funding in FY24 for ROW from \$2.5M to \$5.0M.	AMATS Staff		Staff recommends this edit.	Support Staff Recommendation.	Approved Staff Recommendation.
53	Update project RDY00006 East 4th Avenue Signal and Lighting Upgrade to reflect funding in FY24 for D/ROW and moved U/C to FY25.	DOT&PF Staff		Staff recommends this edit.	Support Staff Recommendation.	Approved Staff Recommendation.
54	Update project RDY00007 Potter Drive Rehabilitation to add \$800K in FY24 for Design.	DOT&PF Staff		Staff recommends this edit.	Support Staff Recommendation.	Approved Staff Recommendation.
55	Update project RDY00010 Mountain Air Drive to reduce the Beyond FY26 from \$13M to \$11.5M to reflect the updated cost estimate.	DOT&PF Staff		Staff recommends this edit.	Support Staff Recommendation.	Approved Staff Recommendation.
56	Update project RDY00013 Academy Drive/Vanguard Drive to move the FY26 ROW funding to Beyond FY26.	AMATS and DOT&PF Staff		Staff recommends this edit.	Support Staff Recommendation.	Approved Staff Recommendation.
57	Update project RDY00012 Motorized Pavement Preservation Project to increase funding in FY24 by \$500K, reduce funding in FY25 to \$3.996M from \$7.398M, and increase funding in FY26 to \$8.150M from \$865K.	AMATS and DOT&PF Staff		Staff recommends this edit.	Support Staff Recommendation.	Approved Staff Recommendation.
58	Update project RDY00015 Chugach Way Rehabilitation to increase funding in FY26 by \$400K and to reduce Beyond26 funding by \$200K to update current cost estimates.	DOT&PF Staff		Staff recommends this edit.	Support Staff Recommendation.	Approved Staff Recommendation.
59	Update project RDY00018 3rd Avenue Signals and Lighting Upgrade to move \$100K from FY24 to FY25 for Design.	DOT&PF Staff		Staff recommends this edit.	Support Staff Recommendation.	Approved Staff Recommendation.
60	Update project RDY00019 32nd Ave Upgrade to add \$1.0M to FY25 for Design.	DOT&PF Staff		Staff recommends this edit.	Support Staff Recommendation.	Approved Staff Recommendation.
61	Update project RDY00022 5th Ave Signals and Lighting Upgrade to move the project to Illustrative as there is no funding in FY26 available.	AMATS and DOT&PF Staff		Staff recommends this edit.	Support Staff Recommendation.	Approved Staff Recommendation.
62	Update project NMO00001 Downtown Trail Connection to move the ROW/U/C to FY25 instead of FY24 based on current project schedule.	DOT&PF Staff		Staff recommends this edit.	Support Staff Recommendation.	Approved Staff Recommendation.
63	Update project NMO0002 Fish Creek Trail Connection to use TAP funding instead of STBG funding in FY24 and move the U/C funding from FY25 to FY26 based on current project schedule.	DOT&PF Staff		Staff recommends this edit.	Support Staff Recommendation.	Approved Staff Recommendation.
64	Updated project NMO00008 Active Transportation Pavement Replacement to decrease funding in FY25 from \$2.3M to \$2M and decreased funding in FY26 from 4.768M to \$50K to reflect available funding.	AMATS and DOT&PF Staff		Staff recommends this edit.	Support Staff Recommendation.	Approved Staff Recommendation.
65	Add new project NMO00015 Eagle River Road Pathway [Eagle River Loop Road to Mile Hi Avenue] with \$400K in FY24 for Design, \$239K in FY26 for Design, and \$3.4M in Beyond FY26.	AMATS Staff		Staff recommends this edit.	Support Staff Recommendation.	Approved Staff Recommendation.
66	Update project PLN00013 AMATS Tudor Road Corridor Plan to add \$200k in FY24.	DOT&PF Staff		Staff recommends this edit.	Support Staff Recommendation.	Approved Staff Recommendation.
67	Update project PLN00014 AMATS Northern Lights Blvd and Benson Blvd Corridor Plan to add \$200k in FY25.	DOT&PF Staff		Staff recommends this edit.	Support Staff Recommendation.	Approved Staff Recommendation.
68	Update project PLN00020 A/C Street Corridor Plan to add \$200k in FY26 and to add "AMATS" to the project title	AMATS and DOT&PF Staff		Staff recommends this edit.	Support Staff Recommendation.	Approved Staff Recommendation.
69	Update the Pathway and Trail Pavement Replacement Projects on Table 6 to add in Sitka Street Park Pathway based on discussions with MOA and DOT&PF staff.	AMATS, DOT&PF, and MOA Staff		Staff recommends this edit.	Support Staff Recommendation.	Approved Staff Recommendation.
70	Update the Table 7 HSIP to include project description based on information provided by DOT&PF.	AMATS Staff		Staff recommends this edit.	Support Staff Recommendation.	Approved Staff Recommendation.
71	Update project NHS0006 Glenn Highway: Airport Heights to Parks Highway Rehabilitation to Illustrative to reflect discussions with DOT&PF.	AMATS Staff		Staff recommends this edit.	Support Staff Recommendation.	Approved Staff Recommendation.
72	Update project NHS0007 Seward Highway Mile Post 98.5 to 118 Bird Flats to Rabbit Creek to Illustrative to reflect discussions with DOT&PF.	AMATS Staff		Staff recommends this edit.	Support Staff Recommendation.	Approved Staff Recommendation.
73	Update project NHS0008 Seward Highway and Tudor Road Interchange Reconstruction to Illustrative to reflect discussions with DOT&PF.	AMATS Staff		Staff recommends this edit.	Support Staff Recommendation.	Approved Staff Recommendation.
74	Update project NHS0009 Glenn Highway Incident Management Traffic Accommodations to Illustrative to reflect discussions with DOT&PF.	AMATS Staff		Staff recommends this edit.	Support Staff Recommendation.	Approved Staff Recommendation.
75	Update project NHS0010 Glenn Highway and Hiland Road Interchange Preservation and Operational Improvements to reflect discussions with DOT&PF.	AMATS Staff		Staff recommends this edit.	Support Staff Recommendation.	Approved Staff Recommendation.
76	Update project NHS0011 Muldoon Road Pavement Preservation: Debarr to Glenn Highway to Illustrative to reflect discussions with DOT&PF.	AMATS Staff		Staff recommends this edit.	Support Staff Recommendation.	Approved Staff Recommendation.
77	Update project NHS0012 Abbott Road Pavement Preservation: New Seward Highway to Lake Otis Parkway to Illustrative to reflect discussions with DOT&PF.	AMATS Staff		Staff recommends this edit.	Support Staff Recommendation.	Approved Staff Recommendation.
78	Update project OFS00010 International Airport Charging Stations to reflect that the project will be taking place on Ted Steven Anchorage International Airport based on discussions with DOT&PF.	AMATS Staff		Staff recommends this edit.	Support Staff Recommendation.	Approved Staff Recommendation.
79	Remove all illustrative projects from the TIP tables and put them as an appendix in the TIP narrative to reflect the fact that illustrative projects are not included in the TIP.	AMATS Staff		Staff recommends this edit.	Support Staff Recommendation.	Approved Staff Recommendation.

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