

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

#	Name or Organization	Criteria 1	Criteria 2	Comment	Staff Response	TAC Recommendation	PC Decision
1	AMATS Community Advisory Committee	Safety	General Comment	Include 5-year rolling average for crash data criteria	Staff recommends no change. Data will be reviewed as needed per project.	TAC agrees with Staff Recommendation.	Approved.
2	Matt Cruickshank	Safety	General Comment	Increase points possible for the Safety Category.	Staff recommends no change. AMATS had not applied weighting to the Goals and Objectives. In order to increase the points in this category we would need to know where it is recommended that they be taken from.	TAC agrees with Staff Recommendation.	Approved.
3	Matt Cruickshank	Safety	General Comment	The project site having no crash data should increase from +1 to +2 points to give more weight to areas with near misses and unreported crashes that are known to have safety concerns for motorized and non-motorized users.	Staff recommends no change. Staff is trying to make the criteria more objective than subjective.	TAC agrees with Staff Recommendation.	Approved.
4	Nancy Pease	Safety	General Comment	The reader is given no clue where to look up the averages for intersection or corridor crash rates. The reader is directed, via a footnote, to five different sources to look up examples of safety "countermeasures". Even then, there is no explanation about how countermeasure information from these five sources will be ranked high, medium and low by the AMATS scorers.	Staff recommends adding a hyperlink to the Traffic Report as an example of a source the public can draw from. Staff recommends defining "high" "medium" and "low" countermeasures.	TAC agrees with Staff Recommendation.	Approved.
5	Nancy Pease	Safety	General Comment	S-1 The statement of purpose for the Safety category should cite Vision Zero, which is an adopted MOA policy.	Staff recommends no change. Vision Zero is a plan that is already referenced in the criteria.	TAC agrees with Staff Recommendation.	Approved.
6	AMATS Bicycle and Pedestrian Advisory Committee	Safety	Improves Bicycle Safety	Define terms - What is medium total effectiveness of countermeasures	Staff recommends defining "high" "medium" and "low" countermeasures	TAC agrees with Staff Recommendation.	Approved.
7	AMATS Bicycle and Pedestrian Advisory Committee	Safety	Improves Bicycle Safety	Why does bike safety bonus get +1 and ped safety is +2	Staff recommends no change. The extra bonus point for pedestrian safety is in response to the significantly higher number of crashes experienced by pedestrians than bicyclists	TAC agrees with Staff Recommendation.	Approved.
8	AMATS Community Advisory Committee	Safety	Improves Bicycle Safety	Under Bonus, add "Safe Routes to School (SRTS)" to safety at an HSIP and/or Vision Zero High Injury Network.	Staff recommends making this change.	TAC agrees with Staff Recommendation.	Approved.
9	Lindsay Hajduk	Safety	Improves Bicycle Safety	Both - Include improvements to intersections, including signalization, as part of countermeasure improvements.	Staff recommends no change. Projects categorized as Complete Streets/Major Infrastructure are the projects that typically improve intersections. Signalization are already part of countermeasure improvements.	TAC agrees with Staff Recommendation.	Approved.
10	Lindsay Hajduk	Safety	Improves Bicycle Safety	Both - Increase points to +2 (from +1) for "The project has no crash data, but MOA Traffic & Safety Engineer and/or DOT Traffic Engineer concur project is expected to prevent crashes or serious injuries."	Staff recommends no change. The extra bonus point for pedestrian safety is in response to the significantly higher number of crashes experienced by pedestrians than bicyclists	TAC agrees with Staff Recommendation.	Approved.
11	AMATS Bicycle and Pedestrian Advisory Committee	Safety	Improves Pedestrian Safety	Define terms - What is medium total effectiveness of countermeasures	Staff recommends defining "high" "medium" and "low" countermeasures	TAC agrees with Staff Recommendation.	Approved.
12	AMATS Bicycle and Pedestrian Advisory Committee	Safety	Improves Pedestrian Safety	Reference Safe Routes to Schools	Staff recommends no change. 'Safe Routes to School' is covered in the Safety category	TAC agrees with Staff Recommendation.	Approved.
13	Huffman O'Malley Community Council	Safety	Improves Pedestrian Safety	The Huffman/O'Malley Community Council has comprised a list of proposed changes regarding the TIPS Criteria for your consideration. These were approved by the HOCC board. We agree with the Rabbit Creek CC comments on pedestrian and school safety: - The Safety category does not currently award points for pedestrian safety improvements. It awards points for proposed truck, vehicle, and bike safety at intersections and corridors with above-average crash rates; but there is no similar points allocation for pedestrian safety improvements.	Staff recommends no change. There is already a criteria under the Safety category for Improves Pedestrian Safety.	TAC agrees with Staff Recommendation.	Approved.
14	Huffman O'Malley Community Council	Safety	Improves Pedestrian Safety	There is nothing in these proposed criteria to promote School Zone safety. Some schools have NO designated School Zones with safe walking routes to school. Therefore, there is no crash data that would qualify potential School Zones for safety improvements.	Staff recommends no change. 'Safe Routes to School' is covered in the Safety category. Schools without bus service do not have designated School Zones. These include private, charter, and alternative schools where transportation arrangements are up to the student and family.	TAC agrees with Staff Recommendation, but asks that this explanation be included in the TIP Criteria Handbook.	Approved.
15	Huffman O'Malley Community Council	Safety	Improves Pedestrian Safety	We agree with the proposed changes offered by the Rabbit Creek CC to add points for pedestrian safety, and for School Zone Safety. • Within 0.5 miles of any school: • Plus 2 points for each student-safe pedestrian pathway, which would include pathways detached from curb or physically protected from roadways	Staff recommends no change. There is already a criteria under the Safety category for Improves Pedestrian Safety. 'Safe Routes to School' is covered in the Safety category. There is already a criteria under the Mobility category that discusses points for shared-use facilities and separated Pathways.	TAC agrees with Staff Recommendation.	Approved.
16	Nancy Pease	Safety	Improves Pedestrian Safety	S-2 School zones should be a focus. Some roads and neighborhoods are currently denied school bus service because of road conditions: those un-bused areas should receive points for projects that enable bus access	Staff recommends no change. Staff is unaware of any reduced bus service due to road conditions.	TAC agrees with Staff Recommendation.	Approved.
17	Nancy Pease	Safety	Improves Pedestrian Safety	S-3 Any project that increases non-motorized access to nearby schools should earn points, regardless of existing Safe-Walk-to-School zones (because some schools don't have any safe walking zones at present). Add points for pedestrian safety within 0.5 miles of any school. Specifically: Negative 2 points for speeds above 25 mph or increased traffic volumes on roads that are not safe for students walking to schools and parks; Plus 2 points for each new traffic-controlled intersection or grade-separated crossing that meets Safe Routes to Schools standards; Plus 2 points for each student-safe pedestrian pathway, which would include pathways detached from curb or physically protected from roadways	Staff recommends no change. There is already a criteria under the Safety category for Improves Pedestrian Safety. 'Safe Routes to School' is covered in the Safety category. The only schools without established walking zones are private, charter or alternative schools that serve the entire MOA area. There is already a criteria under the Mobility category that discusses points for shared-use facilities and separated Pathways.	TAC agrees with Staff Recommendation.	Approved.
18	Rabbit Creek Community Council	Safety	Improves Pedestrian Safety	Add points for pedestrian safety. Specifically, add points for safety in School Zones, to create safe walk-to-school opportunities at all schools. Traffic controlled intersections, grade-separated crossings, and separated pathways should receive extra points when they connect neighborhoods to schools.	Staff recommends no change. There is already a criteria under the Safety category for Improves Pedestrian Safety. 'Safe Routes to School' is covered in the Safety category. The only schools without established walking zones are private, charter or alternative schools that serve the entire MOA area. There is already a criteria under the Mobility category that discusses points for shared-use facilities and separated Pathways.	TAC agrees with Staff Recommendation.	Approved.
19	Rabbit Creek Community Council	Safety	Improves Pedestrian Safety	Critique - There is nothing in these proposed criteria to promote School Zone safety. Some Anchorage schools have NO designated School Zones with safe walking routes to school. Therefore, there is no crash data that would qualify potential School Zones for safety improvements. It's a Catch-22 that needs to be fixed.	Staff recommends no change. There is already a criteria under the Safety category for Improves Pedestrian Safety. 'Safe Routes to School' is covered in the Safety category. The only schools without established walking zones are private, charter or alternative schools that serve the entire MOA area.	TAC agrees with Staff Recommendation.	Approved.
20	Rabbit Creek Community Council	Safety	Improves Pedestrian Safety	Proposed changes - Add points for pedestrian safety, and for School Zone Safety, as follows •Within 0.5 miles of any school; •Negative 2 points for speeds above 25 mph or increased traffic volumes on roads that are not safe for students walking to schools and parks; •Plus 2 points for each new traffic-controlled intersection or grade separated crossing that meets Safe Routes to Schools standards (https://www.transportation.gov/mission/health/Safe-Routes-to-School-Programs); and •Plus 2 points for each 1student-safe pedestrian pathway, which would include pathways detached from curb or physically protected from roadways.	Staff recommends no change. There is already a criteria under the Safety category for Improves Pedestrian Safety. 'Safe Routes to School' is covered in the Safety category. The only schools without established walking zones are private, charter or alternative schools that serve the entire MOA area. There is already a criteria under the Mobility category that discusses points for shared-use facilities and separated Pathways.	TAC agrees with Staff Recommendation.	Approved.
21	Huffman O'Malley Community Council	Safety	Emergency Response	A concern we also have is that nothing is mentioned in the proposed criteria regarding evacuation routes. We propose bonus points for increasing the ability for residents to evacuate, i.e., wildfires. The hillside is a hazard area for wildfire. Evacuation is already a significant issue for us, an impossibility for many residents of the hillside because of congestion on rural roads and other considerations.	Staff recommends no change. Evacuation routes are already covered under the Safety category.	TAC agrees with Staff Recommendation.	Approved.
22	Matt Cruickshank	Mobility	General Comment	Increase points possible for the Mobility Category.	Staff recommends no change. AMATS has not applied weighting to the Goals and Objectives. In order to increase the points in this category we would need to know where it is recommended that they be taken from.	TAC agrees with Staff Recommendation.	Approved.
23	Nancy Pease	Mobility	General Comment	None of the proposed scoring criteria award points for mode shift from single-occupancy vehicle travel. The TIP mobility statement of purpose says these criteria should "support non-single occupant vehicle travel"; and so does MTP 2040 Policy 5-1. SOV reduction is a key tool for travel mode shift and could be a measurable outcome of the transportation system.	Staff recommends no change. Shifting away from single-occupancy vehicles is a broad goal and the criteria needs to be more specific and measurable.	TAC agrees with Staff Recommendation.	Approved.
24	Nancy Pease	Mobility	General Comment	There are numerous references to Environmental Justice areas, which are supposedly mapped and published in the Non-motorized Plan, but can't be found by the public on the AMATS website. There is nothing to explain what constitutes negative impacts to an Environmental Justice area.	Health Equity areas are in the Non-motorized Plan, but Environmental Justice (EJ) areas are found within the EPA EJ mapper tool. Staff recommends adding a footnote hyperlink to tool. There is already a footnote that gives examples of negative impacts to EJ areas.	TAC agrees with Staff Recommendation.	Approved.
25	Nancy Pease	Mobility	General Comment	M-1 The statement of purpose needs to add: "reduce dependence on vehicular travel". This fundamental goal is embedded in the MTP and several other Municipal plans.	Staff recommends no change. Shifting away from single-occupancy vehicles is a broad goal and the criteria needs to be more specific and measurable.	TAC agrees with Staff Recommendation.	Approved.
26	Nancy Pease	Mobility	General Comment	M-4 Define what the negative impacts are for Environmental Justice areas.	Staff recommends no change. There is already a footnote under Mobility that gives examples of negative impacts to EJ areas.	TAC agrees with Staff Recommendation.	Approved.

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27	Rabbit Creek Community Council	Mobility	General Comment	Add points for reducing Single Occupancy Vehicles. This is a policy of the Metropolitan Transportation Plan (Policy 5-1). The TIP Mobility Category reiterates this in its purpose statement. However, the draft Mobility scoring fails to award any points for reducing Single Occupancy Vehicles in accord with this goal.	Staff recommends no change. Many of the proposed criteria address mode-shift and a specific criteria is redundant.	TAC agrees with Staff Recommendation.	Approved.
28	Rabbit Creek Community Council	Mobility	General Comment	Critique - The statement of purpose lacks any commitment to reduce dependency on vehicles. The statement of purpose needs to list MTP Goal 5, which contains the policy for reducing single occupancy vehicle travel. There are no points awarded for one of the supposed main mobility purposes, "supports non-single-occupant vehicle travel." It is unclear as to what triggers a finding of negative impact on an Environmental Justice area. Points awarded to reduced transit delay are too limited in scope and magnitude. New capital projects should not be limited to reducing transit delay; rather such projects should be helping transit to achieve parity with the travel time for vehicles. If buses or trolleys or trains are a fast way to go, that is a powerful incentive for travelers to shift from vehicles to transit.	Staff recommends no change. Many of the proposed criteria address mode-shift and a specific criteria is redundant. There is a footnote under Mobility that gives examples of negative impacts to EJ areas. Staff recommends no change. AMATS Staff worked with the Public Transportation Department on the language relating to transit.	TAC agrees with Staff Recommendation.	Approved.
29	Rabbit Creek Community Council	Mobility	General Comment	Proposed changes - Award generous points (up to 5 points) for reducing mode share of single occupancy vehicles through transit network improvements, and for road design features such as carpool and transit lanes, and Park and Ride Parking.	Staff recommends no change. Shifting away from single-occupancy vehicles is a broad goal and the criteria needs to be more specific and measurable.	TAC agrees with Staff Recommendation.	Approved.
30	Rabbit Creek Community Council	Mobility	General Comment	Award generous points to bring parity or superiority for transit travel time versus vehicle travel time or support for electric vehicles.	Staff recommends no change. This is already addressed in the proposed 2023-2026 TIP Criteria.	TAC agrees with Staff Recommendation.	Approved.
31	Rabbit Creek Community Council	Mobility	General Comment	Define what the negative impacts are for Environmental Justice areas.	Staff recommends no change. There is already a footnote under Mobility that gives examples of negative impacts to EJ areas.	TAC agrees with Staff Recommendation.	Approved.
32	Debra Lathrop	Mobility	Vehicular Congestion Reduction	I actually have two important to me comments. first about mobility, it would be awesome to have some form of mass transit between the valley, chugiak, eagle river and anchorage. wondering if the train is still being considered. the other comment is pedestrian access in the semi-rural areas, specifically the birchwood loop where I live, a bike/walking path would be awesome there. thanks for the opportunity to comment.	Staff recommends no change. This comment is project specific, when the nomination period opens up, please nominate these projects	TAC agrees with Staff Recommendation.	Approved.
33	Huffman O'Malley Community Council	Mobility	Vehicular Congestion Reduction	Negative points for projects that increase traffic on sub-standard streets or small LRSA streets. Too often they put in roads that connect to non-Muni roads and stick the poor road service area for increased maintenance costs.	Staff recommends no change. At project scoring, determining projects that will impact sub-standard or LRSA streets would not be fully feasible.	TAC agrees with Staff Recommendation.	Approved.
34	Lindsay Hajduk	Mobility	Vehicular Congestion Reduction	Both - We don't have a lot, so good it's not reflected in points.	Thank you for your comment	TAC agrees with Staff Recommendation.	Approved.
35	Nancy Pease	Mobility	Vehicular Congestion Reduction	M-2 The mobility scoring should award bonus points to multi-passenger vehicle travel, including transit and HOV; and assign negative points to standard vehicle travel projects where there is no mode shift toward multiple passenger travel. Award up to 5 points for reducing mode share of single occupancy vehicles (SOV) through transit network improvements. This would include points for road design features such as carpool and transit lanes, and Park and Ride Parking.	Staff recommends no change. Many of the proposed criteria address mode-shift and a specific criteria is redundant.	TAC agrees with Staff Recommendation.	Approved.
36	AMATS Bicycle and Pedestrian Advisory Committee	Mobility	Improves Bicycle Network	Define difference between buffered and standard bike facility	Staff recommends defining buffered bike lane in the footnotes as: 'a buffer can be either a physical or painted separation'	TAC agrees with Staff Recommendation.	Approved.
37	AMATS Bicycle and Pedestrian Advisory Committee	Mobility	Improves Bicycle Network	Add "or improved" after "Provides a new" to capture existing facilities that need improvement	Staff recommends no change. It was intended to separate new and improved facilities; projects that improve conditions will be awarded points under Preservation.	TAC agrees with Staff Recommendation.	Approved.
38	Lindsay Hajduk	Mobility	Improves Bicycle Network	Both - Define a "standard" bicycle facility.	Staff recommends defining buffered bike lane in the footnotes as: 'a buffer can be either a physical or painted separation'	TAC agrees with Staff Recommendation.	Approved.
39	Lindsay Hajduk	Mobility	Improves Bicycle Network	Both - Include reference to AMATS Non-Motorized Plan in the "Bonus" section when referring to the "bike network."	Staff recommends no change. The Non-Motorized Plan is a living document and may not include new projects that need consideration.	TAC agrees with Staff Recommendation.	Approved.
40	Lindsay Hajduk	Mobility	Improves Bicycle Network	Both - When referring to "new" facilities, also include "and improves existing bicycle facility"	Staff recommends no change. It was intended to separate new and improved facilities; projects that improve conditions will be awarded points under Preservation.	TAC agrees with Staff Recommendation.	Approved.
41	Lindsay Hajduk	Mobility	Improves Bicycle Network	Both - Consider adding criteria, "Project encourages more ridership in neighborhood."	Staff recommends no change. It would be hard to define a metric to measure for this recommendation.	TAC agrees with Staff Recommendation.	Approved.
42	AMATS Bicycle and Pedestrian Advisory Committee	Mobility	Improves Pedestrian Network & ADA Accessibility	Add "or improved" after "Provides a new" to capture existing facilities that need improvement	Staff recommends no change. It was intended to separate new and improved facilities; projects that improve conditions will be awarded points under Preservation.	TAC agrees with Staff Recommendation.	Approved.
43	AMATS Bicycle and Pedestrian Advisory Committee	Mobility	Improves Pedestrian Network & ADA Accessibility	Increase possible points for Adds new sidewalk on a corridor from +1 to +2	Staff recommends changing points from +1 to +2	TAC agrees with Staff Recommendation.	Approved.
44	Lindsay Hajduk	Mobility	Improves Pedestrian Network & ADA Accessibility	Both - Include reference to AMATS Non-Motorized Plan in the "Bonus" section when referring to the "pedestrian network."	Staff recommends no change. The Non-Motorized Plan is a living document and may not include new projects that need consideration.	TAC agrees with Staff Recommendation.	Approved.
45	Lindsay Hajduk	Mobility	Improves Pedestrian Network & ADA Accessibility	Both - When referring to "new" sidewalks, also include "and improves existing sidewalk."	Staff recommends no change. It was intended to separate new and improved facilities; projects that improve conditions will be awarded points under Preservation.	TAC agrees with Staff Recommendation.	Approved.
46	Lindsay Hajduk	Mobility	Improves Pedestrian Network & ADA Accessibility	Both - Include +2 Bonus Points for the item, "Creates new pedestrian connection to transit." Access to transit is an overall priority.	Staff recommends no change. There are points already allocated for making transit improvements in other criteria and other categories.	TAC agrees with Staff Recommendation.	Approved.
47	Lindsay Hajduk	Mobility	Improves Pedestrian Network & ADA Accessibility	Roadways Only - Change +1 to +2 for "Adds new [and improves existing] sidewalk on a corridor." Road projects that add sidewalk is the main driver behind sidewalk additions and improvements throughout the muni.	Staff recommends changing points from +1 to +2	TAC agrees with Staff Recommendation.	Approved.
48	Lindsay Hajduk	Mobility	Improves Pedestrian Network & ADA Accessibility	Roadways Only - ADA accessibility is a much bigger priority than 4 points. Consider overall adding more weight here.	Staff recommends no change. All criteria in this category have equal weighting. At this point, AMATS hasn't applied weighting to any of its Goals and Objectives.	TAC agrees with Staff Recommendation.	Approved.
49	Nancy Pease	Mobility	Reduces Transit Vehicle Delay	M-3 Award up to five points to bring parity or superiority for transit travel time versus vehicle travel time or support for electric vehicles. The current draft, which awards points for "reducing transit delay", is too weak to achieve a competitive transit system that will be a sensible choice for vehicle users.	Staff recommends no change. AMATS Staff worked with the Public Transportation Department on the language for this criteria.	TAC agrees with Staff Recommendation.	Approved.
50	Rabbit Creek Community Council	Mobility	Reduces Transit Vehicle Delay	Add points for improving transit travel times to make them competitive with vehicular travel times. Don't settle for 'reducing transit delay.'	Staff recommends no change. AMATS Staff worked with the Public Transportation Department on the language for this criteria.	TAC agrees with Staff Recommendation.	Approved.
51	Huffman O'Malley Community Council	Economic	General Comment	The negative points are only related to Environmental Justice areas. We believe there should also be negative scoring for projects that result in loss of residential housing, wetlands, or parklands, and projects that create backed-up or cut-through traffic in residential and school zones.	Staff recommends no change. At project scoring, it would not be fully feasible to determine impacts to these areas.	TAC agrees with Staff Recommendation.	Approved.
52	Matt Cruickshank	Economic	General Comment	Increase points possible for the Economic Category	Staff recommends no change. AMATS has not applied weighting to the Goals and Objectives. In order to increase the points in this category we would need to know where it is recommended that they be taken from.	TAC agrees with Staff Recommendation.	Approved.
53	Nancy Pease	Economic	General Comment	Econ-1 The Economic category needs a statement of purpose, as well as scoring, that incorporates MTP Goal 6 policies on optimizing the benefit cost ratio and the life-cycle costs of the proposed projects.	Staff recommends no change. Life-cycle costs analyses has a high potential to negatively impact non-motorized improvements on roadway projects. Staff does not have the resources at this time to provide robust life-cycle cost analyses on all project nominations.	TAC agrees with Staff Recommendation.	Approved.
54	Nancy Pease	Economic	General Comment	Econ-2 The Economic category should incorporate scoring that reflects the deferred costs to the economy and to health from climate change. Therefore, up to half the economic points should be related to VMT or GHG.	Staff recommends no change. Staff does not have the resources to analysis this at this time.	TAC agrees with Staff Recommendation.	Approved.
55	Nancy Pease	Economic	General Comment	Econ-3 The Economic category should give negative points for projects that cause the following land use impacts: loss of residential housing, wetlands, or parklands; loss of commercial land within designated commercial centers; backed-up or cut-through traffic in residential zones, and school zones. Impeded or restricted local access in retail commercial areas.	Staff recommends no change. At project scoring, it would not be fully feasible to determine impacts to these areas.	TAC agrees with Staff Recommendation.	Approved.
56	Nancy Pease	Economic	General Comment	Econ-4 Additional points should be awarded in the Economic category for projects that reduce the asphalt footprint of the transportation system, which both makes the city more compact and also allows acreage to be used for residential and other uses. This includes projects that reduce vehicle use and therefore reduce parking demand.	Staff recommends no change.	TAC agrees with Staff Recommendation.	Approved.

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57	Nancy Pease	Economic	General Comment	Econ-5 Award points for projects scaled and designed and aesthetically integrated into the adjoining neighborhood, which may include speed controls. (This derives from MTP Objective 5-H and 5-I. Since it preserves property values and economic uses, it belongs in the economic section not the environment section.)	Staff recommends no change. These concerns can not be adequately addressed at the TIP criteria scoring stage.	TAC agrees with Staff Recommendation.	Approved.
58	Rabbit Creek Community Council	Economic	General Comment	To ensure livable neighborhoods and thriving commercial districts, give negative points for projects that will create backed-up or cut-through traffic, or will reduce access to retail commercial areas.	Staff recommends no change. This suggestion is not in scope of the TIP Criteria.	TAC agrees with Staff Recommendation.	Approved.
59	Rabbit Creek Community Council	Economic	General Comment	Give positive points for projects that make optimal use of the existing roadways, for example with reverse-direction lanes to handle commuter traffic flow. This scoring can be awarded under the Economic category.	Staff recommends no change. This suggestion is not in scope of the TIP Criteria.	TAC agrees with Staff Recommendation.	Approved.
60	Rabbit Creek Community Council	Economic	General Comment	Critique - The Statement of Purpose neglects referencing important MTP Goals and benefit-cost ratios and project life-cycle costs. Negative community costs are a key part of any economic considerations but were not included in these criteria. not accounted in this criteria as they should be. The economic costs of GHG emissions need to be addressed, from the aspects of both negative and positive points.	Staff recommends no change. Life-cycle costs analyses has a high potential to negatively impact non-motorized improvements on roadway projects. Staff does not have the resources at this time to provide robust life-cycle cost analyses on all project nominations.	TAC agrees with Staff Recommendation.	Approved.
61	Rabbit Creek Community Council	Economic	General Comment	Proposed changes - The statement of purpose should cite MTP Goal 6, with specific iteration of optimizing the benefit-cost ratio and the life-cycle costs of the proposed projects.	Staff recommends no change. Life-cycle costs analyses has a high potential to negatively impact non-motorized improvements on roadway projects. Staff does not have the resources at this time to provide robust life-cycle cost analyses on all project nominations.	TAC agrees with Staff Recommendation.	Approved.
62	Rabbit Creek Community Council	Economic	General Comment	The statement of purpose should also cite MTP Goal 5, which calls for minimizing adverse impacts on existing communities and the natural environment, and for matching the project scale and design to the surrounding community.	Staff recommends no change. These are already addressed in the Economic and Environment purpose statements.	TAC agrees with Staff Recommendation.	Approved.
63	Rabbit Creek Community Council	Economic	General Comment	The scoring criteria should include benefit-cost ratio and and project life-cycle costs which are specifically called for in the MTP Goal 6, "Make sound public investments".	Staff recommends no change. Life-cycle costs analyses has a high potential to negatively impact non-motorized improvements on roadway projects. Staff does not have the resources at this time to provide robust life-cycle cost analyses on all project nominations.	TAC agrees with Staff Recommendation.	Approved.
64	Rabbit Creek Community Council	Economic	General Comment	The scoring criteria should apply negative points to projects that raise future costs to the community, including the following costs: • More Vehicle Miles Traveled (VMT), and any increase or sustained level of Greenhouse Gas Emissions; • Maintenance costs, with positive points given to low-maintenance green infrastructure such as vegetated drainage swales; • Loss of residential housing, wetlands, or parklands; • Loss of commercial land within designated commercial centers; • Backed-up or cut-through traffic in residential zones, and school zones; and • Impeded or restricted local access in retail commercial areas.	Staff recommends no change. Staff does not have the resources to analysis this at this time.	TAC agrees with Staff Recommendation.	Approved.
65	Rabbit Creek Community Council	Economic	General Comment	Give positive points for projects that increase transportation capacity without requiring additional acreage. Specifically, projects that improve peak traffic flow without expanding roadway footprint (design features such as reversible lanes which match peak traffic flow direction; or High-occupancy vehicle and transit lanes).	Staff recommends no change. These are already considered as part of the proposed TIP Criteria.	TAC agrees with Staff Recommendation.	Approved.
66	Rabbit Creek Community Council	Economic	General Comment	Give negative points to projects that induce additional VMT, because of the loss to productivity, the additional transportation investment and maintenance costs, and the GHG emissions.	Staff recommends no change. These are already considered as part of the proposed TIP Criteria.	TAC agrees with Staff Recommendation.	Approved.
67	Rabbit Creek Community Council	Economic	General Comment	Award points for decreasing GHG emissions by any design features that reduce VMT, or bring parity or superiority for transit travel time versus vehicle travel time or support for electric vehicles.	AMATS Staff worked with the Public Transportation Department on the language relating to transit.	TAC agrees with Staff Recommendation.	Approved.
68	AMATS Bicycle and Pedestrian Advisory Committee	Economic	Special Land Use Features of the 2040 Land Use Plan	Define growth supporting feature	Staff recommends defining growth supporting features as they are in the Anchorage 2040 Land Use Plan	TAC agrees with Staff Recommendation.	Approved.
69	AMATS Bicycle and Pedestrian Advisory Committee	Economic	Special Land Use Features of the 2040 Land Use Plan	Add points for projects in a specific neighborhood plan or any adopted plan	Staff asks for clarification from the committees and suggests a timeline for adopted plans of 5-10 years old.	TAC agrees with Staff Recommendation.	Approved.
70	AMATS Community Advisory Committee	Economic	Special Land Use Features of the 2040 Land Use Plan	Provide some resources on what the Special Land Use Features are	Staff recommends defining Special Land Use Features as they are in the Anchorage 2040 Land Use Plan	TAC agrees with Staff Recommendation.	Approved.
71	AMATS Community Advisory Committee	Economic	Special Land Use Features of the 2040 Land Use Plan	Add in an offset for Eagle River under Special Land Use Features	Staff recommends making this change.	TAC agrees with Staff Recommendation.	Approved.
72	Lindsay Hajduk	Economic	Special Land Use Features of the 2040 Land Use Plan	Both - Add bonus points if there is an adopted plan.	Staff asks for clarification from the committees as to whether there should be a separate criteria or a bonus and staff suggests a timeline for adopted plans of 5-10 years old.	TAC agrees with Staff Recommendation.	Approved.
73	Lindsay Hajduk	Economic	Land Uses	Both - Add bonus points if there is an adopted plan.	Staff asks for clarification from the committees as to whether there should be a separate criteria or a bonus and staff suggests a timeline for adopted plans of 5-10 years old.	TAC agrees with Staff Recommendation.	Approved.
74	Lindsay Hajduk	Economic	Land Uses	Both - For the connectivity criteria, use CDC's "everyday destinations" schools, grocery stores, restaurants, work sites. Consider the Non-Motorized Plan's Demand Analysis for high-priority destinations.	Staff recommends no change. This language matches up with what is in the 2040 Land Use Plan	TAC agrees with Staff Recommendation.	Approved.
75	Chronic Disease Prevention and Health Promotion (CDPHP) , Physical Activity and Nutrition Unit	Economic	Health Equity Area	Existing: Project promotes or provides a transit improvement to help address a healthy equity focus area within the top concentration. Suggested: Project promotes or provides a transit improvement to help address a health equity focus area within an area of low socioeconomic status.	Staff recommends adding a footnote for Health Equity Areas and linking the Non-Motorized Plan where the Health Equity Maps can be found.	TAC agrees with Staff Recommendation.	Approved.
76	Lindsay Hajduk	Economic	Health Equity Area	Both - Change the language for "healthy equity focus area within a top/second/third highest concentrations" to language that removes stigma.	Staff recommends adding a footnote for Health Equity Areas and linking the Non-Motorized Plan where the Health Equity Maps can be found.	TAC agrees with Staff Recommendation.	Approved.
77	Nancy Pease	Environment	General Comment	There are no points in these criteria for reducing Greenhouse Gas Emissions. The draft criterion in the Environment category allows four points for "helping to implement the MOA Climate Action Plan". Given the role of our transportation system in climate change aggravation, this is too few points and too vague. Reduction of the carbon footprint is an MTP policy (3-3). Climate Change mitigation is thus worth 4 percent of a project score: this is far too low.	Action items in the Climate Action Plan are limited. Staff is actively working on how to measure greenhouse gas reductions in our transportation processes. Staff suggests splitting the points to include +2 points for electric vehicle infrastructure and +2 for projects that help to implement the Climate Action Plan	TAC agrees with Staff Recommendation.	Approved.
78	Nancy Pease	Environment	General Comment	Envi-2 Award points for reduction of the asphalt footprint of roadways and parking. Award points for: Development that stays within the existing developed ROW; Projects that incorporate maximal use of vegetated, permeable, and low-heat absorption materials for medians, drainage, and other surfaces outside of the travel lanes; Alignments that avoid loss of wetlands, park lands, or natural open space; Design features to substantially protect wildlife movement	Staff recommends no change. These concerns can not be adequately addressed at the TIP criteria scoring stage.	TAC agrees with Staff Recommendation.	Approved.
79	Nancy Pease	Environment	General Comment	Envi-3 Award a greater number of points through specific criteria related to Greenhouse Gas Emissions and implementation of the Anchorage Climate Action Plan. The current criteria are too vague. In addition, include a footnote that reducing congestion on roadways by expanding roadway capacity cannot earn GHG reduction points. Expanding road capacity gives only temporary congestion relief, and quickly leads to more driving. This is statistically demonstrable in dozens of urban areas over the past 20 years.	Staff recommends no change. Greenhouse gases are already addressed in Air Quality, VMT, and the Climate Action Plan criteria.	TAC agrees with Staff Recommendation.	Approved.
80	Rabbit Creek Community Council	Environment	General Comment	Be more specific about what projects will earn points for Greenhouse Gas Emission reductions. Adding lanes to reduce congestion should not earn points for reducing GHG: it induces more driving.	Staff recommends adding an example of projects that can help to reduce greenhouse gases in the footnotes.	TAC agrees with Staff Recommendation.	Approved.
81	Rabbit Creek Community Council	Environment	General Comment	Critique: The air quality points should be tied to the reduction of actual emissions. The current suggested criteria are not linked to measurable improvements, and probably will not produce any. For example, simply providing a bicycle or pedestrian path will not necessarily result in meaningful emissions reductions from vehicles, unless there is a very large mode shift.	Thank you for your comment.	TAC agrees with Staff Recommendation.	Approved.
82	Rabbit Creek Community Council	Environment	General Comment	Under the Environment category in the draft proposal, air quality points will be awarded solely within health equity focus areas. This is far too narrow. Air quality should be protected citywide, any project that increases rather than decreases air quality should get negative points. In addition, Greenhouse Gas Emissions are a problem no matter where they are emitted.	Staff recommends no change. Health Equity areas are throughout the AMATS boundary.	TAC agrees with Staff Recommendation.	Approved.
83	Rabbit Creek Community Council	Environment	General Comment	Give points to projects that enable transit travel time to equal or surpass vehicular time .	Staff recommends no change. Staff does not have the resources to analysis this at this time.	TAC agrees with Staff Recommendation.	Approved.

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84	Rabbit Creek Community Council	Environment	General Comment	Specify that there are no GHG points for reducing congestion on roadways by expanding roadway capacity. Expanding road capacity gives only temporary congestion relief, and quickly leads to more driving. This is statistically demonstrable in dozens of urban areas over the past 20 years.	Thank you for your comment.	TAC agrees with Staff Recommendation.	Approved.
85	Huffman O'Malley Community Council	Environment	Stormwater Runoff Air Quality	The criteria to give stormwater 3 points and air quality 6 points does not seem to reflect the larger issue that we contend with in the Anchorage bowl; clearly storm water is a larger and more consistent issue than air quality right now. We propose 5 points for storm water, and 4 points for air quality.	Staff recommends no change. Air quality is of utmost importance to the AMATS boundary area and what FHWA requires MPO's to focus on.	TAC agrees with Staff Recommendation.	Approved.
86	Huffman O'Malley Community Council	Environment	Air Quality	Under the proposed criteria, projects receive penalty points when the project decreases air quality in health equity areas but not the city at large. We understand the project doesn't get as many points if it doesn't help with air quality, but we propose penalty points for worsening air quality anywhere in the city.	Staff recommends no change - Health Equity Focus Areas occur throughout the AMATS boundary. Staff recommends adding a footnote for Health Equity Areas and linking the Non-Motorized Plan where the Health Equity Maps can be found.	TAC agrees with Staff Recommendation.	Approved.
87	Nancy Pease	Environment	Air Quality	Envi-1 Six air quality points should be available for projects that result in long-term reduced GHG and particulate emissions. In the current draft, six points for air quality, tied only to certain emissions in certain zones, is too narrow and too localized.	Staff recommends no change. The criteria already allow for projects that result in long-term reduced GHG and particulate emissions.	TAC agrees with Staff Recommendation.	Approved.
88	Rabbit Creek Community Council	Environment	Air Quality	Proposed Changes - Air quality points should be earned only by projects that result in long-term reduced emissions, not by expanding roadway capacity which induces more driving. Air quality points should be expanded to include GHG, not only particulates.	Staff recommends no change. The criteria already allow for projects that result in long-term reduced GHG and particulate emissions.	TAC agrees with Staff Recommendation.	Approved.
89	AMATS Bicycle and Pedestrian Advisory Committee	Environment	VMT	Define VMT	Staff recommends no change. VMT is defined in the Acronym list	TAC agrees with Staff Recommendation.	Approved.
90	AMATS Bicycle and Pedestrian Advisory Committee	Environment	VMT	Question - do all bike/ped projects get points here automatically?	Staff recommends no change. Each project will be reviewed separately for this criteria and given points if it helps to reduce systemwide VMT	TAC agrees with Staff Recommendation.	Approved.
91	Lindsay Hajduk	Environment	VMT	Both - Spell out "VMT."	Staff recommends no change. VMT is defined in the Acronym list	TAC agrees with Staff Recommendation.	Approved.
92	Lindsay Hajduk	Environment	VMT	Both - Include +2 points if "Project reduces greenhouse gases."	Staff recommends no change. Staff is actively working on how to measure greenhouse gas reductions in our transportation processes	TAC agrees with Staff Recommendation.	Approved.
93	Nancy Pease	Environment	VMT	Reducing Vehicle Miles Traveled is a measurable outcome that serves as a proxy for more compact land use, mode shift to non-vehicle travel, lower emission of Greenhouse Gases and particulates, and better economic productivity. Yet, these draft criteria only award VMT points to a project that produces systemwide VMT reduction, which is almost impossible to calculate for a single or specific project.	Staff recommends no change. There are already criteria/ categories that deal with these measurable outcomes.	TAC agrees with Staff Recommendation.	Approved.
94	Rabbit Creek Community Council	Environment	VMT	Be more specific about points for reducing Vehicle Miles Traveled, not just systemwide, but within parts of the city.	Staff recommends adding to the language: systemwide VMT "within the AMATS boundary"	TAC agrees with Staff Recommendation.	Approved.
95	Rabbit Creek Community Council	Environment	VMT	Award generous points for decreasing GHG emissions by any design features that reduce VMT.	Staff recommends no change. This is already addressed in the proposed TIP Criteria.	TAC agrees with Staff Recommendation.	Approved.
96	Rabbit Creek Community Council	Environment	VMT	The 4 points possible for "systemwide VMT reduction" are too vague. This will penalize smaller projects like a midtown bus lane circuit that might decrease cars primarily within midtown; or a School Safety Zone that allows a majority of school kids to walk to school.	Staff recommends no change. The type of project in the example would likely be awarded points in the reduce VMT criteria.	TAC agrees with Staff Recommendation.	Approved.
97	Rabbit Creek Community Council	Environment	VMT	Give points or credits for reducing GHG emissions through reduced vehicular miles traveled and reduced single-occupancy vehicle trips.	Staff recommends no change. The proposed Criteria already address this.	TAC agrees with Staff Recommendation.	Approved.
98	Lindsay Hajduk	Environment	Climate Action Plan	Both - Increase the specificity of this target to include options for: (1) "Implementing Land Use and Transportation objectives identified in the Anchorage Climate Action Plan." (2) "Project reduces projected greenhouse gas emissions from vehicles." (3) "Provide bonus points if project supports electric vehicle infrastructure."	Action items in the Climate Action Plan are limited. Staff is actively working on how to measure greenhouse gas reductions in our transportation processes. Staff suggests splitting the points to include +2 points for electric vehicle infrastructure and +2 for projects that help to implement the Climate Action Plan	TAC agrees with Staff Recommendation.	Approved.
99	Rabbit Creek Community Council	Environment	Climate Action Plan	Regarding Preservation, give more specific guidance on scoring projects that support the Climate Action Plan and resiliency: projects that can handle intense precipitation events, hotter summers, freeze-thaw winters, and high winds.	Action items in the Climate Action Plan are limited. Resiliency is covered under Preservation.	TAC agrees with Staff Recommendation.	Approved.
100	Rabbit Creek Community Council	Environment	Climate Action Plan	The 4 points possible for "implementing the Climate Action Plan" are too vague. The vehicular transportation system in the AMATS area accounts for 53% of Anchorage's Greenhouse Gas emissions (Municipal calculation in 2021).	Action items in the Climate Action Plan are limited. Staff is actively working on how to measure greenhouse gas reductions in our transportation processes.	TAC agrees with Staff Recommendation.	Approved.
101	Rabbit Creek Community Council	Environment	Climate Action Plan	Give more specific criteria for how projects can earn or lose points from their GHG emissions and their compliance with the Climate Action Plan.	Action items in the Climate Action Plan are limited. Staff is actively working on how to measure greenhouse gas reductions in our transportation processes.	TAC agrees with Staff Recommendation.	Approved.
102	Rabbit Creek Community Council	Environment	Environmental Impacts	Give negative points for projects that convert or damage wetlands, park lands; natural open space, established residential areas, and commercial land within designated commercial centers.	Staff recommends no change. This is addressed under Environmental Impacts penalties.	TAC agrees with Staff Recommendation.	Approved.
103	Rabbit Creek Community Council	Environment	Environmental Impacts	There is no accounting for the impact of increased lane miles of asphalt or acreage of roadways. The footprint of the roadway system should be part of our environmental concern. The category of land use impacts is vague and too subjective: "limited or no impact to ROW, wetlands, historic properties or other environmentally sensitive areas."	Staff recommends no change. These concerns can not be adequately addressed at the TIP criteria scoring stage.	TAC agrees with Staff Recommendation.	Approved.
104	Rabbit Creek Community Council	Environment	Environmental Impacts	Add specificity to the land use impact criterion. This criterion currently awards points to "limited impacts to sensitive areas." This fails to capture the intent of a compact land use pattern that has higher density for residential and commercial uses. Encourage the smallest possible footprint for the road network and parking areas. Award points for: •staying within the existing developed ROW; •no increase in impermeable surface; •maximal use of vegetated, permeable, and low-heat absorption materials for medians, •drainage, and other surfaces outside of the travel lanes; •no loss of wetlands or park lands, or natural open space; and •features to protect and maintain wildlife movement.	Staff recommends no change. Proposed recommendations are too prescriptive for the TIP criteria and will be considered as part of the project design process.	TAC agrees with Staff Recommendation, but asks that the explanation from staff be expanded to show when these items will be looked at.	Approved.
105	Nancy Pease	Preservation	General Comment	P-2 the Resiliency category should specifically award points to projects that will reduce greenhouse gas emissions; and projects that will withstand intensifying heat, precipitation, wind, and freeze-thaw cycles.	Staff recommends no change. Greenhouse gases are already addressed in Air Quality, VMT, and the Climate Action Plan criteria.	TAC agrees with Staff Recommendation.	Approved.
106	Rabbit Creek Community Council	Preservation	General Comment	Critique - The preservation section gives an expected standard of improvement for pavement repairs (from poor to good, or from poor to fair); but it sets no standards for improving sidewalks and off-street facilities. Also, a definition of off-street facilities is needed.	Staff recommends no change. Deciding the types of materials used is outside of our ability to control and award points for projects on. This is left up to the MOA or DOT&PF to decide.	TAC agrees with Staff Recommendation.	Approved.
107	Rabbit Creek Community Council	Preservation	General Comment	Instead of Utilities coordination points, apply additional points in the Resiliency category. Award points for materials and design features that will withstand the impacts of climate change: worsening summer heat, winter freeze-thaw conditions, intense run-off, and higher winds.	Action items in the Climate Action Plan are limited. Resiliency is covered under Preservation.	TAC agrees with Staff Recommendation.	Approved.
108	AMATS Community Advisory Committee	Preservation	Improves Sidewalks or Off Street Facilities	Elaborate on the sidewalk point breakdowns like the roadway criteria.	Staff recommends changing the awarded points to +4 for the project improves existing pavement from poor condition to good condition and +2 for the project improves existing pavement from poor condition to fair condition	TAC agrees with Staff Recommendation.	Approved.
109	Lindsay Hajduk	Preservation	Improves Sidewalks or Off Street Facilities	Both - Clarify the poor/fair/good ratings to "poor to good" / "fair to good."	Staff recommends updating this criteria to match how sidewalk improvements in the Roadway criteria (ex. project improves existing pavement from poor condition to good condition.)	TAC agrees with Staff Recommendation.	Approved.
110	Rabbit Creek Community Council	Preservation	Improves Sidewalks or Off Street Facilities	Regarding Preservation, give standards of improvement for repairing sidewalks and off-street facilities and not just for roads.	Staff recommends no change. This is already addressed in Improves Sidewalks Or Off-Street Facilities	TAC agrees with Staff Recommendation.	Approved.
111	Rabbit Creek Community Council	Preservation	Improves Sidewalks or Off Street Facilities	Proposed Changes - Clearly state what level of improvement is expected to gain points for quality of sidewalk and off-street facilities. Define what off-street facilities are eligible.	Staff recommends updating this criteria to match how sidewalk improvements are stated in the Roadway criteria (ex. project improves existing pavement from poor condition to good condition.)	TAC agrees with Staff Recommendation.	Approved.
112	AMATS Bicycle and Pedestrian Advisory Committee	Preservation	Improves Traffic Signal Equipment	Under project improves two or more of the following: is that the complete list of options or should it say "such as."	Staff recommends adding the words 'such as'	TAC agrees with Staff Recommendation.	Approved.
113	Nancy Pease	Preservation	Utilities Coordination	P-1 Utilities coordination does not seem to belong under Preservation. Handle Utilities Coordination points to the Economics section. Instead of "coordination" points for utilities, award these points for resiliency (see next comment)	Staff recommends no change.	TAC agrees with Staff Recommendation.	Approved.
114	Rabbit Creek Community Council	Preservation	Utilities Coordination	The category of "Utilities coordination - help to improve utilities in the area" is too vague. This category does not seem to be belong in the Preservation category; a more appropriate location would seem to be within the Economics criteria.	Staff recommends no change.	TAC agrees with Staff Recommendation.	Approved.
115	Lindsay Hajduk	Preservation	Improves Transit Stops	Roadways Only - Increase the score this section to +4 points. Consider reallocating points from "improves traffic signal equipment" or "utilities coordination."	Staff recommends changing 'Increase Transit Stops' from +2 to +4	TAC agrees with Staff Recommendation.	Approved.

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116	Lindsay Hajduk	General Comment	Intro	Thank you for the opportunity to comment on the 2023-2026 Transportation Improvement Program (TIP) Criteria update. As I understand it, these criteria will be used for four years to score, rank, and fund projects within the Anchorage Municipality based on their ability to meet goals for the 2040 AMATS Metropolitan Transportation Plan and federal National Goals and Planning Factors. Thank you for a longer 60-day comment period and for being available for work sessions on this topic.	Thank you for your comment. No change requested.	TAC agrees with Staff Recommendation.	Approved.
117	Rabbit Creek Community Council	General Comment	Intro	Thank you for the opportunity to submit comments on the public review draft of the Anchorage Metro Area Transportation Solutions (AMATS) Transportation Improvement Program (TIP) Scoring Criteria Update. Rabbit Creek Community Council (RCCC) members discussed and considered the draft Scoring Criteria at the Council's meeting on September 13, 2021. The Council voted to submit the following comments by a vote of 19 yeas, 6 nays and 1 abstention.	Thank you for your comment. No change requested.	TAC agrees with Staff Recommendation.	Approved.
118	Rabbit Creek Community Council	General Comment	Intro	We have several general comments on the scoring criteria, including a summary of changes we recommend. These are followed by a number of specific comments on each of the five categories on which AMATS will be ranking projects, relative to how well they achieve the goals of our adopted municipal and state plans, including safety, less dependence on vehicle travel (essential if we are to meet local, state and national goals to address climate change), cost-efficiency, and sustainability. These are followed by a summary of changes we recommend. The specific wording improvements we hope you will incorporate are included in an Attachment.	Thank you for your comment. No change requested.	TAC agrees with Staff Recommendation.	Approved.
119	Rabbit Creek Community Council	General Comment	Intro	Following are a number of areas where we believe the scoring criteria would be improved by adding or subtracting points for additional project features in keeping with more in line with our municipal goals of safety, less dependence on vehicle travel, cost-efficiency, and sustainability. Additionally, we have identified several areas where criteria need to be better defined with specific details.	Thank you for your comment. No change requested.	TAC agrees with Staff Recommendation.	Approved.
120	Lindsay Hajduk	General Comment	Intro	The following comments are my own. In reviewing the criteria, presentation of the side-by-side "complete streets/major infrastructure (corridors)" and "bicycle and pedestrian" projects made the analysis easier to understand. I also appreciate the 100 points available overall with 20 points per category. I often consider safety of most importance, but cannot see a way to weight it above or differently than other categories. do have general comments and suggestions on criteria considerations for the categories summarized below:	Thank you for your comment. No change requested.	TAC agrees with Staff Recommendation.	Approved.
121	Nancy Pease	General Comment	Intro	In general, there is no explanation as to the overall balance of these criteria. Six points are possible for improving air quality in a health improvement focus area (a short term and very specific health effect) whereas a maximum of four points is available for reducing Vehicle Miles Traveled systemwide. There is no proportionality. Given the opacity of these draft criteria, it seems that AMATS will draw few specific comments from the public. Perhaps that is the intention? Nonetheless, I have studied these draft criteria and submit the following requested changes.	Thank you for your comment. No change requested.	TAC agrees with Staff Recommendation.	Approved.
122	Nancy Pease	General Comment	Intro	Thank you for the opportunity to comment. I trust you will make meaningful changes to the draft Scoring Criteria as a result of public comment, and not defer changes to the next AMATS planning cycle. Every transportation investment in this decade has major repercussions for the future of Anchorage and for the planet. AMATS can—and must—be part of a sustainable and liveable future.	Thank you for your comment. No change requested.	TAC agrees with Staff Recommendation.	Approved.
123	Nancy Pease	General Comment	Intro	Thank you for the opportunity to submit comments on the public review draft of the Anchorage Metro Area Transportation Solutions (AMATS) Transportation Improvement Program (TIP) Scoring Criteria Update. This is a very challenging draft for the public to review. This letter begins with comments on that concern, and then requests specific changes to the draft criteria.	Thank you for your comment. No change requested.	TAC agrees with Staff Recommendation.	Approved.
124	Rabbit Creek Community Council	General Comment	Closing Intro	Thank you for your thorough consideration of our comments. With the possibility of significant federal infrastructure funds available in the next several years, it is even more important that AMATS TIP Scoring Criteria reflect the needs of our community as addressed in current municipal and local plans. If you have any questions or would like to discuss these further, please feel free to contact us (Rabbitcreekcc@gmail.com).	Thank you for you comment. No change requested.	TAC agrees with Staff Recommendation.	Approved.
125	James Mason	General Comment	Electric-powered vehicles on trails	The trails were built for non-motorized transport. Electric powered conveyances are proliferating. It's time to ban all bicycles, scooters, skateboards, and similar which are not human powered.	Staff recommends no change. This suggestion is not in scope of the TIP Criteria.	TAC agrees with Staff Recommendation.	Approved.
126	Rabbit Creek Community Council	General Comment	Multiple Categories	The adopted land use pattern in the Municipality's (Muni) Land Use Plan Map (LUPM) and the Comprehensive Plan is to promote infill and redevelopment in the city centers, and less dense land use in the outlying areas. Two important transportation goals are reduction in vehicle miles traveled and reduction of Greenhouse Gas Emissions (GGE). Vision Zero is another adopted safety goal. These Goals need to be specifically added to the Statement of Purpose for each respective Scoring Category.	Staff recommends no change. These are already addressed in the proposed TIP Criteria.	TAC agrees with Staff Recommendation.	Approved.
127	Nancy Pease	General Comment	Point Allocation	PROPORTIONALITY: A-1. Be clear about proportionality. There is no stated rationale behind the five scoring categories, each with 20 points possible. The scoring should display a strong ability to pivot the transportation system toward sustainable transportation and climate change mitigation THIS DECADE. The vehicular transportation system in the AMATS area accounts for 53% of Anchorage's Greenhouse Gas Emissions (MOA ACAP calculation in 2021). Sustainability and climate change points shouldn't be awarded only in the Environmental scoring category. A broad-based committee—or perhaps the various AMATS advisory committees—should review these draft criteria to ensure that half the points in each of the five proposed scoring criteria (10 points in each category) will favor sustainability through reduced greenhouse gas emissions, reduced vehicle miles traveled, and compact land use that protects wetlands and other natural systems.	Staff recommends no change. Staff recognizes the importance of sustainability within the transportation system and have tried to include these concerns in these draft criteria. AMATS has not applied weighting to the Goals and Objectives.	TAC agrees with Staff Recommendation.	Approved.
128	Lindsay Hajduk	General Comment	Projects	This new criteria will be used in consideration of nominated projects before the end of 2021. With this process, and due to COVID-19 and the difficulties to attend community meetings, I recommend AMATS staff consider the community council's priority Capital Improvement Program (www.munibudget.org) for 2022 priorities per neighborhood as part of the nomination process.	Staff recommends no change. This comment is project specific, when the nomination period opens up, please nominate these projects.	TAC agrees with Staff Recommendation.	Approved.
129	Nancy Pease	General Comment	Scoring	Lack of real-life examples - It is hard for readers to evaluate these Scoring Criteria without real-life examples. Surely AMATS tested these draft Scoring Criteria on multiple projects. The public needs to see those scores to judge whether the outcomes match public values and adopted plans.	Thank you for your comment.	TAC agrees with Staff Recommendation.	Approved.
130	Nancy Pease	General Comment	Scoring	Lack of connection of these criteria to measurable outcomes - These scoring criteria should clearly favor projects that will produce significant, measurable outcomes from adopted community goals. The draft criteria are far too vague to ensure that the high-scoring projects will deliver the community-endorsed outcomes.	Staff recommends no change. Projects are given points for being in adopted plans which reflect adopted community goals.	TAC agrees with Staff Recommendation.	Approved.
131	Rabbit Creek Community Council	General Comment	Scoring	It is hard for the public to evaluate these Scoring Criteria without real-life examples. Did AMATS test these draft Scoring Criteria on multiple projects to see if the scores match the outcomes called for by the public, and our adopted plans? The public should be able to preview those scores. These criteria should be aimed to specific measurable outcomes. For example, regarding bicycle/pedestrian uses, it would be helpful to provide an example of a project area or specific road where there have been three or more non-motorized crashes in 5 years and the specific features of a proposed project that would help separate conflicts between freight and non-motorized uses. Or, it would be helpful to explain for such high crash areas, what would constitute "high total effectiveness of bicycle safety countermeasures." <u>In general, the scoring criteria need to be more specifically tied to our major community goals: sustainable, healthy, equitable and cost-effective investments.</u>	Staff recommends no change. The proposed Criteria were drafted by staff to reflect these community goals and values. Public comment period such as this, allow for refinement.	TAC agrees with Staff Recommendation.	Approved.

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132	Debbie Ossiander	General Comment	Scoring	The criteria proposed penalizes everyone who lives outside of the 2040 plan area. I am most concerned about Chugiak/Eagle River. The CER plan is far past the anticipated update time. CER has experienced some of the highest growth within the AMATS planning area and yet has received less attention from transportation planners than most of the Muni. Unclear why it is worth more points for a midtown resident to get to a park, town center or open space instead of a resident of Eagle River? The 2 point off set for CER does not compensate for the 4 point bonus for ANC. Additional points given for transit improvement area when CER just had their bus route eliminated? Bonus given for poor existing condition is understandable, but what about areas just now being developed where needed links are missing? no points at all? Penalty also exists if there are no utilities in the area (most of Chugiak) more coming.....continued... Areas without utilities (frequently because they were developed more recently) are penalized. Areas where transit was eliminated are penalized. Areas that tax themselves to put in drainage systems are penalized. This proposed tip evaluation system is flawed and unfair. General impression is all new TIP projects will go to mid and NE Anchorage....leaving the Hillside, Chugiak and Eagle River out of contention.	Staff recommends no change. Staff agrees that the CER Plan is outdated and in need of being updated.	TAC agrees with Staff Recommendation.	Approved.
133	AMATS Community Advisory Committee	General Comment	Terminology & References	Include acronym list and links to major referenced documents like the Freight Mobility Study.	Staff recommends no change. An acronym list was developed with this information.	TAC agrees with Staff Recommendation.	Approved.
134	Lindsay Hajduk	General Comment	Terminology & References	Members of the public will have opportunity to nominate projects, so technical terms and acronyms should be minimized, and references should be hyperlinked and available. Every day language is important to ensure nominations cover necessary information.	Staff recommends no change. An acronym list was developed with this information.	TAC agrees with Staff Recommendation.	Approved.
135	Nancy Pease	General Comment	Terminology & References	Written presentation - These draft criteria are dense with professional jargon, cross-references to other plans, and tangled grammar. This deters the public from understanding these draft criteria, let alone submitting meaningful critique.	Staff recommends no change. Language in the proposed scoring criteria matches up with the language used in other referenced plans.	TAC agrees with Staff Recommendation.	Approved.
136	Rabbit Creek Community Council	General Comment	Terminology & References	We found this document to be somewhat confusing given lack of any explanatory introduction, use of professional terminology and measures, and lack of real life examples. <u>To ensure the Scoring Criteria are clearly understandable, the final iteration should be edited for clarity by people who have not worked on drafting and editing them thus far.</u>	Staff recommends no change. Please refer to the TIP Criteria handbook.	TAC agrees with Staff Recommendation.	Approved.
137	Rabbit Creek Community Council	General Comment	Terminology & References	We understand that AMATS staff use numerous professional terms in their daily work. Nonetheless, the Scoring Criteria should be clear to laypersons. Many of these draft criteria are poorly worded. For example, under SAFETY, for BICYCLE/PEDESTRIAN projects, the wording is vague and ungrammatical. It seems that the proposed capital projects should separate users, not separate conflicts. This is just one example: this letter notes several other instances where the Scoring Criteria are similarly unclear (see Specific Comments). <u>The public review should include examples of real projects.</u>	Thank you for your comment. Staff will review the proposed Criteria for grammatical errors.	TAC agrees with Staff Recommendation.	Approved.
138	Lindsay Hajduk	General Comment	Terminology & References	Provide definitions for "Environmental Justice" area, compared to "Health Equity Areas" as described in the criteria. The EPA Scan tool is not user-friendly for the public.	Staff recommends defining Environmental Justice as it relates to transportation. There is a hyperlinked reference to the EPA EJ screening tool as well.	TAC agrees with Staff Recommendation.	Approved.
139	Michael Tavoliero	General Comment	Terminology & References	You guys are hellbent on depriving Chugiak-Eagle River with an automatic 15 point reduction of 100, before any other criteria will be rated just because the projects originate in CER. What is a health equity area? One more salient reason for Eaglexit.	Staff recommends defining Health Equity as it is in the Non-motorized Plan.	TAC agrees with Staff Recommendation.	Approved.