

**Table 3. ROADWAY IMPROVEMENTS**  
**AMATS FFY 2010 - 2013 TIP Major Amendment 1 (November 4, 2010)**

STIP Need ID's	Project #	PROJECT LOCATION	PROJECT PHASING PLAN	FEDERAL FISCAL PROGRAMMING YEAR (\$,000)						Est funding	Estimated	
				10/09-9/10	10/10-9/11	10/11-9/12	10/12-9/13	10/13-9/14	10/14-9/15	needs after	total project	
				2010	2011	2012	2013	2014	2015	2015	cost 2010-1115	
G-1	2696	55027	<b>Victor Road Reconstruction [Dimond Boulevard to 100th Avenue]</b> - Project will upgrade this roadway to minor arterial standards to include a minimum of 2 lanes with a center turn lane, pedestrian facilities, lighting, storm drainage, and landscaping. Construction funding in 2011 is state grant funding. Design funding in 2010 is from AMATS allocation.	2011 - D/U/C	\$0	\$285	\$0	\$0	\$0	\$0	\$0	\$285
G-2	6499	53933 51920	<b>Huffman Road Reconstruction</b> [Old Seward Highway to Pintail St] - project will increase from 2 to 4 lanes from Old Seward to Lake Otis and improve intersections and pedestrian facilities. Roundabouts are proposed at 4 intersections along the corridor. Landscaping between Old Seward and Seward Highways @ 5% of Construction. \$16.6M in 2011 is A/C into 2010.	2010/11 - U/C	\$16,412	\$2,343	\$0	\$0	\$0	\$0	\$0	\$18,755
G-3	2299	53943	<b>Eagle River Road Rehabilitation</b> [MP 5.3 to MP 12.6] - Upgrade the road with widened shoulders, improved visibility, and repavement. No landscaping improvements recommended. \$3.8M in 2013 is A/C into 2012.	2012 - U/C 2014 - U/C	\$0	\$0	\$3,200	\$9,273	\$13,284	\$0	\$0	\$25,757
G-4	14480	58061 52515 50946	<b>Old Glenn Highway Reconstruction Phase II</b> [rural section, Fire Lake to Peters Creek]- project will add 4-foot shoulders and new pavement; construct a paved pathway, truck climbing lane, left turn pockets @ S & N Birchwood and Ski Rd, and replace bridge across Peters Creek. Construction in '08 from Fire Lake to S Birchwood. Construction in '10 from S. Birchwood to Peters Creek. ROW funding previously authorized in '05. Funding in 2010 supplements \$13M in Economic Stimulus funds.	2010 - U/C	\$4,468	\$0	\$0	\$0	\$0	\$0	\$0	\$4,468
G-5	2159	53935	<b>O'Malley Road Reconstruction</b> [Seward Highway to Hillside Drive] - Reconstruct the roadway to improve safety and capacity at intersections and improve pedestrian facilities and 3 lane section east of Lake Otis Pkwy, and 5 lane section between Seward Hwy and Lake Otis Pkwy. Landscaping @ 5% of Construction \$ = to be determined. ROW funding in 2012 is A/C into 2011.	2010 - D 2012 - ROW 2013/14 - U/C	\$1,500	\$1,628	\$2,309	\$10,535	\$15,475	\$0	\$0	\$31,447
G-6	15799	58488	<b>Fireweed Lane Rehabilitation</b> [Spenard Road to Seward Highway] - Reconstruction of roadway to improve surface and safety for automobiles and non-motorized users. Intersections at A and C Streets will be improved and pedestrian improvements will be included. Note: this project originated (PE/D) in the HSIP above, however the scope of the project has grown and is recommended to included elements beyond the HSIP program. Landscaping @ 5% of Construction \$ = to be determined.	2015+ - ROW/U/C	\$0	\$0	\$0	\$0	\$0	\$8,422	\$0	\$8,422
	19497		<b>Pavement Replacement Program</b> - This program will provide a single funding source for several pavement overlay and/or replacement projects. Improvements are also expected to include ADA and some existing curb and sidewalk repair. Individual projects are listed in Table 10 - Pavement Replacement Projects. \$2.280M in Economic Stimulus money available in 2010 for Jewel Lake Pavement Replacement.	2010 - 13 Programming	\$218	\$2,015	\$7,800	\$2,500	\$2,500	\$2,500	\$0	\$17,533
1	19574	58544	<b>Glenn Highway to Seward Highway (H2H) Connection Reconnaissance Study</b> - The purpose of the Highway-to-Highway project is to improve mobility and access for people and goods using the arterial connection between the Seward and Glenn Highways. The H2H project will address the following transportation needs: reducing congestion, improving travel efficiency, neighborhood connections, safety, and multimodal connections for existing and future conditions in the project corridor. Additional NHS funding shown in Table 6, project 2.	2006 - Recon	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2	8499	55012 50898 51030	<b>Dowling Road Extension West /Reconstruction</b> [Minnesota Drive to Old Seward Highway] - Connect Minnesota to 'C' Street and continue to Dowling Road. Location and size of improvements to be determined. Project will be built in phases. Phase 1 consisting of section from C Street to Old Seward Highway. Phases after D in 2007 are state grant funded.	2010 - ROW 2011 - U/C 2015+ U/C	\$0	\$21,685	\$0	\$0	\$32,000	\$0	\$53,915	\$107,600
3	16546	57674	<b>Lake Otis Parkway Reconstruction</b> [Northern Lights Blvd. - Debarr Road] - Project involves reconstruction of the existing alignment to increase capacity, improve pavement condition and pedestrian facilities, bridge over Chester Creek, and Lake Otis and Northern Lights intersection improvements. Landscaping @ 5% of Construction \$ = to be determined. PE previously funded in 2005 and rescope for a possible EIS.	2015+ - D/ROW/C	\$0	\$0	\$0	\$0	\$0	\$0	\$24,300	\$24,300
4		51838	<b>Northern Access to Univ-Medical District Reconnaissance Study</b> [Providence Dr to Northern Lights Blvd] Evaluate acces and circulation needs of the U-Med District, with a focus on the need for access from the north.	PE - 2009	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

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					10/09-9/10	10/10-9/11	10/11-9/12	10/12- 9/13	10/13 - 9/14	10/14 - 9/15	needs after	total project
					2010	2011	2012	2013	2014	2015	2015	cost 2010-1115
5	16582	55138 53986	<b>Spenard Road Rehabilitation</b> [Minnesota Dr to Benson Blvd]- project will construct from 4 to 2 lanes with a center turn lane, plus pedestrian facilities. Includes Spenard Rd/ 36th Ave couplet. Landscaping @ 5% of Construction \$ = to be determined.	2011 - D 2013 - ROW 2015+ - U/C	\$0	\$1,745	\$0	\$1,000	\$0	\$0	\$17,840	\$20,585
6			<b>Safety Improvement Program (Traffic Count support)</b> - Collect traffic data within the AMATS area completed by the ADOT&PF's Central Region Highway Data Section and MOA Traffic Department Data Section.	2010 - 13 Programming	\$400	\$455	\$460	\$465	\$470	\$475	\$0	\$2,725
7	2174	53942	<b>Abbott Road Rehabilitation</b> [Lake Otis Parkway to Birch Road] - project will increase from 2 to 4 lanes and improve intersections and pedestrian facilities. Project recommended to be developed as a 3R per ADOT's Pre-Construction Manual. Design funding in 2012 may be A/C into 2011	2012 - D 2015+ - ROW/U/C	\$0	\$0	\$3,000	\$0	\$0	\$0	\$22,700	\$25,700
8	17441		<b>C Street Construction Phase IV</b> - Alaska Railroad Crossing at Raspberry Road - see Table 8, project "5" for a section 115 earmark that funds the Design.	2015+ - ROW/U/C	\$0	\$0	\$0	\$0	\$0	\$0	\$23,500	\$23,500
9	2336	53945	<b>Eklutna River Bridge Rehabilitation/Replacement at Old Glenn Highway</b> - Project to rehabilitate or replace the existing bridge. A new structure would have a design life of 50+ years and would include two travel lanes, shoulders, one pathway, and railing.	2015+ - ROW/U/C	\$0	\$0	\$0	\$0	\$0	\$0	\$3,942	\$3,942
			<b>The contingency list of projects for each year will consist of the following year's projects.</b>	ANNUAL TOTALS	\$22,998	\$30,156	\$16,769	\$23,773	\$63,729	\$11,397	\$146,197	\$315,019
			ANNUAL FUNDING PROJECTIONS FOR ALL TYPES OF NON-NHS PROJECTS [as of October 2010] = approx \$32.5m per year in 2010, \$35.5 in 2011m \$27 in 2012 and \$27.9m in 2013. Not including NHS & NHS Pavement & Bridge Repair.		\$32,453	\$35,510	\$27,029	\$27,993	\$25,000	\$25,000		\$122,985
			Approximate percentage (%) for roadways		71%	85%	62%	85%	255%	46%	4-year Average=	76%
			Approximate percentage (%) for pavement replacement projects		1%	6%	29%	9%	10%	10%	4-year Average=	11%
			Amount over / ( - under ) projected total funding level		-\$9,455	-\$5,354	-\$10,260	-\$4,220	\$38,729	-\$13,603		

**Table 5. CONGESTION MITIGATION AIR QUALITY  
AMATS FFY 2010-2013 TIP Major Amendment 1 (November 4, 2010)**

STIP Need ID's	PROJECT LOCATION	PROJECT PHASING PLAN	FEDERAL FISCAL PROGRAMMING YEAR (\$,000)						Est. funding needs after 2015	Estimated total project costs 2006-11	
			10/09-9/10	10/10-9/11	10/11-9/12	10/12-9/13	10/13-9/14	10/14-9/15			
			2010	2011	2012	2013	2014	2015			
<b>SIP-Mandated Projects and Programs</b>											
1	2273	<b>Anchorage Ridesharing/ Transit Marketing</b> - This project funds the operation of the Municipal Share-A-Ride program which promotes, coordinates, and operates an area-wide commuter matching service and a van pool program, and a comprehensive public transportation marketing effort.	2010-13 Programming	\$680	\$720	\$720	\$720	\$730	\$730	\$0	\$4,300
2	8385	<b>Air Quality Public &amp; Business Awareness Education Campaign</b> -The goal of this program is to further inform the public about air quality issues and what steps people may take to reduce pollution.	2010-13 Programming	\$300	\$300	\$300	\$300	\$300	\$300	\$300	\$2,100
		<b>Section Totals</b>	\$980	\$1,020	\$1,020	\$1,020	\$1,030	\$1,030	\$300	\$6,400	
<b>Studies and Plans</b>											
1	24817	<b>Anchorage Regional ITS Architecture Update</b> - The Update will include a review of changes to both Architectures since 2004, and make recommended changes to the MOA Architecture. The Update will also include interviews with major stakeholders to determine what new ITS applications need to be included in the Architecture. This Update will also incorporate recommendations for ITS in the adopted Anchorage Bowl 2025 LRTP into the ITS Implementation Plan, and conversion of the current format of the Architecture using Turbo-Architecture software, that is also consistent with the state and federal ITS Architectures.	2010 - Plan	\$100	\$0	\$0	\$0	\$0	\$0	\$0	\$100
2	24818	<b>Consolidated Municipality of Anchorage LRTP</b> -Funding for the consolidated Municipality of Anchorage Long Range Transportation Plan. This plan will combine the Anchorage Bowl LRTP and the Chugiak/Eagle River LRTP into one document.	2010, 11 - Plan	\$250	\$500	\$0	\$0	\$0	\$0	\$0	\$750
		<b>Section Totals</b>	\$350	\$500	\$0	\$0	\$0	\$0	\$0	\$850	
<b>Programs</b>											
1	24819	<b>Arterial Roadway Dust Control</b> - Magnesium chloride (MgCl2) dust palliative will be applied to approx 70 miles of high volume State and municipal roadways prior to and immediately after spring sweeping.	2010-13 Implementation	\$240	\$200	\$200	\$200	\$0	\$0	\$0	\$840
2	18126	<b>Traffic Control Signalization</b> -Program would provide proactive efficiencies with better/more updated signal timing plans to address intersection congestion and improve air quality. Funding supports development of Traffic Management Center and emergency vehicle and low priority transit signal preemption.	2010-13 Programming	\$250	\$250	\$250	\$250	\$250	\$250	\$250	\$1,750
3	53218	<b>Transit Stop Enhancement Program</b> - This program improves the safety, usability, and appearance of bus stops. Typical activities include minor construction projects, installation of transit furnishing, clearing and grubbing of landscaping, watering, planting, and snow and ice removal.	2010-13 Programming	\$190	\$0	\$0	\$0	\$0	\$0	\$0	\$190
4	19457	<b>Bus Stop Improvements</b> -This project funds the upgrade of bus stop sites to meet both the federally-mandated Americans with Disabilities Act [ADA] requirements and the operational needs. Typical improvements include bus shelters, benches, trash receptacles, landscaping, grading, paving, utility relocations, lighting, curb adjustments, drainage, constructing paths, and construction/reconstruction of turnouts. Table 5 CMAQ funds supplement FTA funds in project 4 on Table 7. Total project cost in FY2011 is \$490K.	2011 - 2013 Implementation	\$0	\$190	\$200	\$200	\$210	\$210	\$210	\$1,220
		<b>Section Totals</b>	\$680	\$640	\$650	\$650	\$460	\$460	\$460	\$4,000	
<b>Projects</b>											
1	14519	<b>Transit Fleet Expansion/Replacement</b> - This project provides funding for replacement and expansion of the public transportation fleet. The fleet consists of 40' and 30' buses, vanpool vehicles, and AnchorRIDES paratransit vehicles. Vanpool and AnchorRIDES vehicles have a useful life of 4-years, People Mover buses have a 12-year useful life cycle. Based on the People Mover Blueprint and the LRTP for the Anchorage Bowl, fleet expansion is needed to grow the system annually. Up to \$600K is programmed annually for expansion/ replacement of the vanpool fleet.	2010 - 2013 Purchase	\$2,000	\$1,940	\$2,050	\$1,050	\$1,800	\$2,000	\$1,000	\$11,840
2	17861	<b>Transit Centers/Facilities</b> - This project supports an on-going effort to provide major transit facilities at town centers and major destinations. The Anchorage 2020 / Anchorage Bowl Comprehensive Plan, identified a network of Town Centers intended to function as focal points for community activities with a mix of retail, residential, and public services and facilities, and with pedestrian connections to surrounding neighborhoods and transit. Estimated cost = \$3M.	C- 2012	\$0	\$0	\$0	\$1,000	\$1,000	\$0	\$1,187	\$3,187
		<b>Section Totals</b>	\$2,000	\$1,940	\$2,050	\$2,050	\$2,800	\$2,000	\$2,187	\$15,027	
		<b>The contingency list of projects for each year will consist of the following year's projects.</b>	<b>ANNUAL TOTALS</b>	<b>\$4,010</b>	<b>\$4,100</b>	<b>\$3,720</b>	<b>\$3,720</b>	<b>\$4,290</b>	<b>\$3,490</b>	<b>\$2,947</b>	<b>\$26,277</b>
		ANNUAL FUNDING PROJECTIONS FOR ALL TYPES OF NON-NHS PROJECTS [as of October 2010] = approx \$32.5m per year in 2010, \$35.5 in 2011m \$27 in 2012 and \$27.9m in 2013. Not including NHS & NHS Pavement & Bridge Repair. Also includes additional CMAQ allocation of \$2M per year in 2010-12 and \$1M in 2013.		\$34,453	\$37,510	\$28,029	\$28,993	\$25,000	\$25,000	6 year total=	\$255,735

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			2010	2011	2012	2013	2014	2015		
	Amount over / (-under) projected total CMAQ allocation level		-\$30,443	-\$33,410	-\$24,309	-\$25,273	-\$20,710	-\$21,510		
	Approximate Percent (%) for Congestion Mitigation/Air Quality		12%	11%	13%	13%	17%	14%	4-year Average= 12%	