

**Table 1. TOTAL FOUR-YEAR PROGRAM SUMMARY
AMATS FFY 2010-2013 TIP Major Amendment 2 (September 22, 2011)**

| TRANSPORTATION IMPROVEMENTS | FEDERAL FISCAL PROGRAMMING YEAR (\$,000) | | | | 4-year total | % of 4-year Non-NHS \$ | % of 4-year TIP total for ALL federal funds in MOA and AMATS |
|---|--|------------------|------------------|------------------|--------------------|------------------------|--|
| | 2010* | 2011 | 2012 | 2013 | | | |
| AMATS Highway Safety Improvement Prog Set Aside (Table 2) | \$16,087 | \$6,744 | \$16,403 | \$11,129 | \$50,363 | | |
| Non-National Highway System | | | | | | | |
| Roadway Improvements (Table 3) | \$22,998 | \$30,373 | \$16,769 | \$23,773 | \$93,913 | 73% | 33% |
| Pavement Replacement (Funding is already included in Table 3) | \$218 | \$2,232 | \$7,800 | \$2,500 | \$12,750 | 10% | 1% |
| Transportation Enhancements (Table 4) | \$3,525 | \$3,037 | \$7,540 | \$1,500 | \$15,602 | 12% | 5% |
| 2010-2013 STIP Non-National Highway System Allocation from ADOT&PF's CTP(STP), + TRAAK(STP) programs [as of 10/10] | \$32,453 | \$35,510 | \$27,029 | \$27,993 | \$122,985 | | |
| Amount over or (-under) CTP+TRAAK funding allocation level | \$5,712 | (\$132) | (\$5,080) | \$220 | \$720 | | |
| Congestion Mitigation & Air Quality (Table 5) | \$4,010 | \$4,100 | \$3,720 | \$3,720 | \$15,550 | 12% | 5% |
| 2010-2013 STIP Non-National Highway System Allocation from ADOT&PF's CMAQ program [as of 10/10] | \$2,000 | \$2,000 | \$1,000 | \$1,000 | \$6,000 | | |
| Amount over or (- under) CMAQ funding allocation level | \$2,010 | \$2,100 | \$2,720 | \$2,720 | \$9,550 | | |
| Previously Programmed Projects Utilizing Funding / Deobligations | \$3,920 | \$0 | \$0 | \$0 | \$3,920 | 3% | 1% |
| Non-National Highway System Subtotal for Non-NHS roads, transportation enhancements, CMAQ projects (not including HSIP Set Aside and AMATS NHS and Non-NHS Pavement) | \$34,453 | \$37,510 | \$28,029 | \$28,993 | \$128,985 | 100% | 45% |
| 2010-2013 STIP Non-NHS Allocation for all projects (not including HSIP Set-Aside and AMATS Pavement/Refurbish Program) | \$34,453 | \$37,510 | \$28,029 | \$28,993 | \$128,985 | | |
| Amount over or (-under) funding allocation level for all Non-National Highway System projects for roads, transportation enhancements, CMAQ projects. | \$0 | \$0 | \$0 | \$0 | \$0 | | |
| National Highway System (Table 6) | \$16,090 | \$46,463 | \$10,000 | \$0 | \$72,553 | | 26% |
| Transit Capital FTA Section 5307 to MOA (Table 7) | \$6,298 | \$6,298 | \$6,300 | \$6,350 | \$25,246 | | 9% |
| Transit Capital FTA Section 5307 to ARRC (Table 7) | \$871 | \$871 | \$885 | \$1,598 | \$4,225 | | 1% |
| Transit Capital FTA Section 5309 {Fixed Guideway, New Starts & Earmarks} to ARRC (Table 7) | \$615 | \$615 | \$615 | \$615 | \$2,460 | | 1% |
| TOTAL PROGRAM ALLOCATIONS = (Non-NHS + NHS+ HSIP Set Aside + AMATS Pavement/Bridge Refurbish.+ all FTA 5307 and 5309) | \$74,414 | \$98,501 | \$62,232 | \$48,685 | \$283,832 | | 100% |
| Other Federal Funded Projects within AMATS (Table 8) | \$59,227 | \$158,599 | \$381,995 | \$386,561 | \$986,382 | | |
| National Highway System Improvements Outside AMATS boundaries, but within the MOA (Table 9) | \$4,166 | \$55,653 | \$2,343 | \$77,937 | \$140,099 | | |
| TOTAL FEDERAL FUNDING for Transportation Improvements within AMATS & the MOA | \$137,807 | \$312,752 | \$446,570 | \$513,183 | \$1,410,313 | | |

*- FFY 2010 shown for illustrative purposes only. See Final FFY 2010 Obligation Report for final numbers.

Table 1a. TOTAL SIX-YEAR PROGRAM SUMMARY
AMATS FFY 2010-2013 TIP Major Amendment 2 and 2014-2015 Illustrative Program (September 22, 2011)

| TRANSPORTATION IMPROVEMENTS | FEDERAL FISCAL PROGRAMMING YEAR (\$,000) | | | | | | 4-year total \$ (2010-2013) | % of 4-year Non-NHS (2010-2013) | % of 4-year total TIP (2010-2013) | 6-year total \$ (2010 - 2015) | % of 6-year Non-NHS (2010 - 2015) | % of 6-year total TIP (2010 - 2015) |
|---|--|-----------|-----------|-----------|-----------|-----------|--------------------------------|------------------------------------|--------------------------------------|----------------------------------|--------------------------------------|--|
| | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | | | | | | |
| AMATS HSIP Set-Aside <i>(Table 3b)</i> | \$16,087 | \$6,744 | \$16,403 | \$11,129 | \$0 | \$0 | \$50,363 | | 18% | \$50,363 | | 13% |
| Non-National Highway System | | | | | | | | | | | | |
| Roadway <i>(Table 3)</i> | \$22,998 | \$30,373 | \$16,769 | \$23,773 | \$63,729 | \$11,397 | \$93,913 | 73% | 33% | \$169,039 | 78% | 45% |
| Pavement Replacement <i>(Table 3)</i> | \$218 | \$2,232 | \$7,800 | \$2,500 | \$2,500 | \$2,500 | \$12,750 | 10% | 4% | \$17,750 | 8% | 1% |
| Transportation Enhancements <i>(Table 4)</i> | \$3,525 | \$3,037 | \$7,540 | \$1,500 | \$2,550 | \$2,500 | \$15,602 | 12% | 5% | \$20,652 | 10% | 5% |
| Congestion Mitigation & Air Quality <i>(Table 5)</i> | \$4,010 | \$4,100 | \$3,720 | \$3,720 | \$4,290 | \$3,490 | \$15,550 | 12% | 5% | \$23,330 | 11% | 6% |
| Previously Programmed Projects Utilizing Funding / Deobligations | \$3,920 | \$0 | \$0 | \$0 | \$0 | \$0 | \$3,920 | | | | | |
| 2010-2013 STIP Non-National Highway System Allocation from ADOT&PF's CMAQ program [as of 05/09] | \$2,000 | \$2,000 | \$1,000 | \$1,000 | \$1,000 | \$1,000 | \$6,000 | | | \$8,000 | 4% | 1% |
| <i>Non-National Highway System Subtotal</i> | \$34,453 | \$37,510 | \$28,029 | \$28,993 | \$70,569 | \$17,387 | \$128,985 | 97% | 45% | \$216,941 | 98% | 57% |
| <i>2010-2015 STIP Non-NHS Allocation for all projects (2014-15 are AMATS estimates of future allocations)</i> | \$34,453 | \$37,510 | \$28,029 | \$28,993 | \$25,000 | \$25,000 | \$128,985 | | | \$178,985 | | |
| Amount over or (- under) funding allocation level | \$0 | \$0 | \$0 | \$0 | \$44,569 | -\$8,613 | \$0 | | | \$37,956 | | |
| National Highway System <i>(Table 6)</i> | \$16,090 | \$46,463 | \$10,000 | \$0 | \$0 | \$0 | \$72,553 | | 26% | \$72,553 | | 19% |
| Transit Capital FTA Sec 5307 to MOA Public Transportation <i>(Table 7)</i> | \$6,298 | \$6,298 | \$6,298 | \$6,350 | \$6,452 | \$6,452 | \$25,244 | | 9% | \$38,148 | | 10% |
| Transit Capital FTA Section 5307 to ARRC <i>(Table 7)</i> | \$871 | \$871 | \$885 | \$1,598 | \$1,530 | \$1,640 | \$4,225 | | 1% | \$7,395 | | 1% |
| Transit Capital FTA Section 5309 {Earmarks & Fixed Guideway} to ARRC <i>(Table 7)</i> | \$615 | \$615 | \$615 | \$615 | \$620 | \$625 | \$2,460 | | 1% | \$3,705 | | 1% |
| Transit Operating (FTA) | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | | 0% | \$0 | | 0% |
| TOTAL PROGRAM (Non-NHS + NHS HSIP Set Aside+ AMATS Pave/Bridge + FTA 5307and 5309) | \$74,414 | \$98,501 | \$62,230 | \$48,685 | \$79,171 | \$26,104 | \$283,830 | | 100% | \$378,005 | | 100% |
| Other federally funded projects within AMATS Area <i>(Table 8)</i> | \$109,427 | \$154,776 | \$495,117 | \$386,561 | \$104,200 | \$104,200 | \$1,145,882 | | | \$1,354,282 | | |
| National Highway System Improvements Outside AMATS, but within the MOA <i>(Table 9)</i> | \$4,166 | \$55,653 | \$2,343 | \$77,937 | \$217,500 | \$357,599 | \$140,099 | | | \$715,198 | | |
| TOTAL FEDERAL FUNDING FOR TRANSPORTATION IMPROVEMENTS WITHIN AMATS AND THE MOA | \$188,007 | \$308,930 | \$559,690 | \$513,183 | \$400,871 | \$487,903 | \$1,569,810 | | | \$2,447,484 | | |

**Table 2. HSIP
AMATS FFY 2010 - 2013 TIP Major Amendment 2 (September 22, 2011)**

| | PROJECT LOCATION | PROJECT PHASING PLAN | FEDERAL FISCAL PROGRAMMING YEAR | | | | | | Estimated funding needs after 2015 | Est total project cost |
|--|--|--------------------------|---------------------------------|------------|------------|------------|------------|------------|------------------------------------|------------------------|
| | | | 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 | | |
| Table 2. Highway Safety Improvement Program Set Aside | | | | | | | | | | |
| 1 | Tudor Road: Laurel St to Boniface Pkwy Channelization Improvements (Funded in | 2010 - C | \$2,295 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$2,295 |
| 2 | DeBarr Rd: Bragaw St to Hoyt St Channelization & Pedestrian Improvement: | 2010 - C | \$674 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$674 |
| 3 | Jewel Lk Road: 63rd Ave to Old International Airport Channelization Improvements | 2010 - C | \$4,296 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$4,296 |
| 4 | 15th Ave @ Sitka St Channelization Improvements (project cancelled) | N/A | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| 5 | International Airport Rd @ Jewel Lk Road Channelization Improvements | 2010 - U/C | \$3,601 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$3,601 |
| 6 | 16th Ave @ A St Channelization Improvements | 2011 - C | \$0 | \$350 | \$0 | \$0 | \$0 | \$0 | \$0 | \$350 |
| 7 | Bragaw St @ 16th Ave 5 Lane | 2012 - R/U/C | \$309 | \$0 | \$2,165 | \$0 | \$0 | \$0 | \$0 | \$2,474 |
| 8 | Lake Otis Pkwy: Waldron to Dowling | 2012 - R/U/C | \$366 | \$0 | \$2,880 | \$0 | \$0 | \$0 | \$0 | \$3,246 |
| 9 | Northern Lights Blvd @ UAA Drive | 2010 - D 2011 - R/U/C | \$308 | \$1,452 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,760 |
| 10 | 36th Avenue: C Street to Arctic Boulevard 5 Lane Conversion | 2010 - R U/C | \$421 | \$0 | \$2,700 | \$0 | \$0 | \$0 | \$0 | \$3,121 |
| 11 | Arctic Boulevard @ Potter Drive Channelization & Sight Distance Improvements (project cancelled, work by MOA 3 Lane conversion) | N/A | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| 12 | 13th Avenue @ Gambell Street Channelization Improvements | 2010 - U/C | \$715 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$715 |
| 13 | Lake Otis Parkway @ 68th Avenue Channelization Improvements | 2011 - D R/U/C | \$0 | \$325 | \$2,520 | \$0 | \$0 | \$0 | \$0 | \$2,845 |
| 14 | 36th Avenue @ Locarno/Cottonwood Drive Intersection Improvements (project cancelled. New traffic signal @ 36th-MacInnes by MOA) | N/A | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| 15 | 36th Avenue @ Latouche Street Intersection Improvements | 2011 - D U/C | \$0 | \$65 | \$140 | \$0 | \$0 | \$0 | \$0 | \$205 |
| 16 | Son of Downtown Anchorage Curb Bulb Project | 2011 - D C | \$0 | \$175 | \$1,200 | \$0 | \$0 | \$0 | \$0 | \$1,375 |
| 17 | Jewel Lake Road @ Raspberry Road East-West Dual Left Turn Lanes Project | 2011 - D U/C | \$0 | \$120 | \$415 | \$0 | \$0 | \$0 | \$0 | \$535 |
| 18 | Ingra Street: 4th Avenue to 3rd Avenue Channelization Improvements | 2011 - D R/U/C | \$0 | \$120 | \$575 | \$0 | \$0 | \$0 | \$0 | \$695 |
| 19 | 34th Avenue @ Old Seward Highway Channelization Improvements | 2011 - D U/C | \$0 | \$120 | \$375 | \$0 | \$0 | \$0 | \$0 | \$495 |
| 20 | International Airport Road @ Old Seward Highway Channelization Improvements | 2010 - U/C | \$2,018 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$2,018 |
| 21 | Municipality of Anchorage Flashing Yellow Arrow Project | 2010 - D R/U/C | \$695 | \$0 | \$2,822 | \$0 | \$0 | \$0 | \$0 | \$3,517 |
| 22 | C Street Railroad Queue Detector Project | 2010 - D U/C | \$339 | \$18 | \$611 | \$0 | \$0 | \$0 | \$0 | \$968 |
| 23 | 15th Avenue: Debarr Circle to Lake Otis Parkway Channelization Improvements (project expected to be cancelled) | N/A | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| 24 | 1950 Gambell Street Utility Pole Relocation Project | 2010 - D U/C | \$50 | \$1,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,050 |
| 25 | Central Region Traffic Signal Modifications, 2011 (1 of 4 locations outside of MOA. Costs shown are for 3 MOA locations only. Total cost is \$2,164,000.00.) | 2011 - D C | \$0 | \$509 | \$0 | \$1,623 | \$0 | \$0 | \$0 | \$2,132 |
| 26 | Glenn Highway Moose-Vehicle Crash Mitigation | 2011 - D C | \$0 | \$706 | \$0 | \$5,815 | \$0 | \$0 | \$0 | \$6,521 |
| 27 | Minnesota Drive Moose-Vehicle Crash Mitigation | 2011 - D C | \$0 | \$600 | \$0 | \$3,691 | \$0 | \$0 | \$0 | \$4,291 |
| 28 | Statewide Railroad/Highway Grade Crossing Signal LED Project (MOA location only included in cost shown in FFY2011. Total project is \$986,000.00) | 2011 - D/U/C | \$0 | \$592 | \$0 | \$0 | \$0 | \$0 | \$0 | \$592 |
| 29 | Statewide Railroad/Highway Grade Crossing Signal LED Project (MOA location only included in cost shown in FFY 2011. Total project is \$986K. | 2011 - D/U/C | \$0 | \$592 | \$0 | \$0 | \$0 | \$0 | \$0 | \$592 |
| Annual Totals | | | \$16,087 | \$6,744 | \$16,403 | \$11,129 | \$0 | \$0 | \$0 | \$50,363 |

**Table 3. ROADWAY IMPROVEMENTS
AMATS FFY 2010 - 2013 TIP Major Amendment 2 (September 22, 2011)**

| 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 | Victor Road Reconstruction [Dimond Boulevard to 100th Avenue] - 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 | Huffman Road Reconstruction [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 | Eagle River Road Rehabilitation [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 | Old Glenn Highway Reconstruction Phase II [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 | O'Malley Road Reconstruction [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 | Fireweed Lane Rehabilitation [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 | | Pavement Replacement Program - 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 | \$2,232 | \$7,800 | \$2,500 | \$2,500 | \$2,500 | \$0 | \$17,750 |
| 1 | 19574 | 58544 | Glenn Highway to Seward Highway (H2H) Connection Reconnaissance Study - 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 | Dowling Road Extension West /Reconstruction [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 | Lake Otis Parkway Reconstruction [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 | Northern Access to Univ-Medical District Reconnaissance Study [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 |

**Table 3. ROADWAY IMPROVEMENTS
AMATS FFY 2010 - 2013 TIP Major Amendment 2 (September 22, 2011)**

| | 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 |
| 5 | 16582 | 55138 53986 | Spenard Road Rehabilitation [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 | | | Safety Improvement Program (Traffic Count support) - 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 | Abbott Road Rehabilitation [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 | | C Street Construction Phase IV - 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 | Eklutna River Bridge Rehabilitation/Replacement at Old Glenn Highway - 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 |
| | | | The contingency list of projects for each year will consist of the following year's projects. | ANNUAL TOTALS | \$22,998 | \$30,373 | \$16,769 | \$23,773 | \$63,729 | \$11,397 | \$146,197 | \$315,236 |
| | | | 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% | 86% | 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 | -\$5,137 | -\$10,260 | -\$4,220 | \$38,729 | -\$13,603 | | |

**Table 4. TRANSPORTATION ENHANCEMENTS
AMATS FFY 2010 - 2013 TIP Major Amendment 2 (September 22, 2011)**

| | STIP Need ID's | Project # | PROJECT LOCATION | PROJECT PHASING PLAN | FEDERAL FISCAL PROGRAMMING YEAR (\$,000) | | | | | | Est funding needs after 2015 | Estimated total project cost 2010 - 15 | |
|---------------------|----------------------|----------------|--|--------------------------------------|--|----------------|----------------|----------------|----------------|----------------|---------------------------------|---|-----------------|
| | | | | | 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 | | | |
| Constructing | 2205 | 56530 | Chester Creek Trail Connection repayment of advance construction. | 2010 - U/C | \$2,773 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$2,773 |
| G-1 | 2205 | 56530 | Muldoon Road Landscaping and Pedestrian Improvements (Regal Mountain to Bartlett Dr) - This funding will construct additional pedestrian amenities and minimal landscaping for the remainder of the corridor from DeBarr Road to Boundary Avenue. Funding in 2012 is A/C into 2011. | 2010 - D/ROW 2011 - U/C | \$752 | \$2,737 | \$3,040 | \$0 | \$0 | \$0 | \$0 | \$0 | \$6,529 |
| G-2 | 14487 | 55659 | Glenn Highway Trail Rehabilitation [Muldoon Road to North Birchwood Loop] - Project to resurface existing trail, formalize a parking facility near the weight station and to construct a memorial pull-out. Funding in 2013 is A/C into 2012. | 2012 - U/C | \$0 | \$0 | \$4,500 | \$0 | \$0 | \$0 | \$0 | \$0 | \$4,500 |
| | 14486 | 54658 55711 | Anchorage Areawide Trails Rehabilitation - Project will analyze existing pathways for rehabilitation needs community-wide and promote specific projects to rehabilitate those existing pathways. The scope is primarily expected to include pavement replacement. Project to complement existing MOA/CIP program. | 2011 - D 2013+ - U/C | \$0 | \$100 | \$0 | \$500 | \$850 | \$1,250 | \$1,250 | \$1,250 | \$3,950 |
| 1 | New | | Bicycle Plan Project Implementation - Project would sign, stripe and mark bike lanes or shoulders on existing roadways within the AMATS boundary area to create a safe, connected network of bicycle facilities as identified in the Anchorage Bicycle Plan. | 2011 - D 2013 - Implementation | \$0 | \$100 | \$0 | \$500 | \$850 | \$0 | \$0 | \$0 | \$1,450 |
| 2 | New | | Pedestrian Plan Project Implementation - Project would improve pedestrian safety and construct missing links as identified in the 2007 Anchorage Pedestrian Plan. | 2011 - D 2013 - Implementation | \$0 | \$100 | \$0 | \$500 | \$850 | \$1,250 | \$1,250 | \$1,250 | \$3,950 |
| 3 | 2296 | 55715 | Eagle River Greenbelt Access and Pathway - Construct 12 miles of new trail in the Eagle River Greenbelt, connecting the Briggs Bridge with the Visitor Center. New trails will be built and interpretive displays on the trails and at the trailheads. Construction likely to be completed in phases. | 2015+ - PE/D/ROW/U/C | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$22,250 | \$22,250 |
| 4 | 18124 | | Campbell Creek Trail Grade Separation [Lake Otis Parkway] - Project provides for a grade separated crossing at Lake Otis Parkway near Campbell Creek. PE funding was added in 2003 to examine a proposed route. | 2013+ - PE/D/ROW/U/C | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$5,000 | \$5,000 |
| | | | The contingency list of projects for each year will consist of the following year's projects. | | \$3,525 | \$3,037 | \$7,540 | \$1,500 | \$2,550 | \$2,500 | \$7,500 | \$7,500 | \$28,152 |
| | | | 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 | | | \$172,985 |
| | | | Approx. Percentage (%) for Transportation Enhancement Improvements is 10-20%,) | | 11% | 9% | 28% | 5% | 10% | 10% | | | 12% |
| | | | Estimated % of total funds for trail type improvements | | 9% | 1% | 0% | 4% | 7% | 10% | | | 22% |
| | | | Estimated % of total funds for roadway type enhancements | | 2% | 8% | 28% | 2% | 3% | 0% | | | 7% |
| | | | Amount over / (-under) total funding non-NHS | | -\$28,928 | -\$32,473 | -\$19,489 | -\$26,493 | -\$22,450 | -\$22,500 | | | -\$144,833 |

**Table 5. CONGESTION MITIGATION AIR QUALITY
AMATS FFY 2010-2013 TIP Major Amendment 2 (September 22, 2011)**

| 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 | | | | |
| SIP-Mandated Projects and Programs | | | | | | | | | | | | |
| 1 | 2273 | Anchorage Ridesharing/ Transit Marketing - 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 | Air Quality Public & Business Awareness Education Campaign -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 | |
| Section Totals | | | | \$980 | \$1,020 | \$1,020 | \$1,020 | \$1,030 | \$1,030 | \$300 | \$6,400 | |
| Studies and Plans | | | | | | | | | | | | |
| 1 | 24817 | Anchorage Regional ITS Architecture Update - 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 | Consolidated Municipality of Anchorage LRTP -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 | |
| Section Totals | | | | \$350 | \$500 | \$0 | \$0 | \$0 | \$0 | \$0 | \$850 | |
| Programs | | | | | | | | | | | | |
| 1 | 24819 | Arterial Roadway Dust Control - 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 | Traffic Control Signalization -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 | Transit Stop Enhancement Program - 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 | Bus Stop Improvements -This project funds the upgrade of bus stop sites to meet both the federally-mandated Americans with Disabilities Act [ADA] requirements and the operational needs. Typical improvements include bus shelters, benches, trash receptacles, landscaping, grading, paving, utility relocations, lighting, curb adjustments, drainage, constructing paths, and construction/reconstruction of turnouts. Table 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 | |
| Section Totals | | | | \$680 | \$640 | \$650 | \$650 | \$460 | \$460 | \$460 | \$4,000 | |
| Projects | | | | | | | | | | | | |
| 1 | 14519 | Transit Fleet Expansion/Replacement - 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 | Transit Centers/Facilities - 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 | |
| Section Totals | | | | \$2,000 | \$1,940 | \$2,050 | \$2,050 | \$2,800 | \$2,000 | \$2,187 | \$15,027 | |
| ANNUAL TOTALS | | | | \$4,010 | \$4,100 | \$3,720 | \$3,720 | \$4,290 | \$3,490 | \$2,947 | \$26,277 | |
| The contingency list of projects for each year will consist of the following year's projects. | | | | | | | | | | | | |
| 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 2010-11 and \$1M in 2012 -13. | | | | | \$34,453 | \$37,510 | \$28,029 | \$28,993 | \$25,000 | \$25,000 | 6 year total= | \$255,735 |

**Table 5. CONGESTION MITIGATION AIR QUALITY
AMATS FFY 2010-2013 TIP Major Amendment 2 (September 22, 2011)**

| 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 |
|----------------------|---|-------------------------|--|------------|------------|------------|------------|------------|----------------------------------|--|
| | | | 10/08-9/10 | 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 | | |
| | 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% |

**Table 6. NATIONAL HIGHWAY SYSTEM
AMATS FFY 2010-2013 TIP Major Amendment 2 (September 22, 2011)**

| | STIP | Project | PROJECT LOCATION | PROJECT PHASING PLAN | FEDERAL FISCAL PROGRAMMING YEAR (\$,000) | | | | Est funding needs after 2013 | Estimated total project cost 2010-13 |
|---------------------|-------|----------------|--|--|--|-----------------|-----------------|------------|------------------------------|--------------------------------------|
| | Need | # | | | 10/09-9/10 | 10/10-9/11 | 10/11-9/12 | 10/12-9/13 | | |
| | ID's | | | | 2010 | 2011 | 2012 | 2013 | | |
| Constructing | 22656 | 51945 | Glenn Hwy Rut Repair - Airport Hts to Hiland Rd Pavement Replacement. Project funded in 2009 using Economic Stimulus funding. | 2010 - C | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| 1 | 22675 | 51945 | Central Region Rut Repairs for Gasline Prep - Glenn Hwy, Airport Heights to Parks Interchange. Implementation funding in 2010 previously obligated in 2009. | 2010 - Implementation | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| 2 | 2201 | 52503 50816 | Seward Highway [Rabbit Creek to 36th Avenue] - Analyze and identify needed transportation improvements in the Seward Highway Corridor, between Rabbit Creek and 36th Avenue. Improvements to be considered may include but are not limited to: widening from four to six lanes; modify existing interchanges; grade separation at 36th Ave.; extend western frontage road between Dimond Blvd. and O'Malley Road; overcrossings at International Airport Road, 68th, 76th, and 92nd Avenues; and pedestrian and bike facilities. The initial phase will construct an additional travel lane on the Seward Highway in both the North and Southbound directions between Dimond Blvd. and Tudor Road interchanges. This work will include adjusting on and off ramp geometry and drainage modifications. | 2011- D/U/C | \$0 | \$46,463 | \$0 | \$0 | \$63,000 | \$109,463 |
| 3 | 19574 | 58544 | Glenn Highway to Seward Highway (H2H) Connection Reconnaissance Study - 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. Project also listed in Table 3, project 1. Current funding is through State General fund monies. | 2010 - PE 2012 - D (possible future earmark) | \$0 | \$0 | \$10,000 | \$0 | \$0 | \$10,000 |
| 4 | New | | Glenn Highway/Muldoon Road - Interchange Improvements. No funding currently programmed in 2010-13 STIP. | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| 5 | 19489 | 51970 | Glenn Highway Lighting - Birchwood to Palmer Hay Flats. STIP funds supplements \$4.7M \$2M in Stimulus funding in 2010. Project provides overhead lighting along the Glenn Hwy from Birchwood to Eklutna. | 2010 - C | \$16,090 | \$0 | \$0 | \$0 | \$0 | \$16,090 |
| | | | The contingency list of projected for each year will consist of the following year's projects. (Note: Table is not shown in priority order. These projects have not been ranked by AMATS). | | \$16,090 | \$46,463 | \$10,000 | \$0 | \$63,000 | \$135,553 |

**Table 7. TRANSIT PROGRAM FUNDING (FTA+FRA)
AMATS FFY 2010-2013 TIP Major Amendment 2 (September 22, 2011)**

| STIP Need ID's | PROJECT LOCATION | PROJECT PHASING PLAN | FEDERAL FISCAL PROGRAMMING YEAR (\$,000) | | | | | | | | Est funding needs after 2015 | Estimated total project costs |
|----------------------|--|---|--|------------|------------|------------|------------|------------|------------|---------|---------------------------------|-------------------------------------|
| | | | Carryover | 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 | | | |
| | Municipality of Anchorage - FTA Section 5307 & 5340 Funds | | | | | | | | | | | |
| 1 | 19458 | Preventive Maintenance / Capital Maintenance - FTA [Federal Transit Administration] allows grantees to use capital funds for overhauls and preventative maintenance. FTA assistance for these items is based on a percentage of annual vehicle maintenance costs. | 2010 - 2013 - Implementation | \$0 | \$4,133 | \$4,143 | \$4,143 | \$4,143 | \$4,143 | \$4,143 | \$4,143 | \$28,991 |
| 2 | 19462 | Fleet Replacement/ Expansion - This project funds the fleet expansion and replacement for the AnchorRIDES paratransit service, as well as the fixed route fleet. | 2010 - 2013 - Purchase | \$0 | \$480 | \$480 | \$480 | \$480 | \$480 | \$480 | \$600 | \$3,480 |
| 3 | 19464 | ADA Complementary Paratransit Services - Costs associated with ADA paratransit programs are eligible for this funding. The project funds the ADA paratransit eligibility process with a transportation skills assessment and a travel training program for people who could benefit from individualized instruction regarding how to independently ride People Mover buses. May also be used to purchase AnchorRIDES trips. | 2010 - 2013 - Implementation | \$0 | \$560 | \$560 | \$560 | \$560 | \$560 | \$560 | \$440 | \$3,800 |
| 4 | 19457 | Bus Stop Improvements -This project funds the upgrade of bus stop sites to meet both the federally-mandated Americans with Disabilities Act [ADA] requirements and the operational needs. Typical improvements include bus shelters, benches, trash receptacles, landscaping, grading, paving, utility relocations, lighting, curb adjustments, drainage, constructing paths, and construction/reconstruction of turnouts. Table 7 FTA CMAQ funds supplement CMAQ funds in program 4 in Table 5. Total project cost in FY2011 is \$490K. | 2011 - 2013 - Implementation | \$0 | \$310 | \$300 | \$300 | \$300 | \$300 | \$300 | \$300 | \$2,110 |
| 5 | 19463 | ITS/ Automated Operating System - Staff and capital resources to provide project oversight and capital for ITS for all modes of public transportation services. | 2012 - 2013 - Implementation | \$0 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$700 |
| 6 | 19459 | Fleet Improvement and Support Equipment This project funds improvements to existing transit and paratransit fleets. Typical projects include a ticket reader and issue attachment, which issues passenger passes on the bus; security systems; transit/signal improvements for headway enhancements; mechanical equipment and other improvements for facilities; mobile display terminals; and vehicle communications and locations systems. | 2010 - 2013 - Purchase | \$0 | \$250 | \$250 | \$250 | \$250 | \$350 | \$350 | \$350 | \$2,050 |
| 7 | 19465 | Management Information Systems - This project funds information systems necessary for efficient management of the public transportation system. Typical projects include: Geographic Information Systems [GIS] capabilities, upgrades to the automated maintenance system, refueling, and inventory system; a new computerized dispatch system; and upgrades to the scheduling/run-cutting process, customer information and telephone communications system, and desktop computers. | 2010 - 2013 - Implementation | \$0 | \$50 | \$50 | \$50 | \$50 | \$50 | \$50 | \$50 | \$350 |
| 8 | 19460 | Support Vehicles - This project funds purchase of replacement vehicles and equipment to support operation of the transit system. Typical purchases include pickup trucks, maintenance trucks with special equipment, supervisor vehicles, shift change vehicles, fork lifts, sweepers, and bus access snow removal equipment. | 2010 - 2013 - Purchase | \$0 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$700 |
| 9 | 19456 | Transit Planning Program - This provides replacement funding resulting from a reduction in Anchorage's allocation of the Federal Transit Administration's Section 5303 program. With the 2000 U.S. Census, Fairbanks became eligible for Section 5303 funding. With no increase in the allocation to Alaska, Anchorage's allocation has been reduced. | 2010 - 2013 - Implementation | \$13 | \$0 | \$0 | \$0 | \$50 | \$50 | \$50 | \$0 | \$150 |
| 10 | | Transit Operating Assistance - 10% of the total Stimulus funding available will be used for Transit Operating assistance, including wages, supplies, materials, services and associated costs required to operate the Public Transportation Department, providing passenger services to the Municipality of Anchorage. | | \$596 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$596 |
| | | subtotal FTA Section 5307 & 5340 | | \$609 | \$5,983 | \$5,983 | \$5,983 | \$6,033 | \$6,133 | \$6,133 | \$6,083 | \$42,331 |
| | | Section 5316 Funding - Job Access Reverse Commute (JARC) [Federal Share Only] | | \$208 | \$180 | \$180 | \$180 | \$180 | \$180 | \$180 | \$0 | \$1,080 |
| | | Section 5317 Funding - New Freedom [Federal Share Only] | | \$121 | \$65 | \$65 | \$65 | \$65 | \$65 | \$65 | \$0 | \$390 |
| | | Section 5310 Funding - Transportation for Elderly Persons and Persons with Disabilities | | \$135 | \$70 | \$70 | \$72 | \$72 | \$74 | \$74 | \$74 | \$506 |
| | | subtotal FTA Section 5307, 5309, 5310, 5316, 5317 & 5340 Transit funding to the MOA | | \$1,073 | \$6,298 | \$6,298 | \$6,300 | \$6,350 | \$6,452 | \$6,452 | \$6,157 | \$44,307 |
| | | Alaska Railroad - FTA Section 5307 Funds | | | | | | | | | | |

**Table 7. TRANSIT PROGRAM FUNDING (FTA+FRA)
AMATS FFY 2010-2013 TIP Major Amendment 2 (September 22, 2011)**

| STIP Need ID's | PROJECT LOCATION | PROJECT PHASING PLAN | FEDERAL FISCAL PROGRAMMING YEAR (\$,000) | | | | | | | Est funding needs after 2015 | Estimated total project costs | |
|---|------------------|---|--|------------|------------|------------|------------|------------|------------|------------------------------|-------------------------------|----------|
| | | | Carryover | 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 | | | |
| 10 | 19466 | 1% Transit Security on the Alaska Railroad Corporation projects | 2010 - 2013 - Implementation | \$0 | \$228 | \$235 | \$242 | \$249 | \$215 | \$220 | \$225 | \$1,614 |
| 11 | | Preventative Maintenance - This project partially funds statewide maintenance costs of passenger vehicle railcars and locomotives. Preventive maintenance is defined as all activities, supplies, materials, labor, services and associated costs required to preserve or extend the functionality and servicability of the asset. | 2010 - 2013 - Implementation | \$0 | \$415 | \$415 | \$1,100 | \$1,100 | \$1,100 | \$1,200 | \$1,200 | \$6,530 |
| 12 | | Transit Enhancements - can include benches, landscaping, and other transit related amenities. | 2010 - 2013 - Implementation | \$0 | \$228 | \$235 | \$242 | \$249 | \$215 | \$220 | \$225 | \$1,614 |
| subtotal FTA Section 5307 Transit funding to Railroad | | | | \$0 | \$871 | \$885 | \$1,584 | \$1,598 | \$1,530 | \$1,640 | \$1,650 | \$9,758 |
| Alaska Railroad - FTA Section 5309 (Fixed Guideway) Funds | | | | | | | | | | | | |
| 13 | 19468 | Ship Creek Intermodal Facility (Sec 5309 - Fixed Guideway) Development of a transportation hub (bus, rail, parking, pedestrian services) located in the Ship Creek area. Phase II of V. Project utilizes \$7.4 M in Economic Stimulus Funds, 2009 ARRA. | 2010 - 2013 - Implementation | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| 14 | | Track Rehab - Rail and tie rehabilitation within AMATS boundaries. | 2010 - 2013 - Implementation | \$0 | \$200 | \$200 | \$200 | \$200 | \$200 | \$200 | \$200 | \$1,400 |
| 15 | | Preventative Maintenance - This project partially funds statewide maintenance costs of passenger vehicle railcars and locomotives. Preventive maintenance is defined as all activities, supplies, materials, labor, services and associated costs required to preserve or extend the functionality and servicability of the asset. | 2010 - 2013 - Implementation | \$0 | \$415 | \$415 | \$1,100 | \$415 | \$420 | \$425 | \$430 | \$3,620 |
| subtotal FTA Section 5309 (Fixed Guideway) funding to Railroad | | | | \$0 | \$615 | \$615 | \$1,300 | \$615 | \$620 | \$625 | \$630 | \$5,020 |
| Alaska Railroad - FTA Section 5309 (Earmark) Funds | | | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| subtotal FTA Section 5309 funding to Railroad | | | | \$0 | \$615 | \$615 | \$1,300 | \$615 | \$620 | \$625 | \$630 | \$1,260 |
| subtotal FTA Sections 5307 & 5309 Transit funding to ARRC | | | | \$0 | \$1,486 | \$1,500 | \$2,884 | \$2,213 | \$2,150 | \$2,265 | \$2,280 | \$2,910 |
| Total Transit Program (FTA {5307+5309}) | | | | \$1,073 | \$7,784 | \$7,798 | \$9,184 | \$8,563 | \$8,602 | \$8,717 | \$8,437 | \$47,217 |
| <i>The Municipality of Anchorage's Transportation Improvement Program (TIP) process is used to satisfy the public participation process of the Program of Projects (POP) that is required in U.S.C. Section 5307. The POP as presented is the proposed Program of Projects and will also be the final Program of Projects unless amended.</i> | | | | | | | | | | | | |

**Table 8. Other Federal, State and Local Funded Projects within AMATS Area
AMATS FFY 2010-2013 TIP Major Amendment 2 (September 22, 2011)**

| STIP Need ID's | PROJECT DESCRIPTION | Project Phasing Plan | Source | Carryover | FEDERAL FISCAL PROGRAMMING YEAR (\$,000) | | | | | | Estimated total needs after 2015 | Total project 2010-2015 cost |
|-------------------|--|--|---------------------------|-----------|--|----------|-----------|-----------|----------|----------|----------------------------------|------------------------------|
| | | | | | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | | |
| | Port of Anchorage Intermodal Facility Improvements - Maritime Administration (funding shown in 2010-2013 is estimated and shown for illustrative purposes.) | 2010-2013 Programming | MARAD FHWA | | \$3,000 | \$3,000 | \$3,000 | \$3,000 | \$3,000 | \$3,000 | \$0 | \$18,000 |
| | Port of Anchorage Intermodal Facility Improvements - Maritime Administration (funding shown in 2010-2013 is estimated pending congressional action on surface transportation bill.) | 2010-2013 Programming | MARAD Surface Trans Auth. | | \$12,200 | \$12,700 | \$13,300 | \$14,100 | \$14,100 | \$14,100 | \$0 | \$80,500 |
| | Port of Anchorage Intermodal Facility Improvements - Maritime Administration (Transfers from Department of Defense (DOD)) funding shown in the 2010-2013 program years is estimated and shown for illustrative purposes. | 2010-2013 Programming | MARAD DOD | | \$15,000 | \$15,000 | \$15,000 | \$15,000 | \$15,000 | \$15,000 | \$0 | \$90,000 |
| | Port of Anchorage Intermodal Facility Improvements - (funding shown in the 2010-2013 program years is estimated and shown for illustrative purposes. | 2010-2013 Programming | MARAD State GF & CPV Fees | | \$20,000 | \$20,000 | \$20,000 | \$20,000 | \$20,000 | \$20,000 | \$0 | \$120,000 |
| | Port of Anchorage Intermodal Facility Project totals | | | | \$50,200 | \$50,700 | \$51,300 | \$52,100 | \$52,100 | \$52,100 | \$0 | \$308,500 |
| 1 | 12259 Recreational Trails for Alaska - This program is administered by the Alaska Dept of Natural Resources, Division of Parks and Outdoor Recreation. The program makes funds available through a competitive process for trails improvements. Funding estimate based on 2000 grant awards within AMATS area. | 2010-2013 Programming | NA | | \$45 | \$45 | \$45 | \$0 | \$0 | \$0 | \$0 | \$135 |
| 2 | 19469 Rail Extensions, signalization and remotely controlled power switches. | 2010-2013 Programming | FRA | | \$1,000 | \$1,000 | \$1,000 | \$1,000 | \$0 | \$0 | \$0 | \$4,000 |
| 3 | 20255 Knik Arm Crossing Access Connections - Design and construct approximately 2.5 miles of roadway behind the Port of Anchorage from the Northern terminus of the planned port expansion south through Government Hill and connecting to the A/C couplet to serve as an alternative access to the port and a primary access to the planned Knik Arm Crossing. | 2010-2013 - D/ROW/U/C | FHWA/ Private | | \$4,866 | \$32,044 | \$122,383 | \$17,854 | \$0 | \$0 | \$0 | \$177,147 |
| 4 | 20256 Knik Arm Crossing Toll Financed Bridge Facilities - Design and construct a bridge across Knik Arm between Anchorage and Mat-Su Borough and a connecting roadway between northern terminus of the planned Port of Anchorage expansion and the Bridge. | 2010-2013 - D/ROW/U/C | FHWA/ Private | | \$3,117 | \$14,087 | \$265,739 | \$260,157 | \$0 | \$0 | \$0 | \$543,099 |
| 5 | 18130 C Street Construction Phase IV - ARRC crossing at Raspberry Road. Construction of project shown in Table 3, project # 10. | No start date currently | Earmark | \$2,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$2,000 |
| 6 | 8466 Ship Creek Improvements - project would provide access road improvements to small boat harbor at Port of Anchorage and culvert at Ship Creek. | 2006 | Earmark | \$9,867 | \$0 | \$250 | \$0 | \$0 | \$0 | \$0 | \$0 | \$10,117 |
| 7 | 19470 Ship Creek Improvements - project would conduct a hydrology study of Coastal Trail extension to Ship Creek; design bank stabilization at Ship Creek and a watershed study of Ship Creek Drainage. | Underfunded earmark with no start date | Earmark | \$2,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$2,000 |
| 9 | 19480 Ferry between Port of Anchorage and Point McKenzie | 2006 | Earmark | \$2,000 | \$0 | \$1,000 | \$1,000 | \$1,000 | \$0 | \$0 | \$0 | \$5,000 |
| 10 | 19478 C Street Expanded Bus Facility & Intermodal Parking Garage/ Anchorage General Transit Needs. | No start date currently | Earmark | \$5,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$5,000 |
| 11 | 19479 Alaska Native Medical Center Intermodal Parking Facility | No start date currently | Earmark | \$5,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$5,000 |
| 12 | 19481 Providence Hospital Public Access Road - project to finish work on Piper Street Project. \$600K of '06 funding is from '05. This project is not included in the Air Quality conformity analysis for the 10-13 TIP. | No start date currently | Earmark | \$3,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$3,000 |
| 13 | 19482 Construction & Road Improvements @ APU. This project is not included in the Air Quality conformity analysis for the 10-13 TIP. | No start date currently | Earmark | \$6,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$6,000 |
| 14 | 19484 Cook Inlet Tribal Council non-profit Services Center Intermodal Parking Facility - Improvements planned for intersection of DeBarr Rd and Bragaw St. | No start date currently | Earmark | \$3,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$3,000 |
| 15 | 19485 Dimond Center Intermodal Parking Facility - upgrade existing transit center, including but not limited to design, engineering, permitting and construction. | No start date currently | Earmark | \$3,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$3,000 |
| 17 | 19490 Alaska Native Medical Center Intermodal Parking Facility (FTA Earmark) | No start date currently | Earmark | \$2,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$2,000 |
| 18 | 48th Avenue Construction [Bragaw St to Boniface Parkway] - Project will construct a new four lane divided parkway connecting Bragaw Street at 48th Avenue to Boniface Parkway at Tudor Road. Amenities will include signal upgrades at Boniface and Tudor Road, and Tudor Centre Drive and Tudor Road, new signals at 48th Avenue and | 2009/10 - U/C | State GF | \$36,693 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$36,693 |
| 19 | Toilsome Hill and Canyon Road Improvements | 2013 - C | State GF | \$2,100 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$2,100 |

**Table 8. Other Federal, State and Local Funded Projects within AMATS Area
AMATS FFY 2010-2013 TIP Major Amendment 2 (September 22, 2011)**

| | STIP | PROJECT DESCRIPTION | Project Phasing Plan | Source | FEDERAL FISCAL PROGRAMMING YEAR (\$,000) | | | | | | Estimated total needs after 2015 | Total project cost 2010-2015 | |
|---|-----------|---|----------------------|--------|--|-----------|-----------|-----------|-----------|-----------|----------------------------------|------------------------------|-------------|
| | Need ID's | | | | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | | | |
| 20 | 19202 | Seward Highway - Anchorage to Portage Glacier Road ITS Project - ITS deployment such as dynamic message signs, real-time traffic counters, low power FM or highway advisory radio, automated anti-icing/de-icing system, environmental sensors, CCTV, and adjoining signal system and inter-connect upgrades to help improve traveler safety and efficiency along the Seward Highway Corridor, Glenn Highway to Portage Glacier Road, MP 78.8. | 2011-13 - P/D/C/U | | \$0 | \$2,850 | \$900 | \$900 | \$0 | \$0 | \$0 | \$4,650 | |
| 21 | 18361 | Glenn and Parks Highways Corridor ITS Project - ITS deployment such as dynamic message signs, real-time traffic counters, low power FM or highway advisory radio, automated anti-icing/de-icing system, environmental sensors, CCTV, and adjoining signal system and inter-connect upgrades to help improve traveler safety and efficiency along the Glenn Highway Corridor, from the intersection of Ingra/Gambell and 5th/6th to MP 42 (north of Palmer) and also covers the Parks Hwy from the Parks/Glenn Interchange through Houston (MP58). | 2011-13 - P/D/C/U | | \$0 | \$2,100 | \$1,450 | \$1,450 | \$0 | \$0 | \$0 | \$5,000 | |
| TOTALS - Other Federally or State funded Improvements within the AMATS Area - (Note: Table is not shown in priority order. These projects have not been ranked). | | | | | \$81,660 | \$109,427 | \$154,776 | \$495,117 | \$386,561 | \$104,200 | \$104,200 | \$0 | \$1,127,442 |

**Table 9. NHS and non-NHS IMPROVEMENTS
Outside AMATS, Within the Municipality of Anchorage
AMATS FFY 2010-2013 TIP Major Amendment 2 (September 22, 2011)**

| | STIP | PROJECT LOCATION | PROJECT PHASING PLAN | FEDERAL FISCAL PROGRAMMING YEAR (\$,000) | | | | | | Estimated total funding needs after 2013 | Estimated total project cost |
|---|-------|--|-------------------------|--|-----------|------------|------------|------------|--------------|--|------------------------------|
| | Need | | | Source | Carryover | 10/09-9/10 | 10/10-9/11 | 10/11-9/12 | 10/12 - 9/13 | | |
| | ID # | | | | | 2010 | 2011 | 2012 | 2013 | | |
| 1 | 11439 | Whittier Maintenance and Operations - Federal-aid eligible portion of Whittier tunnel and approaches, maintenance and operations. | 2010-2013 - C | | \$0 | \$2,166 | \$2,253 | \$2,343 | \$2,437 | \$0 | \$9,199 |
| 2 | 11925 | Seward Highway - MP 75-90 Ingram Creek to Girdwood Road and Bridge Rehabilitation. | 2011 - C 2013+ - C,U | | \$0 | \$0 | \$4,000 | \$0 | \$39,500 | \$185,500 | \$229,000 |
| 3 | | Seward Highway - MP 99-105 Bird Point to Potter Marsh Passing Lanes & Pathway. | 2010-13 - D/ROW/U/C | | \$0 | \$2,000 | \$2,400 | \$0 | \$36,000 | \$0 | \$40,400 |
| 4 | 12641 | Seward Highway - MP 104-115 Passing Lanes - Indian to Potter Marsh.(\$32M state funds; \$15 M Illustrative for Windy Corner, MP 105-107) | 2011 - C/U | | \$0 | \$0 | \$47,000 | \$0 | \$0 | \$32,000 | \$79,000 |
| | | The contingency list of projected for each year will consist of the following year's projects. | ANNUAL TOTALS | | \$0 | \$4,166 | \$55,653 | \$2,343 | \$77,937 | \$217,500 | \$357,599 |

**Table 10. 2010-2013 TIP, Non-National Highway System Pavement Replacement Program {see Table 3}
AMATS FFY 2010-2013 TIP Major Amendment 2 (September 22, 2011)**

| 2010 - 2013 TIP, Pavement Replacement Projects, see Table 3 | | | |
|--|--|-----------------|--------------------|
| | Project Location | Project Phasing | Est. Total funding |
| 1 | Jewel Lake Pavement Replacement - Dimond Blvd to International | | \$4,695 |
| 2 | DeBarr Road Pavement Replacement - 15th Avenue to Muldoon Rd | | \$10,000 |
| 3 | Eagle River Loop - Hiland to Eagle River Road | | \$13,000 |
| 4 | Potter Drive - Arctic to Franklin Street | | \$585 |
| 5 | O'Malley - Old Seward to Upper O'Malley | | \$3,770 |
| 6 | Dimond Blvd - Arctic Blvd to Jewel Lake | | \$8,190 |
| 7 | Dimond Blvd - Old Seward to Arctic Blvd | | \$4,355 |
| 8 | Fireweed Ln - Spenard to New Seward | | \$5,265 |
| 9 | Birch Road - Huffman to Abbott | | \$455 |
| 10 | Northern Lights Blvd - Minnesota to Wisconsin | | \$1,170 |
| 11 | A Street - 15th Ave to International Airport | | \$2,990 |
| 12 | C Street - 15th Ave to International Airport | | \$2,860 |
| 13 | Upper Huffman - Hillside to end | | \$1,365 |
| 14 | Eagle River Rd - Old Glenn to MP 5.3 | | \$11,440 |
| | *Projects not in priority order Pavement Replacement Annual Totals shown in Table 3 | | \$70,140 |