

**Air Quality Conformity Demonstration
for Amendment #2
to the Anchorage 2023–2026
Transportation Improvement Program**

Final Draft

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Environmental Health – Air Quality Program

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INTRODUCTION AND BACKGROUND

Anchorage Metropolitan Area Transportation Solutions (AMATS) is the federally recognized metropolitan planning organization (MPO) which is responsible for planning the transportation network within the Municipality of Anchorage. AMATS has prepared a draft second amendment to the Anchorage 2023–2026 Transportation Improvement Program (TIP) to accommodate necessary scope, funding level and schedule changes for several project in the current 2023-2026 TIP, beyond those included in Amendment #1 to that TIP. The 2023–2026 TIP includes transportation projects utilizing federal funds which are scheduled for full or partial implementation during calendar years 2023–2026.

The Alaska SIP (State Implementation Plan) contains limited maintenance plans for both carbon monoxide (CO) and PM₁₀ⁱ air pollutants within areas of the Municipality of Anchorage. EPA allows demonstration of conformity in such limited maintenance areas to be based on the probability of continued compliance with Limited Maintenance Plan (LMP) eligibility rules rather than modeling anticipated future network emissions to demonstrate expected compliance with a pre-established emission budget for the air pollutant of concern. Limited maintenance areas do not employ emissions budgets because the US Environmental Protection Agency established the LMP eligibility criteria such that it is highly improbable that a qualifying area would experience enough pollutant emissions growth over the twenty-year planning period sufficient to cause an exceedance of a federal air quality standard.

This document confirms the continued eligibility of Anchorage’s Limited Maintenance Area status for CO and PM₁₀, and affirms that Transportation Control Measures (TCMs) required by the Alaska SIP continue to be implemented.

The Maintenance Plan (LMP) option allows for the demonstration of probable future compliance with the NAAQS based on evaluation of current air monitoring data rather than comparing modeled air pollutant emissions against an established motor vehicle emissions budget. EPA guidance states that emissions budgets in areas meeting established LMP qualification criteria may be treated as essentially not constraining for the length of the maintenance period because it is unreasonable to expect that an area satisfying those criteria will experience sufficient growth in pollutant emissions during that period such that a violation of the NAAQS would result.

This document includes a review of the most current CO and PM₁₀ pollutant design values derived from air monitor data collected within the respective air pollutant maintenance area to confirm that Anchorage continues to maintain LMP eligibility criteria within its CO and PM₁₀ Maintenance Areas. This same form of air monitor data analysis was originally used to establish air quality conformity for the prior 2040 MTP. Part 1 of this report will describe the conformity analysis performed for the Anchorage CO Limited Maintenance Area. Part 2 will address conformity for the Eagle River PM₁₀ Limited Maintenance Area.

ⁱ PM₁₀ is particulate matter consisting of particles that are 10 microns or less in aerodynamic diameter. Such particles are isolated from air by passing a sampled airstream through a size-selective inlet, incorporating a cyclone, an impactor or similar cut point which removes larger than desired particles from the airstream.

Figure 1.1

Anchorage CO and Eagle River PM-10 Limited Maintenance Areas



Interagency Consultation and Public Review

On January 24, 2024, AMATS staff presented to the Transportation Conformity Interagency Consultation Team (TC-ICT) a draft of this air quality conformity demonstration for Amendment #2 to the Anchorage 2023-2026 TIP. The TC-ICT consists of representatives from the Anchorage Health Department, the Alaska Department of Environmental Conservation, the Alaska Department of Transportation and Public Facilities, the Federal Highway Administration, the Federal Transit Administration, and the US Environmental Protection Agency.

ICT members supported this demonstration based upon continued compliance with EPA's qualification criteria to use EPA's Limited Maintenance Plan option for the Anchorage CO Maintenance Area and for the Eagle River PM₁₀ Maintenance Area; an also demonstrated commitment to maintain CO and PM₁₀ control measures for the Anchorage and Eagle River maintenance areas as committed to in the Alaska State Implementation Plan. AMATS also affirms that the Anchorage 2023-2026 TIP, including Amendment #2, will remain fiscally constrained.

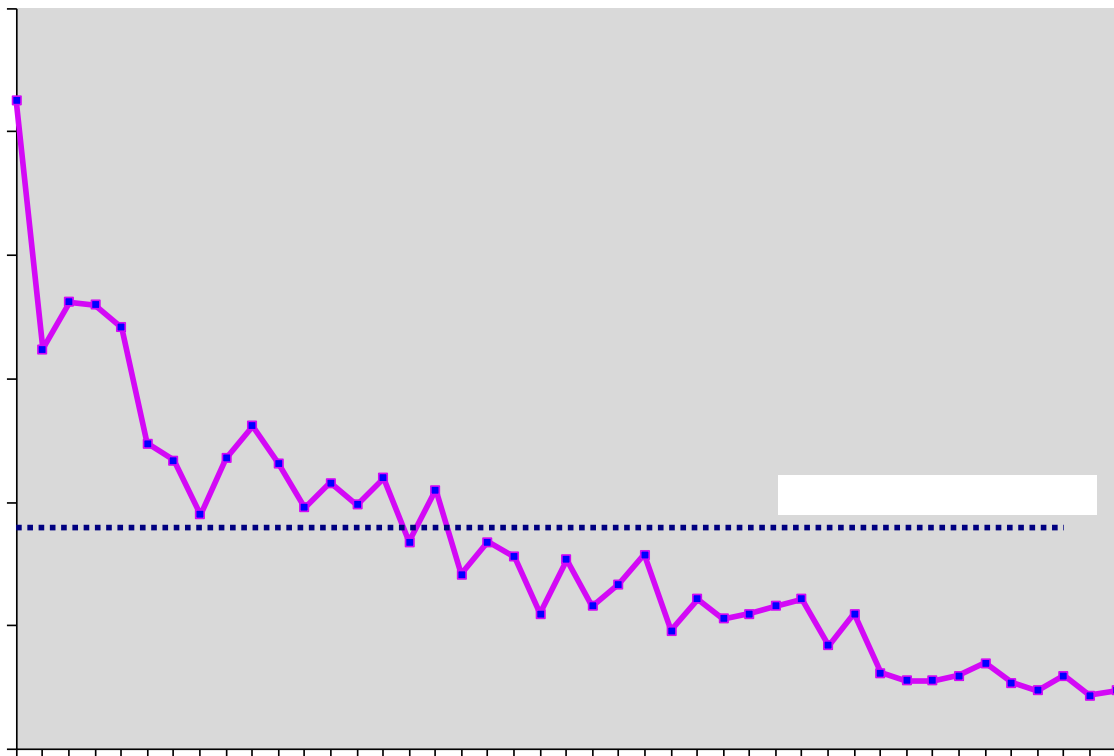
This conformity report was posted online for public review and comment from January 29th – March 15th 2024. AMATS received no comments respective to that posting. On April 18, 2024 the AMATS Policy Committee approved submissions of this conformity demonstration to FHWA for their review for approval.

PART 1: CONFORMITY ANALYSIS FOR THE ANCHORAGE CO MAINTENANCE AREA

1.1 Anchorage CO Attainment Status

Anchorage was first identified as experiencing high levels of ambient CO concentrations in the early 1970s. In the early 1980s as many as 50 violations of the national ambient air quality standard (NAAQS) were measured in a single year. However, in the past three decades there has been a steady decline in ambient CO due to improvements in motor vehicle emission control technology. Local control programs such as carpooling and vanpooling programs and public awareness programs that encourage motorists to reduce cold start CO emissions by using engine block heaters prior to starting have also contributed to emission reductions. CO concentrations have declined by over 70% since the 1980s and there have been no violations of the NAAQS since 1996. The trend in CO concentrations is shown in Figure 1.2.

Figure 1.2
Trend in Annual 2nd Maximum 8-hour CO Concentration at
Anchorage Monitoring Stations (1980 – 2022)



In February 2004, on behalf of the Municipality of Anchorage, the State of Alaska requested that the EPA re-designate Anchorage from a nonattainment area for CO to an area that has attained the standard. This request was accompanied by a maintenance plan that showed Anchorage should continue to maintain compliance with the NAAQS. The EPA approved that plan in June 2004, and re-designated the nonattainment area as the Anchorage CO Maintenance Area, effective as of July 23, 2004 ([69 FR 34935](#)) signifying agreement that Anchorage has attained compliance with the CO NAAQS.

The CO Maintenance Plan has been amended several times since 2004. On May 2, 2014 the EPA approved the Anchorage Carbon Monoxide Limited Maintenance Plan which streamlines the air quality conformity demonstration process ([79 FR 11707](#)). Under the Limited Maintenance Plan (LMP) option, an emissions budget test is not required because maintenance of the eligibility criteria to qualify for the LMP assures a very low potential to exceed the NAAQS. However, the local metropolitan planning organization (i.e., AMATS) must still adhere to the administrative requirements for conformity rules concerning use of federal transportation funds. These include the requirements to complete interagency consultation in accordance with 40 CFR Part 93.112, and to fulfill the public consultation process in accordance with 23 CFR Part 450.316, which requires involvement of interested parties during the development of transportation plans and opportunity for the public to review and comment on a proposed plan. In addition, the MPO must adhere to the requirements for fiscal constraint of transportation plans consistent with 23 CFR 450.322(b)(11) and ensure that all transportation plans provide for continued implementation of transportation control measures as committed to in the SIP.

1.2 Compliance with CO Limited Maintenance Area Eligibility Criteria

Under the LMP there is no requirement to project emissions over the maintenance period in order to demonstrate conformity with a motor vehicle emissions budget. EPA policy outlined in the Oct. 6, 1995 Memorandum by Joseph Paisie titled, Limited Maintenance Plan Option for Nonclassifiable CO Nonattainment Areas, states that if an area is at or below 85 percent of the NAAQS, continuation of transportation control measures already in the SIP should provide adequate assurance of maintenance over the applicable 10-year maintenance period. When EPA approves a limited maintenance plan, the agency is concluding that an emissions budget may be treated as essentially non-constraining for the length of the maintenance period because it is unreasonable to expect that such an area will experience so much growth in that period that a violation of the CO NAAQS would result. In order to qualify for the CO LMP option, a non-attainment or maintenance area must have a design value that is equal to or less than 7.65 ppm (85 percent of the CO NAAQS exceedance level) based on 8 consecutive quarters of data.ⁱⁱ The design value for the area must continue to be at or below 7.65 ppm until the time of final EPA action on the plan. Effective May 2, 2014, the EPA approved an Alaska SIP revision which included a second 10-Year CO Limited Maintenance Plan (LMP) for Anchorage ([79 FR 11707](#)).

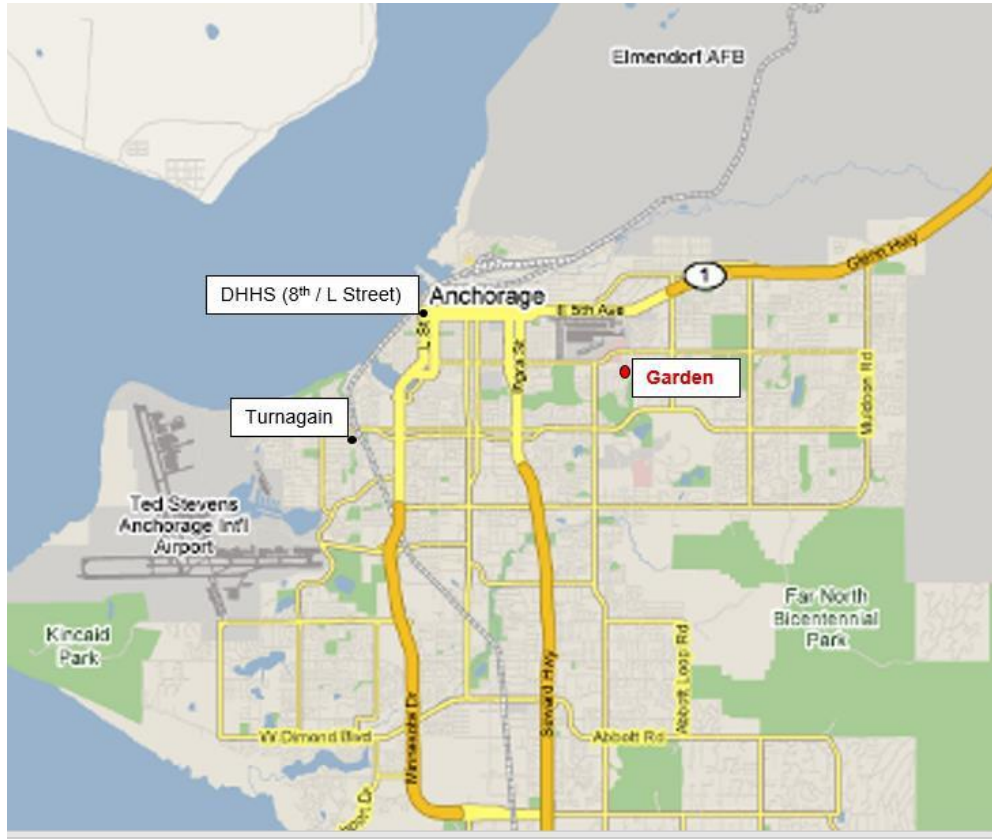
To meet the CO LMP eligibility criteria, the design value for the limited maintenance area must be 7.65 ppm or less. As of December 31, 2021, the Anchorage CO design value is 3.0 ppm CO; hence Anchorage remains compliant with EPA’s CO limited maintenance plan eligibility criteria.

Table 1.1
Anchorage CO Design Values by Year

	Garden Site 20200018	Highest Annual 8-Hr 2 nd Max CO	Area CO DV
2015	2.8	2.8	3.1
2016	3.0	3.0	3.0
2017	3.5	3.5	3.5
2018	2.7	2.7	3.5
2019	2.4	2.4	2.7
2020	3.0	3.0	3.0
2021	2.2	2.2	3.0
2022	2.4	2.4	2.4

ⁱⁱ A design value is the historical maximum concentration of an air pollutant for an area when determined in the same or commensurate manner as the NAAQS allowing for direct comparison. The 8-hour, CO design value is determined by examining the annual second maximum rolling, 8-hour concentration at each monitoring site over a two-year period. For each site, the higher of the two values is the design value for that site for that two-year period. The highest design value among the individual sites is the design value for the whole limited maintenance area.

Figure 1.3
Anchorage CO Monitoring Site Locations with
Garden (active site) in Red.



1.3 Additional Conformity Requirements for CO LMP

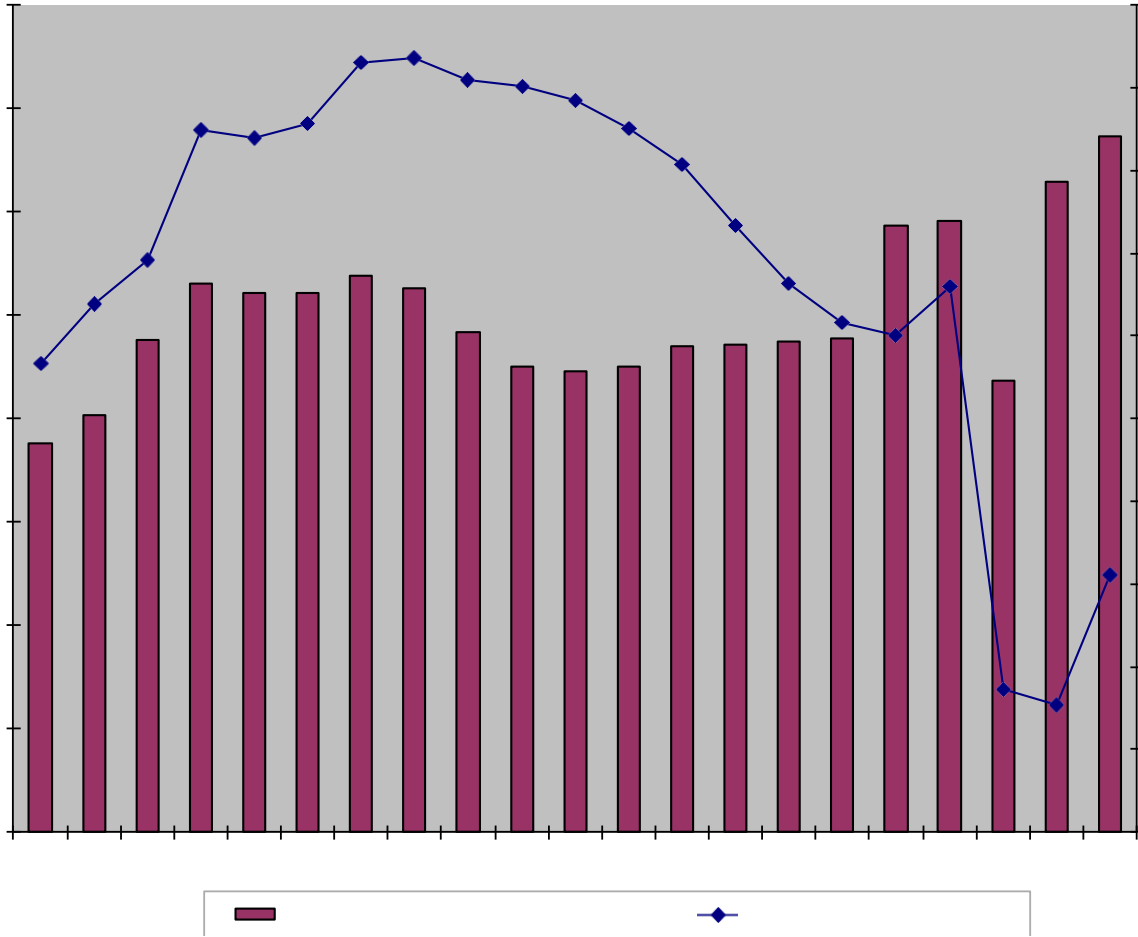
1.3.1 Transit Service

Section 93.110 of the air quality conformity regulations states that the conformity determination for transportation plans must discuss how transit operating policies (including fares and service levels) and assumed transit ridership have changed since the previous transportation plan conformity determination was approved.

On January 1, 2014 Anchorage cash bus fares increased from \$1.75 to \$2.00 and 30-day passes increased from \$55 to \$60; however, at the same time fares for youth, senior and disabled riders dropped to half of the full-fare price. A prior increase in cash fares from \$1.50 to \$1.75 occurred in October 2005. In January 1, 2012, the cost of a monthly pass increased from \$50 to \$55; a day pass increased from \$4 to \$5; a monthly pass for senior/disabled increased from \$15 to \$19.25; and a senior/disabled daily pass increased from \$1.25 to \$1.50.

Figure 1.4 shows how transit service levels, expressed as total annual weekday timetable revenue hours, have varied between 2002 and 2018. On October 23, 2017, the Anchorage Public Transportation Department launched a city-wide revision of bus routes and schedules to provide more frequent and timely service and maximize transfer opportunities for bus riders. As a result, an additional 10% more service hours were provided and are reflected in 2018. Ridership continued to decline during the first full year of the new bus system, but the rate of decline (-1.4%) was significantly reduced from the prior nine years of annual decline (-3.2% annual average).

Figure 1.4
Trend in Transit Service and Ridership (2002-2022)



1.3.2 Transportation Control Measures (TCMs)

In maintenance areas such as the Municipality of Anchorage, priority must be given to the implementation of TCMs included in the SIP. Transportation control measures are defined as any measure that is specifically identified and committed to in the applicable implementation plan or any other measure for the purpose of reducing emissions or concentrations of air pollutants from transportation sources by reducing vehicle use or changing traffic flow or congestion conditions.

Ride-sharing and transit marketing are the only TCMs identified in the CO Maintenance Plan. They are funded in the current TIP. Although these measures are identified in the Plan, no CO reduction is claimed for them.

Similar to the trend in transit bus usage, the RideShare van-pool program has seen about 30% fewer participants in recent years when compared to the five years of peak participation, 2009 – 2014, which averaged about 1,000 participants per year (see Table 1.2).

It is difficult to distinguish the effect that transit and RideShare pricing and promotion have had on ridership because other factors, such as the price of gasoline, socio-economic influences, and changes in service also affect ridership.

Table 1.2
Vanpool Program Participation (2005-2018)

Year	Number of Vanpools	Number of Vanpoolers
2009	52	917
2010	54	923
2011	66	1152
2012	65	992
2013	65	972
2014	65	972
2015	65	842
2016	65	659
2017	60	664
2018	73	695

1.4 Conclusion regarding Anchorage CO Conformity

This analysis demonstrates that Anchorage is well positioned to maintain the CO NAAQS. Anchorage Air Program staff have further determined that the 2023–2026 TIP is consistent with the Alaska State Implementation Plan in that no element of the Anchorage 2023–2026 TIP will undermine the objective to reduce ambient CO in Anchorage, nor will it interfere with timely implementation of any CO control measure identified in the Alaska SIP.

PART 2: CONFORMITY ANALYSIS FOR THE EAGLE RIVER PM-10 AREA

2.1 Eagle River PM₁₀ Attainment Status - Qualification as a Limited Maintenance Area for Conformity Purposes

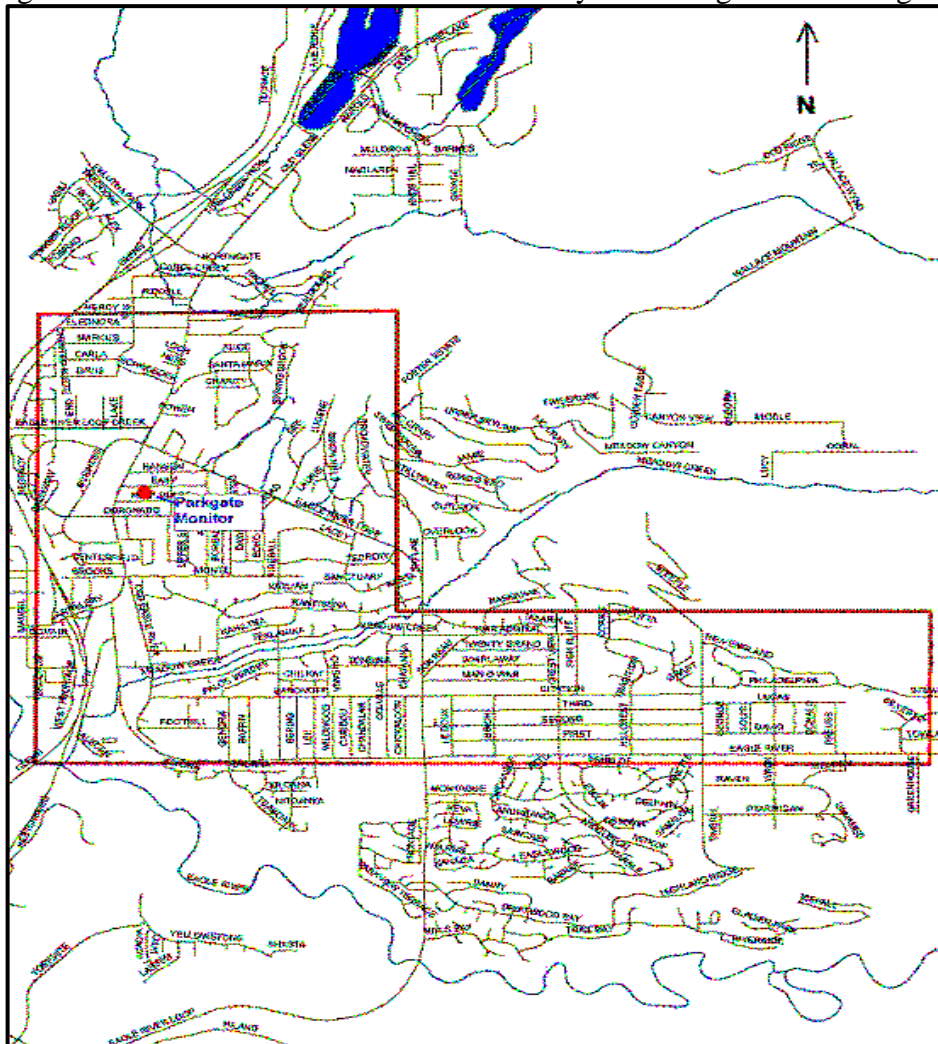
Between 1985 and 1987 Eagle River frequently violated the NAAQS for PM₁₀ (particulate matter air pollution with an aerodynamic diameter less than or equal to 10 μm in size). The main source of this pollution was identified as unpaved roads in the area. As a consequence, in 1991 the EPA designated a nine square kilometer area in Eagle River as a moderate nonattainment area for PM₁₀ and required the submission of an air quality attainment plan to bring the area into compliance with the PM₁₀ NAAQS.

In 1991, the Municipality of Anchorage and the Alaska Department of Environmental Conservation prepared the *Eagle River PM₁₀ Control Plan*, which was submitted to the EPA as an amendment to the Alaska SIP to address the PM₁₀ problem in Eagle River. The plan outlined an ambitious road paving program to reduce emissions from this source. The EPA approved the plan as an amendment to the SIP in 1993 (58 FR 43084).

By 1993 most of the 22 miles of unpaved local roads in the 9 km² PM₁₀ problem area were either surfaced with recycled asphalt or paved. By 2007 there were no unpaved local roads within the problem zone.

Figure 2.1

Eagle River Limited Maintenance Area Boundary with Parkgate Monitoring Site



The road paving and recycled asphalt surfacing program has dramatically reduced PM₁₀ concentrations in Eagle River. The last violations of the PM₁₀ NAAQS occurred in 1987.ⁱⁱⁱ

In October 2010, the EPA made a determination that Eagle River had attained the PM₁₀ NAAQS (75 FR 64162). However, before Eagle River could be officially re-designated as an attainment area, a maintenance plan had to be submitted to EPA to demonstrate that the air quality control measures in place in Eagle River are sufficient to ensure continued maintenance of the PM₁₀ NAAQS.

The EPA offers a streamlined process of gaining re-designation to attainment to areas that can demonstrate they have a low risk of violating the PM₁₀ NAAQS. This is known as the Limited Maintenance Plan (LMP) option. When EPA approves a limited maintenance plan, the agency is concluding that an emissions budget may be treated as essentially non constraining for the length of the maintenance period because it is unreasonable to expect that such an area will experience so much growth in that period that a violation of the PM₁₀ NAAQS would result.

Nonattainment areas that wish to qualify for this streamlined process must show that: (1) their average design value (DV) over the past five years is below 98 µg/m³ and therefore have a low probability of violating the NAAQS, and (2) that PM₁₀ emissions anticipated from growth in motor vehicle travel in the area are unlikely to cause a future violation.^{iv} Eagle River met both of these criteria. In September 2010, on behalf of the Municipality of Anchorage, the State submitted the *Eagle River PM₁₀ Limited Maintenance Plan* to EPA as a proposed amendment to the SIP.

EPA approved the Eagle River PM₁₀ LMP, effective March 8, 2013 ([78 FR 900](#)). Areas that have been designated as “limited maintenance areas” or have had their LMPs approved for conformity purposes have a simplified conformity procedure. This simplified LMP procedure is used in this analysis.

2.2 PM₁₀ LMP Conformity Criteria

Areas with approved LMPs are not required to perform an emission budget test so long as the area continues to meet EPA’s LMP eligibility criteria. Areas with a PM₁₀ LMP are required to annually re-compute their 5-year average PM₁₀ design value (DV) to determine whether it is below 98 µg/m³ and therefore still meets that initial PM₁₀ LMP eligibility criterion.^v Table 2.1 shows that the 5-year average DV in Eagle River continues to meet this requirement. The method used to compute these 5-year average DVs is explained in detail in the Appendix of this document.

Table 2.1
5-Year Average Eagle River PM₁₀ Design Values

5-Year Period	Average DV (µg/m ³)
2005-2009	81
2010-2015	92
2018-2022	81
LMP Qualification Criteria	≤ 98 µg/m³

ⁱⁱⁱ PM₁₀ concentrations have exceeded the 150 µg/m³ NAAQS on a few occasions since 1987, but all of these “exceedances” have been attributed to natural events. These include glacial river dust transported by high winds from the Matanuska River and volcanic ash resulting from the eruption of the Mt. Spurr volcano in August 1992. EPA excludes these events when considering whether an area has met the NAAQS.

^{iv} PM₁₀ LMP guidance is outlined in a memorandum from Lydia Wegman, Director, Air Quality Standards and Strategies Division, EPA, August 9, 2001.

^v This requirement is found in the Wegman PM₁₀ LMP guidance. Although it is not a requirement of the transportation conformity rule, AMATS agreed to include the Eagle River PM₁₀ Limited Maintenance Area design value analysis in this conformity determination as an outcome of interagency consultation.

The following conformity requirements from §93.109 Table-1 still apply to maintenance areas which have LMPs that the EPA has approved for conformity purposes:

TABLE 1 – CONFORMITY CRITERIA from 40 CFR §93.109

All Actions at all times:	
§ 93.110	Latest planning assumptions
§ 93.111	Latest emissions model
§ 93.112	Consultation
Transportation Plan:	
§ 93.113(b)	TCMs
§ 93.118 or § 93.119	Emissions budget and/or Interim emissions
TIP:	
§ 93.113(c)	TCMs
§ 93.118 or § 93.119	Emissions budget and/or Interim emissions
Project (From a Conforming Plan and TIP):	
§ 93.114	Currently conforming plan and TIP
§ 93.115	Project from a conforming plan and TIP
§ 93.116	CO, PM10, and PM2.5 hot-spots.
§ 93.117	PM10 and PM2.5 control measures
Project (Not From a Conforming Plan and TIP):	
§ 93.113(d)	TCMs
§ 93.114	Currently conforming plan and TIP
§ 93.116	CO, PM10, and PM2.5 hot-spots.
§ 93.117	PM10 and PM2.5 control measures
§ 93.118 and/or § 93.119	Emissions budget and/or Interim emissions

As per 40 CFR 93.113(b), the transportation plan must: (1) provide for timely implementation of the TCMs in the applicable SIP; and (2) nothing in the transportation plan should interfere with a TCM in the SIP. Both conditions have been met. The 2023-2026 TIP will provide for continued support and promotion of the transit bus and rideshare programs in Anchorage and Eagle River; and, there are no projects or constraints in the TIP that would interfere with the continued implementation of TCMs as identified in the Anchorage CO maintenance plan.

When the *Eagle River PM₁₀ Control Plan* was submitted to EPA in 1991, 6.6 miles of the 22 miles of unpaved road in the problem zone had already been paved or surfaced with recycled asphalt product (RAP). The plan assumed that an additional 8.6 miles of paving or recycled asphalt surfacing would be completed by 1993. This was accomplished in 1993 when over 15 miles of the 22 miles of unpaved roads in the problem zone had been paved or RAP-treated. By 2007, there were no unpaved roads in the problem zone.

The *Eagle River PM₁₀ Control Plan* also called for changes in winter traction sanding practices to reduce PM₁₀ emissions during the spring break-up period. These included reductions in the amount of sand applied and new specifications that limited the silt content in the sand to two percent (2%) or less. These measures were implemented in 1989 and have are still maintained. The fact that Eagle River has remained in compliance with the NAAQS since 1989 attests to the effectiveness of these implemented control strategies.

2.3 Conclusions regarding Anchorage CO and Eagle River PM-10 Air Quality Conformity

This analysis demonstrates that the Municipality of Anchorage and the State of Alaska, working in cooperation, continue to successfully control PM₁₀ pollution in Eagle River and adhere to long-term PM₁₀ source reduction measures for the Eagle River Maintenance Area as prescribed in the Alaska State Implementation Plan. The amended Anchorage 2023-2026 TIP will also allow AMATS to comply with conformity rules established in 40 CFR 93 through adoption of a fiscally constrained transportation plan that applies the most current planning assumptions. AMATS confirms that no element of the Anchorage 2023-2026 TIP, including the proposed changes in Amendment #1, will jeopardize continue implementation of any provided PM₁₀ control strategies for the Eagle River PM₁₀ Maintenance Area nor will it undermine objectives or successful practices to manage PM₁₀ emissions in the area. Further, review of current PM₁₀ trends monitored within the Eagle River maintenance area demonstrates a high probability of continued compliance with the PM₁₀ NAAQS over the remaining ten years of the Eagle River PM₁₀ Maintenance Plan.

APPENDIX A

Changes affected by Amendment #2 to the Anchorage 2023 – 2026

**Table 1. Four-Year Program Summary
AMATS FFY 2023-2026 TIP Amendment #2**

PROJECT LOCATION	FEDERAL FISCAL PROGRAMMING YEAR (\$ in Thousands)				4-year total	% of 4-year Non-NHS \$
	October 1 - September 30					
	2023	2024	2025	2026		
Non-National Highway System (Table 2)						
Complete Streets Improvements not including Pavement Replacement Project Cost	\$9,579	\$8,924	\$17,876	\$26,381	\$62,760	47.2%
Motorized Pavement Replacement (Table 6) Project Cost	\$4,925	\$6,186	\$3,635	\$7,414	\$22,160	16.7%
Complete Streets Improvements and Roadway Pavement Replacement Total Project Cost	\$14,504	\$15,110	\$21,511	\$33,795	\$84,920	
Active Transportation (Table 3)						
Active Transportation Improvements not including Pavement Replacement Project Cost	\$2,179	\$152	\$5,474	\$8,369	\$16,174	12.2%
Active Transportation Pavement Replacement (Table 6) Project Cost	\$1,053	\$338	\$2,000	\$50	\$3,441	2.6%
Active Transportation Improvement and Pathway/Trails Pavement Replacement Total Project Cost	\$3,232	\$490	\$7,474	\$8,419	\$19,615	
Plans and Studies (Table 4) Project Cost	\$1,046	\$1,456	\$819	\$1,001	\$4,322	3.3%
Surface Transportation Block Grant (STBG) Funding for Congestion Mitigation & Air Quality (CMAQ) Eligible Projects (Table 5) AMATS Allocation (Non-CMAQ funding) Project Cost	\$5,806	\$16,565	\$4,825	\$6,546	\$33,742	25.4%
Other Federal/State/Local (Table 10) Project Cost	\$4,477	\$0	\$0	\$0	\$4,477	3.4%
Complete Streets, Active Transportation, & CMAQ (STBG) Allocation Total Project Cost	\$29,065	\$33,621	\$34,629	\$49,761	\$147,076	110.6%
AMATS STBG Total Revenue	\$29,065	\$33,621	\$34,629	\$49,761	\$147,076	
Complete Streets, Active Transportation, & CMAQ (STBG) Allocation Revenue	\$29,065	\$33,621	\$34,629	\$35,668	\$132,983	
AMATS Carry Forward (STBG) Revenue	\$0	\$0	\$0	\$14,093	\$14,093	
CMAQ Funded (Table 5) Required SIP TCM Project Cost	\$981	\$1,306	\$1,361	\$1,424	\$5,072	
CMAQ Funded (Table 5) Non-SIP Project Cost	\$1,001	\$956	\$962	\$962	\$3,881	
Subtotal for SIP and non-SIP CMAQ Funded Project Cost	\$1,982	\$2,262	\$2,323	\$2,386	\$8,953	
CMAQ (In addition to AMATS Allocation) Revenue	\$1,982	\$2,262	\$2,323	\$2,386	\$8,953	
AMATS Transportation Alternatives Program (TAP) Project Cost	\$2,147	\$1,398	\$6,300	\$2,112	\$11,957	
AMATS Transportation Alternatives Program (TAP) Total Revenue	\$2,147	\$2,241	\$6,300	\$2,112	\$12,800	
AMATS Transportation Alternatives Program (TAP) Revenue	\$2,147	\$2,241	\$2,050	\$2,112	\$8,550	
AMATS Carry Forward (TAP) Revenue	\$0	\$0	\$4,250	\$0	\$4,250	
Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) Project Cost	\$10,610	\$0	\$0	\$0	\$10,610	
Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) Revenue	\$10,610	\$0	\$0	\$0	\$10,610	
AMATS Carbon Reduction Program (CRP) Project Cost	\$3,370	\$3,615	\$6,373	\$8,426	\$21,784	
CRP Total Revenue	\$3,370	\$3,615	\$6,373	\$8,426	\$21,784	
AMATS Carbon Reduction Program (CRP) Revenue	\$3,370	\$3,615	\$3,724	\$3,835	\$14,544	
AMATS Carry Forward (CRP) Revenue	\$0	\$0	\$2,649	\$4,591	\$7,240	
AMATS Allocation, CMAQ, TAP, CRP, CRRSAA, Carry Forward, Total Project Federal Costs	\$47,174	\$40,896	\$49,625	\$62,685	\$200,380	
AMATS Allocation, CMAQ, TAP, CRP, Carry Forward Total Project Federal Costs Match	\$4,997	\$4,669	\$9,888	\$7,129	\$26,684	
AMATS Allocation, CMAQ, TAP, CRP, CRRSAA, and Carry Forward Total Project Costs (Federal + Match)	\$52,171	\$45,565	\$59,513	\$69,814	\$227,064	
AMATS Allocation, CMAQ, TAP, CRP, CRRSAA, and Carry Forward Total Revenue (Federal + Match)	\$52,171	\$46,408	\$59,513	\$69,814	\$227,907	
Other Funded Projects within the AMATS area outside the AMATS Allocation						
Highway Safety Improvement Program (Table 7)	\$465	\$8,448	\$37,006	\$10,270	\$56,189	

Project estimates are shown in Year of Expenditure Dollars.

**Table 1. Four-Year Program Summary
AMATS FFY 2023-2026 TIP Amendment #2**

National Highway System (Table 8)	\$25,000	\$25,000	\$25,000	\$25,000	\$100,000	
Transit Capital FTA Section 5307 to MOA (Table 9)	\$8,894	\$9,510	\$47,260	\$7,260	\$72,924	
Transit Capital FTA Section 5307 to ARRC (Table 9)	\$3,650	\$4,225	\$3,975	\$3,800	\$15,650	
Transit Capital FTA Section 5337 [State of Good Repair] to ARCC (Table 9)	\$12,850	\$6,500	\$1,000	\$1,200	\$21,550	
Other Federal Funded Projects within AMATS (Table 10)	\$8,122	\$4,042	\$78,089	\$2,534	\$92,787	
TOTAL PROGRAM ALLOCATION	\$102,785	\$95,006	\$235,582	\$104,323	\$537,696	

Table 2. Complete Streets
AMATS FFY 2023-2026 TIP Amendment #2

Grandfathered Project	STIP Need ID	Responsible Agency	TIP Need ID*	PROJECT LOCATION	PROJECT PHASING PLAN	FUND CODE	FEDERAL FISCAL PROGRAMMING YEAR (\$ in Thousands)				Estimated funding needs after 2026	Est project cost 2023-2026	Est total project cost
							October 1 - September 30						
							2023	2024	2025	2026			
Yes		DOT&PF	2159	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. \$1.0M in Design and \$4.3M ROW funding for Phase I in 2015. \$500,000 ROW in 2016 for Phase II. \$12.2M in U/C funding for Phase I in 2017 is A/C into 2016 for a total of \$26.7M. Phase I will receive additional funds of \$4.2M from FFY 2013 GO Bond or other non-AMATS sources of funding such as NHPP or statewide STP funds. Phase II is funded with the remainder of the FFY 2013 GO Bond supplemented by TIP funds.	2023 - Utilities	STBG	\$4,549	\$0	\$0	\$0	\$0	\$4,549	\$4,549
						State Match	\$452	\$0	\$0	\$0	\$0	\$452	\$452
					Total		\$5,000	\$0	\$0	\$0	\$0	\$5,000	\$5,000
Yes		DOT&PF	RDY00001	Fireweed Lane Rehabilitation [Spenard Road to Seward Highway] - This project would rehabilitate Fireweed Lane from Spenard Road to the Seward Highway and include a road diet, changing Fireweed from 4 lanes to a maximum of 3 lanes (2 with a center turn lane). This project would also include non-motorized improvements.	2023 - D	STBG	\$2,502	\$0	\$227	\$2,729	\$40,027	\$5,458	\$45,485
					2025 - D	State & MOA Match	\$248	\$0	\$23	\$271	\$3,973	\$542	\$4,515
					2026 - ROW								
Total		\$2,750	\$0	\$250	\$3,000	\$44,000	\$6,000	\$50,000					
Yes		DOT&PF	RDY00003	Spenard Road Rehabilitation [Benson Blvd to Minnesota Dr] - Project will rehabilitate to improve traffic flow. This project would also include non-motorized improvements.	2024 - ROW	STBG	\$0	\$4,549	\$0	\$4,101	\$0	\$8,649	\$8,649
					2026 - U/C	Carry Forward (STBG)	\$0	\$0	\$0	\$14,093	\$0	\$14,093	\$14,093
						MOA Match	\$0	\$452	\$0	\$1,806	\$0	\$2,258	\$2,258
Total		\$0	\$5,000	\$0	\$20,000	\$0	\$25,000	\$25,000					
Yes		DOT&PF	RDY00005	Rabbit Creek Road Rehabilitation [Seward Highway to Goldenview Drive] - Project would rehabilitate Rabbit Creek Road from the Seward Highway to Goldenview Drive and will look at left turn accommodations where possible. Project will include non-motorized improvements.	2025 - D	STBG	\$0	\$0	\$682	\$4,549	\$25,472	\$5,231	\$30,702
					2026 - ROW	State Match	\$0	\$0	\$68	\$452	\$2,528	\$519	\$3,048
					Total		\$0	\$0	\$750	\$5,000	\$28,000	\$5,750	\$33,750
Yes		DOT&PF	RDY00006	East 4th Ave Signal and Lighting Upgrade [Cordova St to Ingra St] - Reconstruct the traffic signal and street lighting system along 4th Ave between Cordova St and Ingra St. Sidewalk and curb ramps will also be replaced.	2023 - D	STBG	\$100	\$546	\$9,734	\$0	\$0	\$10,380	\$10,380
					2024 - D/ROW	MOA Match	\$10	\$54	\$966	\$0	\$0	\$1,030	\$1,030
					2025 - U/C								
Total		\$110	\$600	\$10,700	\$0	\$0	\$11,410	\$11,410					
Yes		DOT&PF	RDY00007	Potter Drive Rehabilitation [Arctic Blvd to Dowling Road] - This project would rehabilitate Potter Drive from Arctic Boulevard to Dowling Road and include non-motorized improvements.	2025 - D/ROW	STBG	\$0	\$728	\$1,410	\$0	\$6,413	\$2,138	\$8,551
						State Match	\$0	\$72	\$140	\$0	\$637	\$212	\$849
					Total		\$0	\$800	\$1,550	\$0	\$7,050	\$2,350	\$9,400
Yes		DOT&PF	RDY00010	Mountain Air Drive [Rabbit Creek Road to Sandpiper Drive] - Extend Mountain Air Drive from Rabbit Creek Road to Sandpiper Drive. Recommend separated pathway. Purpose: Circulation, access, and safety.	2023 - D	STBG	\$455	\$682	\$1,365	\$0	\$10,462	\$2,502	\$12,963
					2024 - D	MOA Match	\$45	\$68	\$135	\$0	\$1,038	\$248	\$1,287
					2025 - ROW								
Total		\$500	\$750	\$1,500	\$0	\$11,500	\$2,750	\$14,250					
Yes		DOT&PF	RDY00013	Academy Drive/ Vanguard Drive Area Traffic Circulation Improvements [Brayton Drive to Abbott Road] - Project would improve and align Academy Drive and Vanguard Drive west of Abbott Road. Project would include non-motorized improvements and consider adjacent land use.	2025 - D	STBG	\$0	\$0	\$910	\$0	\$16,102	\$910	\$17,011
						MOA Match	\$0	\$0	\$90	\$0	\$1,598	\$90	\$1,689
					Total		\$0	\$0	\$1,000	\$0	\$17,700	\$1,000	\$18,700
Yes		DOT&PF	RDY00012	Motorized 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. May include those projects listed in Table 6 or other priorities.	2023-2026 Programming	STBG	\$4,925	\$6,186	\$3,635	\$7,414	\$18,194	\$22,160	\$40,354
						CRRSAA	\$6,631	\$0	\$0	\$0	\$0	\$6,631	\$6,631
						State & MOA Match	\$445	\$614	\$361	\$736	\$1,806	\$2,156	\$3,962
Total		\$12,001	\$6,800	\$3,996	\$8,150	\$20,000	\$30,947	\$50,947					
No		DOT&PF	RDY00014	Safety Improvement Program (Traffic Count Support) 2023-2026 - Collect traffic data within the AMATS area completed by the ADOT&PF Central Region Highway Data Section and MOA Traffic Department Data Section.	2023-2026 Programming	STBG	\$0	\$573	\$0	\$0	\$2,292	\$573	\$2,866
						CRRSAA	\$1,890	\$0	\$0	\$0	\$0	\$1,890	\$1,890
						MOA Match	\$0	\$57	\$0	\$0	\$228	\$57	\$284
Total		\$1,890	\$630	\$0	\$0	\$2,520	\$2,520	\$5,040					
				Spenard Road Rehabilitation [Minnesota Drive to Northwood Drive] - Project would rehabilitate Spenard Road from	2025 - D	STBG	\$0	\$0	\$1,637	\$0	\$14,737	\$1,637	\$16,375

*Projects are not listed in priority order. Project estimates are shown in Year of Expenditure Dollars.

Table 2. Complete Streets
AMATS FFY 2023-2026 TIP Amendment #2

Grandfathered Project	STIP Need ID	Responsible Agency	TIP Need ID*	PROJECT LOCATION	PROJECT PHASING PLAN	FUND CODE	FEDERAL FISCAL PROGRAMMING YEAR (\$ in Thousands)				Estimated funding needs after 2026	Est project cost 2023-2026	Est total project cost
							October 1 - September 30						
							2023	2024	2025	2026			
No		DOT&PF	RDY00015	Minnesota Drive to Northwood Drive. Project would include non-motorized improvements and consider adjacent land use.		MOA Match	\$0	\$0	\$163	\$0	\$1,463	\$163	\$1,625
					Total		\$0	\$0	\$1,800	\$0	\$16,200	\$1,800	\$18,000
No		DOT&PF	RDY00016	Chugach Way Rehabilitation [Spenard Road to Arctic Blvd] - Project would rehabilitate Chugach Way from Spenard Road to Arctic Blvd and include non-motorized improvements. Project would use the Chugach Way Area Transportation Elements Study for design development.	2024 - D 2026 - D/ROW	STBG	\$0	\$1,092	\$0	\$910	\$8,551	\$2,001	\$10,553
						MOA Match	\$0	\$108	\$0	\$90	\$849	\$199	\$1,047
					Total		\$0	\$1,200	\$0	\$1,000	\$9,400	\$2,200	\$11,600
No		DOT&PF	RDY00018	3rd Avenue Signals and Lighting Upgrade [E Street to Cordova Street] - The purpose of the project is to replace traffic signals and lighting systems to meet current electrical safety standards and design criteria; sidewalks and pavement will be replaced as necessary to facilities electrical work and meet ADA requirements.	2023 - D 2025 - D	STBG	\$791	\$755	\$91	\$0	\$8,369	\$1,637	\$10,007
						MOA Match	\$79	\$75	\$9	\$0	\$831	\$163	\$993
					Total		\$870	\$830	\$100	\$0	\$9,200	\$1,800	\$11,000
No		DOT&PF	RDY00019	32nd Ave Upgrade [Benson Blvd to Lois Drive] - Project would upgrade 32nd Ave from Benson Blvd to Lois Drive to current collector standards. This project would look at including lighting upgrades, addition of non-motorized facilities, and drainage upgrades were possible.	2023 - D 2025 - D	STBG	\$1,183	\$0	\$910	\$0	\$13,191	\$2,092	\$15,283
						MOA Match	\$117	\$0	\$90	\$0	\$1,309	\$208	\$1,517
					Total		\$1,300	\$0	\$1,000	\$0	\$14,500	\$2,300	\$16,800
No		DOT&PF	RDY00020	Dale Street and Folker Street Upgrade [Tudor Road to 40th Ave] - Project would upgrade Dale Street and Folker from Tudor Road to 40th Ave to current local standards. This project will include non-motorized facilities on Dale Street from Tudor Road to 40th Ave to link up with the non-motorized facilities on Tudor Road and 40th Ave. This project would look at including lighting upgrades, non-motorized facilities, and drainage upgrades were possible.	2025 - D	STBG	\$0	\$0	\$910	\$0	\$11,280	\$910	\$12,190
						MOA Match	\$0	\$0	\$90	\$0	\$1,120	\$90	\$1,210
					Total		\$0	\$0	\$1,000	\$0	\$12,400	\$1,000	\$13,400
				The contingency list of projects for each year will consist of the following year's projects.	STBG Totals		\$14,504	\$15,110	\$21,511	\$19,702	\$175,090	\$70,828	\$245,918
				The contingency list of projects for each year will consist of the following year's projects.	CRRSAA Totals		\$8,521	\$0	\$0	\$0	\$0	\$8,521	\$8,521
				The contingency list of projects for each year will consist of the following year's projects.	CRP Totals		\$0	\$0	\$0	\$0	\$0	\$0	\$0
				The contingency list of projects for each year will consist of the following year's projects.	STBG Carry Forward		\$0	\$0	\$0	\$14,093	\$0	\$14,093	\$14,093
				Approximate percentage (%) for roadways			33%	27%	52%	34%	<i>4-year average</i>	36%	
				Approximate percentage (%) for pavement replacement projects			17%	18%	10%	21%	<i>4-year average</i>	17%	

*Projects are not listed in priority order. Project estimates are shown in Year of Expenditure Dollars.

Table 3. Active Transportation
AMATS FFY 2023-2026 TIP Amendment #2

Grandfathered Project	STIP Need ID	Responsible Agency	TIP Need ID*	PROJECT LOCATION	PROJECT PHASING PLAN	FUND CODE	FEDERAL FISCAL PROGRAMMING YEAR (\$ in Thousands)				Estimated funding needs after 2026	Est project cost 2023-2026	Est total project cost
							October 1 - September 30						
							2023	2024	2025	2026			
Yes		DOT&PF	TAP00001	Chugach Foothills Connector, Phase II - Project will construct a multi-use path on Tudor Road between Regal Mountain Drive and Campbell Airstrip Road.	2023 - U/C	STBG	\$227	\$0	\$0	\$0	\$0	\$227	\$227
						MOA Match	\$23	\$0	\$0	\$0	\$0	\$23	\$23
					Total		\$250	\$0	\$0	\$0	\$0	\$250	\$250
Yes		DOT&PF	NMO00001	Downtown Trail Connection - Project will construct a connection between the Tony Knowles Coastal Trail to the Ship Creek Trail in downtown Anchorage.	2024 - D	STBG	\$0	\$0	\$5,181	\$0	\$0	\$5,181	\$5,181
					2025 - ROW/U/C	TAP	\$0	\$670	\$1,251	\$0	\$0	\$1,921	\$1,921
						CRP	\$0	\$0	\$5,040	\$0	\$0	\$5,040	\$5,040
						Carry Forward (TAP)	\$0	\$0	\$4,250	\$0	\$0	\$4,250	\$4,250
						MOA Match	\$0	\$67	\$1,139	\$0	\$0	\$1,205	\$1,205
Total		\$0	\$737	\$16,860	\$0	\$0	\$17,597	\$17,597					
Yes		DOT&PF	NMO00002	Fish Creek Trail Connection [Northern Lights Blvd to the Tony Knowles Coastal Trail] - This project will construct a connection of the Fish Creek Trail to the Tony Knowles Coastal Trail.	2024 - D/ROW	STBG	\$0	\$0	\$0	\$5,265	\$0	\$5,265	\$5,265
					2026 - U/C	TAP	\$0	\$364	\$0	\$0	\$0	\$364	\$364
						CRP	\$0	\$0	\$0	\$8,380	\$0	\$8,380	\$8,380
						MOA Match	\$0	\$36	\$0	\$1,355	\$0	\$1,391	\$1,391
Total		\$0	\$400	\$0	\$15,000	\$0	\$15,400	\$15,400					
Yes		DOT&PF	NMO00006	Potter Marsh Improvements - This project would make improvements to the Potter Marsh southern parking facility.	2024 - C	STBG	\$0	\$92	\$0	\$0	\$0	\$92	\$92
						State Match	\$0	\$8	\$0	\$0	\$0	\$8	\$8
					Total		\$0	\$100	\$0	\$0	\$0	\$100	\$100
Yes		DOT&PF	NMO00008	Active Transportation Pavement Replacement - This program will provide a single funding source for active transportation pavement replacement projects. May include those projects listed in Table 6 or other priorities.	2023-2026 - Programming	STBG	\$958	\$307	\$1,819	\$45	\$0	\$3,130	\$3,130
						State and MOA Match	\$95	\$31	\$181	\$5	\$0	\$311	\$311
					Total		\$1,053	\$338	\$2,000	\$50	\$0	\$3,441	\$3,441
No		DOT&PF	NMO00009	Northern Lights Blvd Sidewalk Repairs - Project will rehabilitate the sidewalks along Northern Lights Blvd from Minnesota Drive to Seward Highway. This project will make ADA improvements to sidewalks and bus stops, reconstruct portions of the sidewalks, relocate utilities, widen the sidewalks where possible, and reconstruct/relocate/consolidate driveways.	2023 - ROW	STBG	\$1,183	\$0	\$0	\$2,800	\$0	\$3,983	\$3,983
					2026 - U/C	TAP	\$0	\$0	\$0	\$1,567	\$0	\$1,567	\$1,567
						State Match	\$117	\$0	\$0	\$433	\$0	\$551	\$551
					Total		\$1,300	\$0	\$0	\$4,800	\$0	\$6,100	\$6,100
No		DOT&PF	NMO00010	Glenn Highway Trail Connection - Project will construct an extension of the Glenn Highway Separated Pathway from Ski Road to Settlers Drive (approximately 0.5 miles). This project may also include, as necessary: curb ramps, lighting, drainage improvements, vegetation clearing, signing, striping, and utilities.	2026 - D	TAP	\$0	\$0	\$0	\$546	\$4,912	\$546	\$5,458
						State Match	\$0	\$0	\$0	\$54	\$488	\$54	\$542
					Total		\$0	\$0	\$0	\$600	\$5,400	\$600	\$6,000
No		DOT&PF	NMO00011	Campbell Creek Trail Grade Separated Crossing at Lake Otis Parkway - Project would construct an elevated non-motorized crossing over Lake Otis Blvd to connect the east and west portions of the Campbell Creek Trail.	2023 - D	STBG	\$773	\$0	\$383	\$0	\$9,461	\$1,156	\$10,617
					2025 - D	TAP	\$409	\$0	\$800	\$0	\$0	\$1,209	\$1,209
						MOA Match	\$117	\$0	\$117	\$0	\$939	\$235	\$1,174
					Total		\$1,300	\$0	\$1,300	\$0	\$10,400	\$3,200	\$19,000
No		DOT&PF	NMO00014	AMATS Non-Motorized Safety Campaign - Project will produce a non-motorized safety campaign to help provide education and safety equipment. Campaign is based on analyses of data with a multi-media approach that could incorporate crash behavior patterns, MOA generated heat maps, public polling and focus group (s) results.	2023-2026 - Programming	STBG	\$91	\$91	\$91	\$91	\$364	\$364	\$728
						In-Kind MOA Match	\$9	\$9	\$9	\$9	\$36	\$36	\$72
					Total		\$100	\$100	\$100	\$100	\$400	\$400	\$800
No		DOT&PF	NMO00015	Eagle River Road Pathway [Eagle River Loop Road to Mile Hi Avenue] - Project will rehabilitate the existing pathway along Eagle River Road from Eagle River Loop Road to where it ends just east of Hillcrest Lane and extend the pathway to Mile Hi Avenue.	2024 - D	STBG	\$0	\$0	\$0	\$217	\$3,093	\$217	\$3,310
					2026 - D	TAP	\$0	\$364	\$0	\$0	\$0	\$364	\$364
						State Match	\$0	\$36	\$0	\$22	\$307	\$58	\$365
					Total		\$0	\$400	\$0	\$239	\$3,400	\$1,039	\$4,839
				The contingency list of projects for each year will consist of the following year's projects.	STBG Totals		\$3,232	\$490	\$7,474	\$8,419	\$12,918	\$19,616	\$32,534
				The contingency list of projects for each year will consist of the following year's projects.	TAP Totals		\$409	\$1,398	\$2,050	\$2,112	\$4,912	\$5,970	\$10,882
				The contingency list of projects for each year will consist of the following year's projects.	CRP Totals		\$0	\$0	\$5,040	\$8,380	\$0	\$13,420	\$13,420
				The contingency list of projects for each year will consist of the following year's projects.	Carry Forward (TAP)		\$0	\$0	\$4,250	\$0	\$0	\$0	\$0
Approximate percentage (%) for all Non-Motorized projects							11%	1%	22%	24%	4-year Avg=	14.8%	

*Projects are not listed in priority order. Project estimates are shown in Year of Expenditure Dollars.

Grandfathered Project	STIP Need ID	Responsible Agency	TIP Need ID*	PROJECT LOCATION	PROJECT PHASING PLAN	FUND CODE	FEDERAL FISCAL PROGRAMMING YEAR (\$ in Thousands)				Estimated funding needs after 2026	Est project cost 2023-2026	Est total project cost
							October 1 - September 30						
							2023	2024	2025	2026			
Plans and Studies													
Yes		DOT&PF	PLN00007	Port of Alaska Multimodal Improvements Study - This project will study and make recommendations on how to improve the Ocean Dock Road connection to the Port of Alaska.	2023 - Plan	STBG	\$45	\$0	\$0	\$0	\$0	\$45	\$45
						State Match	\$5	\$0	\$0	\$0	\$0	\$5	\$5
						Total	\$50	\$0	\$0	\$0	\$0	\$50	\$50
No		AMATS	PLN00010	AMATS 2052 MTP Update - Funding for the AMATS 2052 Metropolitan Transportation Plan Update.	2024 - Plan	STBG	\$0	\$364	\$0	\$0	\$0	\$364	\$364
						In-Kind MOA Match	\$0	\$36	\$0	\$0	\$0	\$36	\$36
						Total	\$0	\$400	\$0	\$0	\$0	\$400	\$400
No		DOT&PF	PLN00011	AMATS Minnesota Drive and I/L Street Corridor Plan [International Airport Road to 3rd Ave] - Project would provide a comprehensive analysis of the Minnesota Drive and I/L Street corridor's current conditions, anticipated growth patterns and their impacts, likely outcomes and reasonable mitigation alternatives. It would include recommended improvements based on identified needs and community input, and a timeline for implementation. Project would include modeling analysis and engineering work as needed. The project should be evaluated for rehabilitation as a Complete Street, adhering to the AMATS Complete Streets policy.	2023 - Plan	CRRSAA	\$700	\$0	\$0	\$0	\$0	\$700	\$700
						State Match	\$0	\$0	\$0	\$0	\$0	\$0	\$0
						Total	\$700	\$0	\$0	\$0	\$0	\$700	\$700
No		DOT&PF	PLN00013	AMATS Tudor Road Corridor Plan [Muldoon Road to Minnesota Drive] - Project would provide a comprehensive analysis of the Tudor Road corridor's current conditions, anticipated growth patterns and their impacts, likely outcomes and reasonable mitigation alternatives. It would include recommended improvements based on identified needs and community input, and a timeline for implementation. Project would include modeling analysis and engineering work as needed.	2024 - Plan	CRRSAA	\$0	\$700	\$0	\$0	\$0	\$700	\$700
						STBG	\$0	\$819	\$0	\$0	\$0	\$819	\$819
						State Match	\$0	\$81	\$0	\$0	\$0	\$81	\$81
						Total	\$0	\$900	\$0	\$0	\$0	\$900	\$900
No		DOT&PF	PLN00014	AMATS Northern Lights Blvd and Benson Blvd Corridor Plan [LaTouche Street to Minnesota Drive]- Project would provide a comprehensive analysis of the Northern Lights Blvd and Benson Blvd corridor's current conditions, anticipated growth patterns and their impacts, likely outcomes and reasonable mitigation alternatives, such as a lane reduction. It would include recommended improvements based on identified needs and community input, and a timeline for implementation. Project would include modeling analysis and engineering work as needed.	2025 - Plan	STBG	\$0	\$0	\$819	\$0	\$0	\$819	\$819
						State Match	\$0	\$0	\$81	\$0	\$0	\$81	\$81
						Total	\$0	\$0	\$900	\$0	\$0	\$900	\$900
No		AMATS	PLN00015	AMATS Complete Street Plan - This plan will build on the AMATS Complete Street policy to provide planning guidance for street types, sidewalks, roadways, intersections, curbsides and ADA accessibility as well as plan implementation. This plan will also develop multi-modal street typologies for the AMATS area and a corresponding street typology map. These typologies may include recommendations for development review, streetscape design, traffic signal upgrades, recommended road reclassifications, and bicycle and pedestrian facilities design.	2023 - Plan	STBG	\$409	\$0	\$0	\$0	\$0	\$409	\$409
						MOA Match	\$41	\$0	\$0	\$0	\$0	\$41	\$41
						Total	\$450	\$0	\$0	\$0	\$0	\$450	\$450
No		AMATS	PLN00016	AMATS Regional Household Travel Survey - Conduct a Regional Household Travel Survey to gather information on travel behaviors and patterns of the households in the region.	2023 - Study	CRRSAA	\$600	\$0	\$0	\$0	\$0	\$600	\$600
						MOA Match	\$0	\$0	\$0	\$0	\$0	\$0	\$0
						Total	\$600	\$0	\$0	\$0	\$0	\$600	\$600
No		MOA & AMATS	PLN00017	Downtown Streets Engineering Study - Project will implement the Our Downtown Anchorage District Plan through a streets engineering study that will address the Plan's transportation & circulation policies, Plan action items, assess ROW ownership and management in the Downtown district, identify opportunities for complete streets, and include modeling as needed.	2023 - Study	CRRSAA	\$550	\$0	\$0	\$0	\$0	\$550	\$550
						MOA Match	\$0	\$0	\$0	\$0	\$0	\$0	\$0
						Total	\$550	\$0	\$0	\$0	\$0	\$550	\$550
No		MOA & AMATS	PLN00018	AMATS Recreational Trails Plan Update - A comprehensive update of all recreational trails within the AMATS area. This update will include primary and secondary linkages to established multi-use pathways as well as recreational facilities such as single track bicycle trails, hiking networks and bicycle parks within the planning area. This plan will also study trail expansion opportunities and strengthening the connections between recreational trail development and fostering economic growth within the AMATS area.	2023 - Study	TAP	\$409	\$0	\$0	\$0	\$0	\$409	\$409
						In-Kind MOA Match	\$41	\$0	\$0	\$0	\$0	\$41	\$41
						Total	\$450	\$0	\$0	\$0	\$0	\$450	\$450
No		DOT&PF	PLN00020	AMATS A/C Street Corridor Plan [Tudor Road to 3rd Ave]- Project would provide a comprehensive analysis of the A and C Street corridor's current conditions, anticipated growth patterns and their impacts, likely outcomes to consider the potential rehabilitation of A and C Street into Complete Streets, adhering to the AMATS Complete Streets Policy. Complete Street improvements included would be based on community input, and a timeline for implementation. Project would include modeling analysis and engineering work as needed.	2026 - Study	STBG	\$0	\$0	\$0	\$819	\$0	\$819	\$819
						State Match	\$0	\$0	\$0	\$81	\$0	\$81	\$81
						Total	\$0	\$0	\$0	\$900	\$0	\$900	\$900
No		AMATS	PLN00021	AMATS Climate Action Plan - This project will build on the Anchorage Climate Action Plan (adopted May 2019) by developing a climate action plan for the AMATS planning area. This data-based project will inventory current and past Anchorage/Chugiak-Eagle River transportation system greenhouse gas (GHG) emissions (including carbon) in order to quantitatively evaluate strategies and actions to reduce future GHG emissions, including carbon reduction strategies, related to transportation. The project will focus on equity and include a strategic implementation plan.	2023 - Study	STBG	\$409	\$0	\$0	\$0	\$0	\$409	\$409
						In-Kind MOA Match	\$41	\$0	\$0	\$0	\$0	\$41	\$41
						Total	\$450	\$0	\$0	\$0	\$0	\$450	\$450
No		MOA Public Transportation Department	PLN00022	Anchorage Human Services Coordinated Transportation Plan - Federal transit law requires that projects selected for funding under the Enhanced Mobility for Seniors and Individuals with Disabilities (Section 5310) Program be "included in a locally developed, coordinated public transit-human services transportation plan," and that the plan be "developed and approved through a process that included participation by seniors, individuals with disabilities, representatives of public, private, and nonprofit transportation and human services providers and other members of the public" utilizing transportation services. These coordinated plans identify the transportation needs of individuals with disabilities, older adults, and people with low incomes, provide strategies for meeting these needs, and prioritize transportation services for funding and implementation.	2023 - Study	STBG	\$182	\$0	\$0	\$0	\$0	\$182	\$182
						MOA Match	\$18	\$0	\$0	\$0	\$0	\$18	\$18
						Total	\$200	\$0	\$0	\$0	\$0	\$200	\$200
				AMATS Congestion Management Process (CMP) Update - Project will update the AMATS Congestion Management Process plan and conduct	2025 - Study	STBG	\$0	\$273	\$0	\$0	\$0	\$273	\$273

*Projects are not listed in priority order. Project estimates are shown in Year of Expenditure Dollars.

Table 4. Plans and Studies
AMATS FFY 2023-2026 TIP Amendment #2

No		AMATS	PLN00023	an evaluation of the effectiveness of the CMP in the AMATS transportation planning process.		In-Kind MOA Match	\$0	\$27	\$0	\$0	\$0	\$27	\$27
					Total		\$0	\$300	\$0	\$0	\$0	\$300	\$300
No		AMATS	PLN00024	AMATS Freight Mobility Update - Update the AMATS Freight Mobility Study (FMS) to reflect the growth of freight distribution in the AMATS Planning Area since 2017 as well as recommend the establishment of safe freight corridors, routes, access, and intermodal/distribution facilities. Where applicable take into consideration the findings and recommendations of the Statewide Freight Mobility Study prepared for Alaska DOT&PF in 2021	2026 - Study	STBG	\$0	\$0	\$0	\$182	\$0	\$182	\$182
						In-Kind MOA Match	\$0	\$0	\$0	\$18	\$0	\$18	\$18
					Total		\$0	\$0	\$0	\$200	\$0	\$200	\$200
						STBG TOTALS	\$1,046	\$1,456	\$819	\$1,001	\$0	\$4,321	\$4,321
						CRRSAA TOTALS	\$1,850	\$0	\$0	\$0	\$0	\$1,850	\$1,850
						CRP TOTALS	\$0	\$0	\$0	\$0	\$0	\$0	\$0
						TAP TOTALS	\$409	\$0	\$0	\$0	\$0	\$409	\$409
				The contingency list of projects for each year will consist of the following year's projects.									

*Projects are not listed in priority order. Project estimates are shown in Year of Expenditure Dollars.

Table 5. Funding for CMAQ Eligible Projects
AMATS FFY 2023-2026 TIP Amendment #2

Grandfathered Project	STIP Need ID	Responsible Agency	TIP Need ID*	PROJECT LOCATION	PROJECT PHASING PLAN	FUND CODE	FEDERAL FISCAL PROGRAMMING				Estimated funding needs after 2026	Est project cost 2023 - 2026	Est total project cost
							YEAR (\$ in Thousands)						
							October 1 - September 30						
2023	2024	2025	2026										
Statewide Improvement Program (SIP) Transportation Control Measures (TCM)													
No		MOA	CMQ00009	Anchorage Ridesharing/Transit Marketing 2023-2026 - This project funds the Municipal RideShare program which promotes, subsidizes, and contract manages an area-wide vanpool commuter service; and a comprehensive public transportation marketing effort.	2023-2026 Programming	CMAQ	\$708	\$1,033	\$1,088	\$1,151	\$3,639	\$3,981	\$7,619
						STBG	\$656	\$0	\$368	\$214	\$0	\$1,237	\$1,237
						CRP	\$0	\$331	\$455	\$0	\$0	\$786	\$786
						State & MOA Match	\$135	\$135	\$190	\$135	\$361	\$596	\$957
						Total	\$1,500	\$1,500	\$2,100	\$1,500	\$4,000	\$6,600	\$10,600
No		MOA	CMQ00010	Air Quality Public & Business Awareness Education Campaign 2023-2026 - The goal of this program is to further inform the public about air quality issues and what steps people may take to reduce pollution.	2023-2026 Programming	CMAQ	\$273	\$273	\$273	\$273	\$1,092	\$1,092	\$2,183
						State Match	\$27	\$27	\$27	\$27	\$108	\$108	\$217
						Total	\$300	\$300	\$300	\$300	\$1,200	\$1,200	\$2,400
Project and Programs funded with CMAQ and AMATS STBG													
No		MOA	CMQ00011	Arterial Roadway Dust Control 2023-2026 - Magnesium chloride (MgCl2) dust palliative will be applied to approximately 70 miles of high volume State and Municipal roadways prior to and after spring sweeping.	2023-2026 Programming	CMAQ	\$91	\$91	\$91	\$91	\$364	\$364	\$728
						MOA Match	\$9	\$9	\$9	\$9	\$36	\$36	\$72
						Total	\$100	\$100	\$100	\$100	\$400	\$400	\$800
No		MOA	CMQ00012	Traffic Control Signalization 2023-2026 - 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.	2023-2026 Programming	STBG	\$146	\$364	\$364	\$364	\$1,456	\$1,238	\$2,694
						CRRSAA	\$239	\$0	\$0	\$0	\$0	\$239	\$239
						MOA Match	\$15	\$36	\$36	\$36	\$144	\$123	\$267
						Total	\$400	\$400	\$400	\$400	\$1,600	\$1,600	\$3,200
No		MOA	CMQ00013	Non-Motorized Facility Maintenance Equipment - This project will purchase maintenance equipment that will be used to plow and sweep non-motorized facilities during the winter and summers months within the AMATS area. \$500K in FY24 will be provided by Alaska DOT&PF outside the AMATS allocation.	2023-2025 Purchase	CMAQ	\$910	\$1,365	\$728	\$0	\$0	\$3,002	\$3,002
						MOA Match	\$90	\$135	\$72	\$0	\$0	\$298	\$298
						Total	\$1,000	\$1,500	\$800	\$0	\$0	\$3,300	\$3,300
No		MOA	CMQ00014	Non-Motorized Facility Maintenance Equipment for Winter Greenbelt Trails - This project will purchase maintenance equipment that will be used to groom greenbelt trails during the winter months within the AMATS area.	2025-2026 Purchase	CMAQ	\$0	\$0	\$0	\$599	\$0	\$599	\$599
						MOA Match	\$0	\$0	\$0	\$59	\$0	\$59	\$59
						Total	\$0	\$0	\$0	\$658	\$0	\$658	\$658
Yes		MOA	CMQ00005	Bus Stop & Facility Improvements - This project funds new and existing facilities and bus stop sites to meet both the federally mandated Americans with Disabilities Act [ADA] requirements and the operational needs. Typical bus stop activities include design/engineering, bus shelters, benches, trash receptacles, landscaping, grading, paving, utility relocations, lighting, curb adjustments, drainage, constructing paths, and construction/reconstruction of turnouts. Typical facility activities include design/engineering, upgrades, rehabilitation, and construction/reconstruction not limited to safety, security, facility equipment, structures, underground storage tanks, parking lots, sidewalks, and drainage. Table 5 funds supplement FTA funds in projects 4, 7, 10, and 11 on Table 9.	2023-26 Design / Engineering / Implementation	STBG	\$1,365	\$7,365	\$1,365	\$0	\$4,102	\$10,094	\$14,196
						CRP	\$0	\$1,819	\$0	\$0	\$0	\$1,819	\$1,819
						MOA Match	\$135	\$912	\$135	\$0	\$407	\$1,183	\$1,590
						Total	\$1,500	\$10,096	\$1,500	\$0	\$4,509	\$13,754	\$18,263
Yes		MOA	CMQ00007	Capital Vehicles - This project provides funding for the replacement and expansion of the Public Transportation Department fleet. The fleet consists of MV-1, 22' and 40' buses that provide service to AnchorRIDES, and People Mover. Vehicles will be replaced based on the FTA defined useful life and the People Mover Transit Asset Management Plan. Table 5 funds supplement FTA funds in project 2, 6, and 10 on Table 9.	2023-2026 Purchase	STBG	\$2,729	\$5,836	\$2,729	\$2,729	\$5,458	\$14,023	\$19,481
						MOA Match	\$271	\$579	\$271	\$271	\$542	\$1,392	\$1,934
						Total	\$3,000	\$6,415	\$3,000	\$3,000	\$6,000	\$15,415	\$21,415
Yes		MOA	CMQ00008	Demo Operations / Expansion - This project will provide for operational assistance and/or operational service expansion for fixed route, demand response, and/or microtransit public transit service. Table 5 funds supplement FTA funds in project 3, 5, 8, 9, and 10 on Table 9.	2023-2026 Programming	CMAQ	\$0	\$0	\$144	\$273	\$0	\$417	\$417
						CRP	\$0	\$509	\$0	\$0	\$0	\$509	\$509
						MOA Match	\$0	\$51	\$14	\$27	\$0	\$92	\$92
						Total	\$0	\$560	\$158	\$300	\$0	\$1,018	\$1,018
No		MOA Public Transportation Department	CMQ00015	Seniors and Youth Ride Free - Provide transit trips for people 18 and under and 60 and over.	2023 - 2026 - Implementation	CRP	\$0	\$910	\$833	\$0	\$0	\$1,743	\$1,743
						STBG	\$910	\$0	\$0	\$0	\$0	\$910	\$910
						MOA Match	\$90	\$90	\$83	\$0	\$0	\$263	\$263
						Total	\$1,000	\$1,000	\$916	\$0	\$0	\$3,934	\$3,934
No		MOA Public Transportation Department	CMQ00016	Microtransit - Establish a new on-demand Microtransit service in Anchorage, to be managed by the MOA Public Transportation Department. This project includes professional services, software, equipment and/or other Microtransit technology. The primary goals of the project are to connect residents to jobs, activity centers, and existing fixed-route bus service in the region while providing a low-cost transportation alternative to single-occupancy vehicles.	2023-2026 - Implementation	CRP	\$68	\$45	\$45	\$45	\$0	\$205	\$205
						MOA Match	\$7	\$5	\$5	\$5	\$0	\$20	\$20
						Total	\$75	\$50	\$50	\$50	\$0	\$225	\$225
No		MOA Public Transportation Department	CMQ00017	Muldoon Transit Hub Mixed Use Development - Develop a mixed-use transit oriented development to replace the existing collection of on-street bus stops at/near the intersection of Muldoon Road and Debarr Road. This project would include property acquisition or lease negotiation, final design, and construction. FY23 is funded with grant funding outside the AMATS allocations.	2023 - Design 2024 - U/C 2026 - U/C	STBG	\$0	\$3,000	\$0	\$3,239	\$0	\$6,240	\$6,240
						Grant	\$450	\$0	\$0	\$0	\$0	\$450	\$450
						MOA Match	\$50	\$298	\$0	\$322	\$0	\$669	\$669
						Total	\$500	\$3,298	\$0	\$3,561	\$0	\$7,584	\$7,584

*Projects are not listed in priority order. Project estimates are shown in Year of Expenditure Dollars.

Table 5. Funding for CMAQ Eligible Projects
AMATS FFY 2023-2026 TIP Amendment #2

				The contingency list of projects for each year will consist of the following year's projects.	Section Totals - STBG	\$5,806	\$16,565	\$4,825	\$6,546	\$11,016	\$33,742	\$44,757
				The contingency list of projects for each year will consist of the following year's projects.	Section Totals - CRP	\$68	\$3,615	\$1,334	\$45	\$0	\$5,062	\$5,062
				The contingency list of projects for each year will consist of the following year's projects.	Section Totals - CMAQ	\$1,982	\$2,262	\$2,323	\$2,386	\$5,094	\$9,453	\$14,548
				The contingency list of projects for each year will consist of the following year's projects.	CRRSAA Totals	\$239	\$0	\$0	\$0	\$0	\$239	\$239
				Approximate percentage (%) for all AMATS STBG funding for Congestion Mitigation/Air Quality (CMAQ) projects		20%	49%	14%	18%	4-year Avg=	25.4%	

*Projects are not listed in priority order. Project estimates are shown in Year of Expenditure Dollars.

**Table 6. Pavement Replacement
AMATS FFY 2023-2026 TIP Amendment #2**

2023 - 2026 TIP, Pavement Replacement Projects	
	Project Location
1	Airport Heights Road - Debarr Road to Glenn Hwy
2	Boundary Ave - Boniface Pkwy to Oklahoma
3	Brayton Drive - Dearmoun Road to - O'Malley Road
4	Elmore Rd - Huffman Rd to O'Malley Rd
5	Hiland Rd - MP 0 to MP 3.2
6	Post Rd - 3rd Ave to Reeve Blvd
7	Upper Huffman - Hillside Dr to Toilsome Hill Dr
8	Reeve Blvd - 5th Ave to Post Road
9	Upper DeArmoun Road - Hillside Drive to Canyon Road
10	Old Seward Highway Spur - Old Seward Highway to Potter Valley Road
11	Eagle River Loop Road - Old Glenn Highway to Eagle River Road
12	Hillside Drive - DeArmoun Road to Abbott Road
13	VFW Road - Eagle River Road to Eagle River Loop Road
14	88th Avenue - Lake Otis Parkway to Abbott Road
15	A. Street - 6th Ave to Ocean Dock Road On-Ramp
16	Gambell Street/Ingra Street - 6th Ave to 4th Ave
17	I Street/L Street - 15th to 3rd Ave
18	Muldoon Road - Glenn Highway to Provider Drive
19	36th Ave/Providence Drive - C Street to Elmore Road Old Seward Highway
20	76th Ave - King Street to Old Seward Highway
	Projects not in priority order
	Pavement Replacement Annual Totals shown in Table 2

2023 - 2026 TIP, Pathway and Trail Pavement Replacement Projects	
	Project Location
1	Debarr Road - Boniface to Muldoon (southside sidewalk)
2	Airport Heights Road - Debarr Road to Glenn Hwy
3	Northern Lights Blvd - Lois Drive to Minnesota Drive (southside pathway)
4	Jewel Lake Pathway - Raspberry Road to International Airport Road
5	Minnesota Drive - Hillcrest Drive to W. Northern Lights Boulevard
6	Minnesota Drive - W. Northern Lights Boulevard to Tudor Road
7	Bragaw Street - Northern Lights Blvd to Mountain View Drive
8	Muldoon Road - E. 16th Ave to Boundary Ave
9	Tudor Road - Seward Highway to Muldoon Road
10	Tudor Road - Minnesota Drive to Seward Highway
11	Glenn Highway Pathway - Boniface to S. Peters Creek
12	Debarr Road - Airport Heights to Boniface Pkwy
13	International Airport Road - Northwood Drive to Homer Road
14	Patterson Street - Northern Lights Blvd to Sherwood including Spurs
15	Birch Knoll Bike Trail - Labar Road to E Klatt Road
16	Sitka Street Park Pathway - Orca Street to Lake Otis Parkway
	Projects not in priority order
	Pavement Replacement Annual Totals shown in Table 3

**Table 7. Highway Safety Improvement Program (HSIP)
AMATS FFY 2023-2026 TIP Amendment #2**

STIP Need ID	Responsible Agency	TIP Need ID*	PROJECT LOCATION	PROJECT PHASING PLAN	FUND CODE	FEDERAL FISCAL PROGRAMMING YEAR (\$ in Thousands)				Estimated funding needs after 2026	Est project cost 2023-2026	Est total project cost
						October 1 - September 30						
						2023	2024	2025	2026			
19217	DOT&PF	HSP0009	Gambell St Utility Pole Removal and Increased Lighting - Remove existing utility/lighting poles and replace with new poles/lighting that have a break away base and are further from the travel lanes.	2024 - ROW	UnCat 148	\$0	\$450	\$6,300	\$0	\$0	\$6,750	\$6,750
				2025 - U/C	State Match	\$0	\$50	\$700	\$0	\$0	\$750	\$750
				Total		\$0	\$500	\$7,000	\$0	\$0	\$7,500	\$7,500
19217	DOT&PF	HSP0010	Gambell and Ingra Streets - Overhead Signal Indication Upgrades - Install new signal poles and mast arms to provide a minimum of one signal head over each through lane.	20245 - U/C	UnCat 148	\$0	\$0	\$7,493	\$0	\$0	\$7,493	\$7,493
					State Match	\$0	\$0	\$833	\$0	\$0	\$833	\$833
				Total		\$0	\$0	\$8,325	\$0	\$0	\$8,325	\$8,325
19217	DOT&PF	HSP0014	5th Ave: Concrete St to Karluk St Pedestrian Improvements - Develop and construct a pedestrian safety intervention between Concrete Street and the couplet of 5th and 6th Avenues. The project scope also proposes to improve existing lighting levels to the extent practicable.	2025 - U/C	VRU	\$0	\$0	\$3,480	\$0	\$0	\$3,480	\$3,480
					State Match	\$0	\$0	\$387	\$0	\$0	\$387	\$387
				Total		\$0	\$0	\$3,867	\$0	\$0	\$3,867	\$3,867
19217	DOT&PF	HSP0019	Anchorage Flashing Yellow Arrow and Signal Head Display Improvements - This project proposes to replace existing 5-section protected-permissive signal heads with 4-section FYA signals heads at 21 signalized intersections in Anchorage. The scope includes increasing the number of through signal heads at select locations. This project nominations aims to reduce left-turning, T-bone, and rear end crashes.	2024 - D	UnCat 148	\$0	\$0	\$8,861	\$8,861	\$0	\$17,721	\$17,721
				2025 - ROW/U/C	S148	\$0	\$1,598	\$392	\$383	\$0	\$2,372	\$2,372
				2026 - U/C	State Match	\$0	\$178	\$1,028	\$1,027	\$0	\$2,233	\$2,233
				Total		\$0	\$1,776	\$10,280	\$10,270	\$0	\$22,326	\$22,326
19217	DOT&PF	HSP0020	Tudor Road: Baxter Road to Patterson Street Channelization - This project proposes to install center median on Tudor Road between Baxter Road and Patterson Street in Anchorage. This project nomination aims to reduce head-on and left-turning angle crashes on this segment of Tudor Road.	2023 - D	UnCat 148	\$330	\$230	\$4,326	\$0	\$0	\$4,886	\$4,886
				2024 - D/ROW								
				2025 - U/C	State Match	\$37	\$26	\$481	\$0	\$0	\$543	\$543
Total		\$367	\$255	\$4,807	\$0	\$0	\$5,429	\$5,429				
19217	DOT&PF	HSP0021	Old Seward Highway: Industry Way/120th Ave Channelization - This project proposes to install left-turn channelizing median on Old Seward Highway at Industry Way and 120th Avenue. This project nomination proposes to reduce angle and access related crashes on this segment of Old Seward Highway.	2025 - U/C	UnCat 148	\$0	\$0	\$1,612	\$0	\$0	\$1,612	\$1,612
					State Match	\$0	\$0	\$179	\$0	\$0	\$179	\$179
				Total		\$0	\$0	\$1,791	\$0	\$0	\$1,791	\$1,791
19217	DOT&PF	HSP0022	Ocean Dock Road RR Crossing Device Upgrades - This project proposes to upgrade existing at-grade crossing devices from passive to active on Ocean Dock Rd (Crossing #868543R). This project will be constructed through utility agreement with Alaska Railroad Corporation.	2023 - D	130	\$50	\$1,310	\$0	\$0	\$0	\$1,360	\$1,360
				2024 - D/ROW	State Match	\$0	\$0	\$0	\$0	\$0	\$0	\$0
				Total		\$50	\$1,310	\$0	\$0	\$0	\$1,360	\$1,360
19217	DOT&PF	HSP0023	Anchorage Pedestrian Lighting Phase I - Increase lighting levels on three arterial segments (Muldoon Dr, Tudor Rd, Seward Hwy) by adding pedestrian scale and street lighting.	2024 - C	UnCat 148	\$0	\$247	\$0	\$0	\$0	\$247	\$247
					State Match	\$0	\$27	\$0	\$0	\$0	\$27	\$27
				Total		\$0	\$274	\$0	\$0	\$0	\$274	\$274
19217	DOT&PF	HSP0024	68th Ave, Ocean View Dr, and 2nd St/FAA Rd RR Crossing Improvements Nomination name was: Railroad Crossing Sight Distance Improvements and Signal Hut Upgrades - Install upgraded signal huts at railroad crossings in Central Region to locations that do not block sight distance. This project is a continuation of RR Crossing work identified in 19CN02.	2024 - U	130	\$48	\$1,972	\$0	\$0	\$0	\$2,020	\$2,020
					State Match	\$0	\$0	\$0	\$0	\$0	\$0	\$0
				Total		\$48	\$1,972	\$0	\$0	\$0	\$2,020	\$2,020
19217	DOT&PF	HSP0025	CR Guardrail Inventory and Upgrade - Inventory and upgrade existing guardrail in	2024 - C	UnCat 148	\$0	\$882	\$0	\$0	\$882	\$882	

*Projects are not listed in priority order.

**Table 7. Highway Safety Improvement Program (HSIP)
AMATS FFY 2023-2026 TIP Amendment #2**

			Central Region to current standards on roads with posted speed limits of 50 miles per hour or greater.		State Match	\$0	\$98	\$0	\$0	\$0	\$98	\$98
				Total		\$0	\$980	\$0	\$0	\$0	\$980	\$980
19217	DOT&PF	HSP0026	Anchorage Signalized Intersection Cameras - This project proposes to improve enforcement capabilities of the Anchorage Police Department by installing traffic signal cameras at signalized intersections in Anchorage where cameras do not currently exist. Between 2017 and 2023, Anchorage experienced 13 fatal, 23 serious injury, 76 minor injury, 30 Possible Injury, and 20 property damage only hit-and-run crashes involved pedestrians and bicyclists.	2024 - D	UnCat	\$0	\$48	\$842	\$0	\$0	\$890	\$890
				2025 - C	148/VRU							
					State Match	\$0	\$5	\$94	\$0	\$0	\$99	\$99
				Total		\$0	\$53	\$936	\$0	\$0	\$989	\$989
19217	DOT&PF	HSP0027	Pease Avenue Railroad Crossing Surface and Signal Upgrades - This project proposes to reconstruct the grade crossing surface and replace functionally obsolete signal equipment on Pease Ave (Crossing #868557Y). This crossing is permitted to the Alaska District, US Army Corps of Engineers. This project will be constructed through utility agreement with the Alaska Railroad Corporation.	2024 - D/C	130	\$0	\$1,328	\$0	\$0	\$0	\$1,328	\$1,328
					State Match	\$0	\$0	\$0	\$0	\$0	\$0	\$0
					Total		\$0	\$1,328	\$0	\$0	\$0	\$1,328
				Total		\$465	\$8,448	\$37,006	\$10,270	\$0	\$56,189	\$56,189

*Projects are not listed in priority order.

Project estimates are shown in Year of Expenditure Dollars.

Table 8. National Highway System (NHS)
AMATS FFY 2023-2026 TIP Amendment #2

STIP Need ID	Responsible Agency	TIP Need ID*	PROJECT LOCATION	PROJECT PHASING PLAN	FUND CODE	FEDERAL FISCAL PROGRAMMING YEAR (\$ in Thousands)				Estimated funding needs after 2026	Est project cost 2023- 2026	Est total project cost	
						October 1 - September 30							
						2023	2024	2025	2026				
	DOT&PF	NHS0005	Pavement and Bridge Preservation - Crack sealing, surface treatment drainage, signage, guardrail, illumination, and other refurbishments to prolong the life of road pavement and bridges and their safety related structures. Project includes NHS Lane Delineators, Destination & Distance Signing, Pavement Markings and Signalization, Abandoned Vehicle Program, Road Surfacing and Transfer, Road Surface Treatments, and improve curb ramps to meet ADA standards (in coordination with Need ID 30397). The scope does not include landscaping or other elements inconsistent with a pavement preservation focus. This is a DOT&PF central region wide program with approximately \$25M going to projects within the AMATS area on an annual basis with a majority going to the NHS.	2023-2026+ - All Phases	STBG NHPP Bridge- HIP23	\$22,743	\$22,743	\$22,743	\$22,743	\$22,743	\$90,970	\$113,713	
					State Match	\$2,258	\$2,258	\$2,258	\$2,258	\$2,258	\$9,030	\$11,288	
					Total		\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$100,000	\$125,000
The contingency list of projects for each year will consist of the following year's projects.							\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$100,000	\$125,000

*Projects are not listed in priority order.

Project estimates are shown in Year of Expenditure Dollars.

**Table 9. Transit
AMATS FFY 2023-2026 TIP Amendment #2**

STIP Need ID	Responsible Agency	TIP Need ID*	PROJECT LOCATION	PROJECT PHASING PLAN	FUND CODE	FEDERAL FISCAL PROGRAMMING YEAR (\$ in Thousands)					Estimated funding needs after 2026	Est project cost 2023-2026	Est total project cost
						October 1 - September 30							
						Carryover	2023	2024	2025	2026			
19458	MOA Public Transportation	TRN00001	Preventative Maintenance/Capital Maintenance - FTA [Federal Transit Administration] allows grantees to use capital funds for overhauls and preventative maintenance. FTA assistance for those items is based on a percentage of annual vehicle maintenance costs.	2023-2026 - Implementation	5307	\$0	\$3,911	\$3,600	\$3,600	\$3,600	\$10,800	\$14,711	\$25,511
					MOA Match		\$978	\$900	\$900	\$900	\$2,700	\$3,678	\$6,378
				Total			\$4,889	\$4,500	\$4,500	\$4,500	\$13,500	\$18,389	\$31,889
19462	MOA Public Transportation	TRN00002	Fleet Replacement/Expansion - This project funds the fleet expansion and replacement for the AnchorRIDES paratransit service, as well as the fixed route fleet.	2023-2026 - Implementation	5307	\$0	\$0	\$0	\$80	\$480	\$80	\$560	
					MOA Match		\$0	\$0	\$0	\$16	\$120	\$16	\$136
				Total			\$0	\$0	\$0	\$100	\$600	\$96	\$696
19464	MOA Public Transportation	TRN00003	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.	2023-2026 - Implementation	5307	\$0	\$0	\$0	\$0	\$225	\$960	\$225	\$1,185
					MOA Match		\$0	\$0	\$0	\$56	\$240	\$56	\$296
				Total			\$0	\$0	\$0	\$300	\$1,200	\$281	\$1,481
19457	MOA Public Transportation	TRN00004	Bus Stop Improvements/1% Section 5307 Transit Improvements - This project funds the upgrade of bus stop sites to meet both the federally-mandated Americans with Disabilities Act [ADA] requirements and the operational needs. Typical improvements include bus shelters, benches, trash receptacles, landscaping, grading, paving, utility relocations, lighting, curb adjustments, drainage, constructing paths, and construction/reconstruction of turnouts. Table 10 FTA funds supplement CMAQ funds for the Bus Stop & Facility Improvements	2023-2026 - Implementation	5307	\$0	\$320	\$0	\$225	\$0	\$60	\$545	\$605
					MOA Match		\$80	\$0	\$56	\$0	\$15	\$136	\$151
				Total			\$400	\$0	\$300	\$0	\$75	\$681	\$756
19463	MOA Public Transportation	TRN00005	ITS/Automated Operating System/Management Information Systems - This projects funds information systems necessary for efficient management of the public transportation system. Typical projects include: Geographical Information Systems [GIS] capabilities, upgrades to the automated maintenance system, refueling, and inventory system; a new computerized dispatch system; and upgrades to the scheduling/run-cutting process, customer information and telephone communications system, and desktop computers. This project also funds staff and capital resources to provide project oversight and capital for ITS for all modes of public transportation services. Provide day-to-day operational support to all ITS projects.	2023-2026 - Purchase	5307	\$0	\$136	\$38	\$38	\$38	\$0	\$249	\$249
					MOA Match		\$34	\$9	\$9	\$9	\$0	\$62	\$62
				Total			\$170	\$50	\$50	\$50	\$0	\$311	\$311
19459	MOA Public Transportation	TRN00006	Fleet Improvement/Support Equipment/Support Vehicle - This project funds improvements to existing transit and paratransit fleets. Typical projects include fareboxes, ticket readers with issue attachments that issue 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, radios and locations systems. This project also funds the purchase of replacement vehicles and equipment to support the operation of the transit system. Typical purchases include pickup racks, maintenance trucks with special equipment, supervisor vehicles, shift change vehicles, forklifts, sweepers, and bus access snow removal equipment.	2023-2026 - Purchase	5307	\$0	\$960	\$525	\$525	\$450	\$1,200	\$2,460	\$3,660
					MOA Match		\$240	\$131	\$131	\$113	\$300	\$615	\$915
				Total			\$1,200	\$700	\$700	\$600	\$1,500	\$3,075	\$4,575
29264	MOA Public Transportation	TRN00007	Transit Centers/Support Facilities - This project supports an ongoing effort to provide major transit facilities in key areas of the city and major destinations. The Anchorage Comprehensive Plan and 2040 Land Use Plan (LUP) identified neighborhood, town, regional commercial, and city centers that function as focal points for community activities with a mix of retail, residential, and public services and facilities. Anchorage Talks Transit coordinated with the LUP and implemented a frequent bus network along transit-supportive development corridors. These corridors should provide pedestrian connections to surrounding neighborhoods and transit. Existing and future facility improvements along these corridors and in areas like Midtown, Downtown, U-Med, Dimond Center, Debarrr, and Muldoon, are vital to the implementation of these community planning documents.	2023-2026 - Implementation	5307	\$0	\$960	\$563	\$563	\$563	\$1,800	\$2,648	\$4,448
					MOA Match		\$240	\$141	\$141	\$141	\$450	\$662	\$1,112
				Total			\$1,200	\$750	\$750	\$750	\$2,250	\$3,309	\$5,559
	MOA Public Transportation	TRN00008	Operating Assistance - Section 5307 operating assistance for fixed route, demand responsive, and/or Microtransit public transit service.	2023-2026 - Implementation	5307	\$0	\$0	\$225	\$0	\$0	\$2,400	\$225	\$2,625
					MOA Match		\$0	\$56	\$0	\$0	\$600	\$56	\$656
				Total			\$0	\$300	\$0	\$0	\$3,000	\$281	\$3,281
subtotal FTA Section 5307							\$7,859	\$6,300	\$6,300	\$6,300	\$22,125	\$52,510	\$74,635
19119	MOA Public Transportation	TRN00009	Section 5310 Enhanced Mobility of Seniors & Individuals w/ Disabilities. - Projects may include purchasing buses and vans; wheelchair lifts, ramps, and securement devices; transit-related information technology systems including scheduling/routing/one-call systems; mobility management programs; and acquisition of transportation services under a contract, lease, or other arrangement. Other activities may include travel training; building an accessible path to a bus stop, including curb-cuts, sidewalks, accessible pedestrian signals or other accessible features; improving signage or way-finding technology; providing same day service or door-to-door service; purchasing vehicles to support new ride-sharing and/or vanpooling programs; and mobility management programs.	2023-2026 - Implementation	5310	\$263	\$192	\$192	\$192	\$419	\$839	\$1,258	
					MOA Match		\$66	\$48	\$48	\$48	\$105	\$210	\$315
				Total			\$329	\$240	\$240	\$240	\$524	\$1,049	\$1,573
subtotal FTA Section 5310							\$329	\$240	\$240	\$240	\$524	\$1,049	\$1,573
27969	MOA Public Transportation	TRN00010	Section 5339 Bus and Bus Facilities Program - This program includes capital projects to replace, rehabilitate and purchase buses, vans, and related equipment, and to construct bus-related facilities, including technological changes or innovations to modify low or no emission vehicles or facilities.	2023-2026 - Implementation	5339	\$565	\$576	\$576	\$576	\$1,291	\$2,293	\$3,584	
					MOA Match		\$141	\$144	\$144	\$144	\$323	\$573	\$896
				Total			\$706	\$720	\$720	\$720	\$1,614	\$2,866	\$4,480

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

Table 9. Transit
AMATS FFY 2023-2026 TIP Amendment #2

STIP Need ID	Responsible Agency	TIP Need ID*	PROJECT LOCATION	PROJECT PHASING PLAN	FUND CODE	FEDERAL FISCAL PROGRAMMING YEAR (\$ in Thousands)					Estimated funding needs after 2026	Est project cost 2023-2026	Est total project cost
						October 1 - September 30							
						Carryover	2023	2024	2025	2026			
27969	MOA Public Transportation	TRN00011	Section 5339(b) Bus and Bus Facilities Competitive Program - This competitive program addresses significant repair and maintenance needs, improves the safety of transit systems, and deploys connective projects that include advanced technologies. Examples include projects to replace, rehabilitate and purchase buses, vans, and related equipment; to replace, rehabilitate, and construct bus-related facilities; including technological changes or innovations to modify vehicles and/or facilities.		5339(b), BUILD Grant, TOD Pilot		\$0	\$1,800	\$32,000	\$0	\$1,291	\$33,800	\$35,091
					Local Match		\$0	\$450	\$8,000	\$0	\$323	\$8,450	\$8,773
				Total		\$0	\$2,250	\$40,000	\$0	\$1,614	\$42,250	\$43,864	
			subtotal FTA Section 5339			\$706	\$2,970	\$40,720	\$720	\$3,228	\$45,116	\$48,344	
			subtotal FTA section 5307, 5310, 5339 Transit funding to the MOA			\$8,894	\$9,510	\$47,260	\$7,260	\$25,877	\$98,675	\$124,552	
			Alaska Railroad - FTA Section 5307 (Rail Tier) Funds										
21314	Alaska Railroad Corporation	TRN00012	1% Transit Security on the Alaska Railroad Corporation projects	2023-2026 - Implementation	5307	\$0	\$20	\$20	\$40	\$0	\$91	\$80	\$171
					Local Match	\$0	\$5	\$5	\$10	\$0	\$9	\$20	\$29
				Total		\$0	\$25	\$25	\$50	\$0	\$100	\$100	\$200
19658	Alaska Railroad Corporation	TRN00013	Preventive 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 serviceability of the asset.	2023-2026 - Implementation	5307	\$2,800	\$2,800	\$2,800	\$3,000	\$3,000	\$13,191	\$11,600	\$24,791
					Local Match	\$700	\$700	\$700	\$750	\$750	\$1,309	\$2,900	\$4,209
				Total		\$3,500	\$3,500	\$3,500	\$3,750	\$3,750	\$14,500	\$14,500	\$29,000
21314	Alaska Railroad Corporation	TRN00014	1% Associated Transit Enhancements - can include benches, landscaping, and other transit related amenities.	2023-2026 - Implementation	5307	\$0	\$20	\$20	\$40	\$0	\$91	\$80	\$171
					Local Match	\$0	\$5	\$5	\$10	\$0	\$9	\$20	\$29
				Total		\$0	\$25	\$25	\$50	\$0	\$100	\$100	\$200
19634	Alaska Railroad Corporation	TRN00015	Track Rehab - Rail and tie rehabilitation inside AMATS boundaries including shoulder widening, siding program, drainage, State of Good Repair and improvement projects related to track infrastructure.	2023-2026 - Implementation	5307	\$6,800	\$40	\$40	\$0	\$0	\$227	\$80	\$307
					Local Match	\$1,700	\$10	\$10	\$0	\$0	\$23	\$20	\$43
				Total		\$8,500	\$50	\$50	\$0	\$0	\$250	\$100	\$350
31091	Alaska Railroad Corporation	TRN00016	Radio and Communication System - Replace, upgrade or improvements to radio and communication locations, equipment, systems or components.	2023-2026 - Implementation	5307	\$0	\$0	\$20	\$0	\$0	\$45	\$20	\$65
					Local Match	\$0	\$0	\$5	\$0	\$0	\$5	\$5	\$10
				Total		\$0	\$0	\$25	\$0	\$0	\$50	\$25	\$75
19635	Alaska Railroad Corporation	TRN00017	Bridge Rehabilitation - Bridge engineering, preventive maintenance, rehabilitation, replacements, and other bridge improvements within AMATS boundaries.	2023-2026 - Implementation	5307	\$200	\$40	\$40	\$0	\$0	\$227	\$80	\$307
					Local Match	\$50	\$10	\$10	\$0	\$0	\$23	\$20	\$43
				Total		\$250	\$50	\$50	\$0	\$0	\$250	\$100	\$350
33243	Alaska Railroad Corporation	TRN00018	Signal and Detector System - Replace, upgrade or improve in-track detector and at-grade signal systems equipment and communication components within AMATS boundaries.	2023-2026 - Implementation	5307	\$280	\$0	\$20	\$20	\$0	\$45	\$40	\$85
					Local Match	\$70	\$0	\$5	\$5	\$0	\$5	\$10	\$15
				Total		\$350	\$0	\$25	\$25	\$0	\$50	\$50	\$100
33245	Alaska Railroad Corporation	TRN00019	Facility Rehab - Within AMATS boundaries replace, upgrade or improve ARRC buildings and related functional appurtenances.	2023-2026 - Implementation	5307	\$52	\$0	\$420	\$80	\$40	\$45	\$540	\$585
					Local Match	\$13	\$0	\$105	\$20	\$10	\$5	\$135	\$140
				Total		\$65	\$0	\$525	\$100	\$50	\$50	\$675	\$725
			subtotal FTA Section 5307 (Rail Tier) Transit funding to Railroad			\$12,665	\$3,650	\$4,225	\$3,975	\$3,800	\$15,350	\$15,650	\$31,000
			Alaska Railroad - FTA Section 5337 (State of Good Repair) Funds										
19634	Alaska Railroad Corporation	TRN00020	Track Rehab - Rail and tie rehabilitation inside AMATS boundaries including shoulder widening, siding program, drainage, State of Good Repair and improvement projects related to track infrastructure.	2019 - 2022 - Implementation	5337	\$400	\$600	\$560	\$560	\$600	\$2,638	\$2,320	\$4,958
					Local Match	\$100	\$150	\$140	\$140	\$150	\$262	\$580	\$842
				Total		\$500	\$750	\$700	\$700	\$750	\$2,900	\$2,900	\$5,800
19658	Alaska Railroad Corporation	TRN00021	Preventive 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 serviceability of the asset.	2019 - 2022 - Implementation	5337	\$3,120	\$800	\$120	\$120	\$120	\$1,319	\$1,160	\$2,479
					Local Match	\$780	\$200	\$30	\$30	\$30	\$131	\$290	\$421
				Total		\$3,900	\$1,000	\$150	\$150	\$150	\$1,450	\$1,450	\$2,900
19635	Alaska Railroad Corporation	TRN00022	Bridge Rehabilitation - Bridge engineering, preventive maintenance, rehabilitation, replacements, and other bridge improvements within AMATS boundaries.	2020 - 2022 - Implementation	5337	\$288	\$8,800	\$4,000	\$40	\$200	\$5,131	\$13,040	\$18,171
					Local Match	\$72	\$2,200	\$1,000	\$10	\$50	\$509	\$3,260	\$3,769
				Total		\$360	\$11,000	\$5,000	\$50	\$250	\$5,640	\$16,300	\$21,940
31091	Alaska Railroad Corporation	TRN00023	Radio and Communication System - Replace, upgrade or improvements to radio and communication locations, equipment, systems or components.	2023-2026 - Implementation	5337	\$0	\$40	\$40	\$40	\$40	\$182	\$160	\$342
					Local Match	\$0	\$10	\$10	\$10	\$10	\$18	\$40	\$58
				Total		\$0	\$50	\$50	\$50	\$50	\$200	\$200	\$400
33243	Alaska Railroad Corporation	TRN00024	Signal and Detector System - Replace, upgrade or improve in-track detector and at-grade signal systems equipment and communication components within AMATS boundaries.	2023-2026 - Implementation	5337	\$0	\$20	\$40	\$20	\$0	\$91	\$80	\$171
					Local Match	\$0	\$5	\$10	\$5	\$0	\$9	\$20	\$29
				Total		\$0	\$25	\$50	\$25	\$0	\$100	\$100	\$200
33245	Alaska Railroad Corporation	TRN00025	Facility Rehab - Within AMATS boundaries replace, upgrade or improve ARRC buildings and related functional appurtenances.	2023-2026 - Implementation	5337	\$0	\$20	\$440	\$20	\$0	\$91	\$480	\$571
					Local Match	\$0	\$5	\$110	\$5	\$0	\$9	\$120	\$129
				Total		\$0	\$25	\$550	\$25	\$0	\$100	\$600	\$700

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

Table 9. Transit
AMATS FFY 2023-2026 TIP Amendment #2

STIP Need ID	Responsible Agency	TIP Need ID*	PROJECT LOCATION	PROJECT PHASING PLAN	FUND CODE	FEDERAL FISCAL PROGRAMMING YEAR (\$ in Thousands)					Estimated funding needs after 2026	Est project cost 2023-2026	Est total project cost
						October 1 - September 30							
						Carryover	2023	2024	2025	2026			
			<i>subtotal FTA Section 5337 (SGR) funding to Railroad</i>			\$4,760	\$12,850	\$6,500	\$1,000	\$1,200	\$10,390	\$21,550	\$31,940
			Alaska Railroad - FTA Section 5337 (SGR) Funds				\$0	\$0	\$0	\$0	\$0	\$0	\$0
			<i>subtotal FTA Section 5337 funding to Railroad</i>				\$12,850	\$800	\$1,000	\$1,200	\$17,400	\$15,850	\$33,250
			<i>subtotal FTA Sections 5307 (Rail Tier) & 5337 Transit funding to ARRC</i>				\$16,500	\$10,725	\$4,975	\$5,000	\$25,740	\$37,200	\$62,940
			Total Transit Program (FTA {5307+5310+5337})				\$25,394	\$20,235	\$52,235	\$12,260	\$51,617	\$135,875	\$187,492
			<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>										

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

**Table 10. Other Federal, State, and Local Funded Projects within the AMATS Area
AMATS FFY 2023-2026 TIP Amendment #2**

STIP Need ID	Responsible Agency	TIP Need ID*	PROJECT LOCATION	PROJECT PHASING PLAN	FUND CODE	FEDERAL FISCAL PROGRAMMING YEAR (\$ in Thousands)				Estimated funding needs after 2026	Est project cost 2023 - 2026	Est total project cost
						October 1 - September 30						
						2023	2024	2025	2026			
19482	MOA	OFS00002	AK094 & AK105 - Construction & Road Improvements @ APU.	2023 - U/C	Earmark	\$2,685	\$0	\$0	\$0	\$0	\$2,685	\$2,685
					MOA Match	\$266	\$0	\$0	\$0	\$0	\$266	\$266
				Total		\$2,951	\$0	\$0	\$0	\$0	\$2,951	\$2,951
28471	DOT&PF	OFS00004	Campbell Tract Facility Alternate Entrance Alignment - Relocate the CTF entrance road 260' to align with East 68th Avenue.	2023 - U/C	STBG	\$4,477	\$0	\$0	\$0	\$0	\$4,477	\$4,477
					State Match	\$444	\$0	\$0	\$0	\$0	\$444	\$444
				Total		\$4,921	\$0	\$0	\$0	\$0	\$4,921	\$4,921
	AEA	OFS00007	Alaska Cargo and Cold Storage - The project is a secure, up to 715,000sf climate-controlled warehouse facility located at Ted Stevens Anchorage International Airport (ANC), Anchorage AK. Phase I, the current project, is estimated to be ~190,000sf of cargo warehouse, with the option to include aircraft parking. It will incorporate best-in-class energy efficiency through innovative design, engineering, and project delivery. In doing so, ACCS will create jobs and help transform ANC into a global logistics hub while enhancing Alaska's food security situation by improving its ability to handle perishable goods for Alaskans. ACCS will offer better and more efficient cargo transfer services to strengthen ANC's competitive position in the global supply chain, thereby serving as a cornerstone development that Alaska logistics providers and manufacturers can build around for decades to come. This facility will help transform ANC from a "gas-and-go" location to a global logistics hub. The facility site has already been leased by one of the project partners.	2025 - C	BUILD Grant	\$0	\$0	\$14,240	\$0	\$0	\$14,240	\$14,240
					ACCS Partners	\$0	\$0	\$56,700	\$0	\$0	\$56,700	\$56,700
						\$0	\$0	\$3,560	\$0	\$0	\$1,414	\$1,414
				Total		\$0	\$0	\$74,500	\$0	\$0	\$72,354	\$72,354
	Port of Alaska	OFS00008	Port of Alaska SMART Grid - This planning project will establish a baseline inventory of the existing meter infrastructure and related behind-the-meter loads at Port of Alaska (PoA), and consolidate all necessary information for the development of a smart grid and a successful future energy management system deployment. Planners need to understand the current state of infrastructure and how PoA tenants use and interact with that infrastructure to specify, design, and procure the technology solutions needed to maximize benefits for PoA users, and enable the seamless integration of additional technology as PoA advances its decarbonization objectives.	2023 - Planning	State or other Federal Funding	\$0	\$1,766	\$1,767	\$1,767	\$0	\$5,300	\$5,300
					Match	\$0	\$766	\$767	\$767	\$0	\$2,300	\$2,300
				Total		\$0	\$2,532	\$2,534	\$2,534	\$0	\$7,600	\$7,600
	Port of Alaska	OFS00009	Port of Alaska Solar Design and Engineering - Engineering, design, and permitting documents for a proposed 2.5-3-megawatt ground-mounted solar array located in the furthest east Buffer Zone of the Port of Anchorage. Includes site surveying, solar PV design, and geotechnical, structural, civil, and electrical engineering.	2023 - D	State	\$250	\$0	\$0	\$0	\$0	\$250	\$250
					State Match	\$0	\$0	\$0	\$0	\$0	\$0	\$0
				Total		\$250	\$0	\$0	\$0	\$0	\$250	\$250
34196	DOT&PF	OFS00010	International Airport Charging Stations - This project involves the installation of electric vehicle (EV) charging stations at the cell phone parking lots of the Ted Stevens Anchorage International Airport. Work includes the design, procurement, and installation of the charging stations, as well as the necessary electrical infrastructure to support their operation.	2024 - C	CMAQ Flex	\$0	\$910	\$455	\$0	\$0	\$1,365	\$1,365
				2025 - C	State Match	\$0	\$90	\$45	\$0	\$0	\$135	\$135
				Total		\$0	\$1,000	\$500	\$0	\$0	\$1,500	\$1,500
33865	DOT&PF	OFS00011	National Electric Vehicle Infrastructure Program - For the planning and strategic deployment of electric vehicle (EV) charging infrastructure and to establish an interconnected network as per the National Electric Vehicle Infrastructure Program.	2024 - C	NEVI	\$0	\$600	\$600	\$0	\$0	\$1,200	\$1,200
				2025 - C	Third Party Match	\$0	\$150	\$150	\$0	\$0	\$300	\$300
				Total		\$0	\$750	\$750	\$0	\$0	\$1,500	\$1,500
Other Funding Sources Total						\$8,122	\$4,042	\$78,089	\$2,534	\$0	\$90,374	\$90,374
AMATS STBG Total						\$4,477	\$0	\$0	\$0	\$0	\$4,477	\$4,477
AMATS CRP Total						\$0	\$0	\$0	\$0	\$0	\$0	\$0

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

APPENDIX B

Computation of PM₁₀ Design Value Concentration for Eagle River

Computation of PM₁₀ Design Value Concentrations for Eagle River

Computational methods for determining the 24-hour design value (DV) are outlined in the *PM₁₀ SIP Development Guideline (EPA-450/2-86-001, June 1987)*. The empirical frequency distribution approach (see Section 6.3.3 of the guideline) was used to determine the site-specific PM₁₀ concentration that would be expected to be exceeded at a frequency of once every 365 days.

The empirical frequency distribution method was used to compute the Eagle River PM₁₀ DV for the most recent five-year period, 2017-2021, in accordance with EPA's Wegman memo guidance to determine qualification for the PM₁₀ limited maintenance plan option (Lydia Wegman, Director EPA-AQSSD, Aug 9, 2001). During this period, the number of valid 24-hour average PM₁₀ measurements (n) was 1801. These concentrations were arranged in order of magnitude and were assigned rank where the highest concentration was rank = 1, and lowest was rank = 1801. An abbreviated version of this table is shown below. During this period, the lowest PM₁₀ concentration measured was 0 µg/m³ (rank = 1801) and the highest was 168 µg/m³ (rank = 1).

Table 1

Date	PM-10 (µg/m ³)	<i>i</i> rank	$P = i/n$ Proportion of observations with equal or higher concentration
4/3/2019	168	1	0.0005
4/23/2021	125	2	0.0011
4/3/2019	105	3	0.0016
4/1/2019	79	4	0.0022
4/4/2022	77	5	0.0027
3/25/2019	73	6	0.0027
8/29/2019	70	7	0.0038
4/2/2019	69	8	0.0044
3/26/2019	68	9	0.0049
4/4/2019	67	10	0.0055
12/30/2019	0	1797	0.9978
12/31/2019	0	1798	0.9983
2/8/2020	0	1799	0.9989
2/18/2020	0	1800	0.9995
2/19/2020	0	1801	1

The Eagle River PM₁₀ Design Value for comparison to the PM₁₀ LMP eligibility criteria was determined from the empirical frequency plot of 24-hour PM₁₀ data and was calculated as the concentration that corresponds to $P = 1/365$. This resulting concentration represents the highest expected concentration during a one-year or 365-day period. The design value concentration can be computed directly from the equation of the best-fit line as follows:

The best-fit, natural logarithm plot is $y = 1.192 e^{-0.0745x}$

For expected concentration (x) at a given probability of once per year:

$$y = 1/365 = 0.00274 = 1.192 e^{-0.0745x}$$

Solving for x yields $x = 81.6 \mu\text{g}/\text{m}^3$



Inputting the value of 0.00274 (equivalent to 1/365) into the best-fit line equation and solving for the corresponding concentration, yields a PM_{10} concentration of $81.6 \mu\text{g}/\text{m}^3$.

Per EPA data handling rules for PM_{10} data, decimal values are truncated. Hence, the Eagle River PM_{10} DV for 2018-2022 is properly truncated to $81 \mu\text{g}/\text{m}^3$.

This design value is compliant with EPA's primary, PM_{10} LMP Qualification Criteria: $\leq 98 \mu\text{g}/\text{m}^3$.