

**Air Quality Conformity Determination  
for  
Amendment #1 to the Anchorage 2023–2026  
Transportation Improvement Program**

Prepared By:

Municipality of Anchorage

Health Department

Environmental Health Services – Air Quality Program

AMATS PC Approved: May 25th, 2023

## 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 intends to submit to the Federal Highway Administration (FHWA) an amendment to the 2023-2026 Anchorage Transportation Improvement Program (TIP) to adjust local project, and to be consistent with applied to the 2020-2023 State Transportation Improvement Program (STIP) affecting state projects in the AMATS planning area. The applied changes in Amendment #1 to the Anchorage 2023–2026 TIP appear in Appendix A of this document as edits to the original TIP project tables.

The Alaska SIP (State Implementation Plan) contains limited maintenance plans for both carbon monoxide (CO) and PM<sub>10</sub><sup>1</sup> air pollutants within the Municipality of Anchorage. Limited maintenance areas do not require emissions budgets because the US Environmental Protection Agency's (EPA) 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 PM<sub>10</sub> and affirms that Transportation Control Measures (TCMs) required by the SIP continue to be implemented.

The US Environmental Protection Agency's (EPA) Limited Maintenance Plan (LMP) option allows for the demonstration of probable future compliance with the NAAQS based on analysis of current air monitoring data rather than a comparison of 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 PM<sub>10</sub> 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 PM<sub>10</sub> Maintenance Areas. This same form of air data analysis was originally used to establish air quality conformity for the 2023-2026 TIP.

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 PM<sub>10</sub> Limited Maintenance Area.

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<sup>1</sup> PM<sub>10</sub> 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<sub>10</sub> Limited Maintenance Areas



### **Interagency Consultation and Public Review**

AMATS staff, on March 20, 2023, presented to the Interagency Consultation Team (ICT) the changes affected by Amendment 1 to the Anchorage 2023-2026 TIP. Those project changes are provided in Appendix A of this document. The ICT agreed that with application of latest planning assumptions, adherence to fiscal constraint of the TIP, and consistency with the Alaska SIP, the changes affected by Amendment 1 are compatible with the ICT concluding that regional air quality conformity will be maintained with implementation of that amendment. AMATS staff and the ICT agree that all projects in listed Tables 3-7 of the amended Anchorage 2023-2026 TIP are exempt from the conformity requirements per 40 CFR 93.126 or from the regional emissions analysis requirements per 40 CFR 93.217. Projects in Tables 2, 8 and 9 may or may not be exempt from the conformity requirements. Project-level conformity applicability will be determined for each project individually prior to completion of the National Environmental Policy Act (NEPA) process conducted by the Alaska Department of Transportation and Public Facilities. The regional conformity demonstration for the Anchorage 2023-2026 TIP is based upon analysis of most current, EPA-certified pollutant data monitored within the Anchorage CO and the Eagle River PM<sub>10</sub> maintenance areas demonstrating that pollutant trends in each area continue to comply with EPA's limited maintenance plan eligibility criteria for CO and PM<sub>10</sub> respectively.

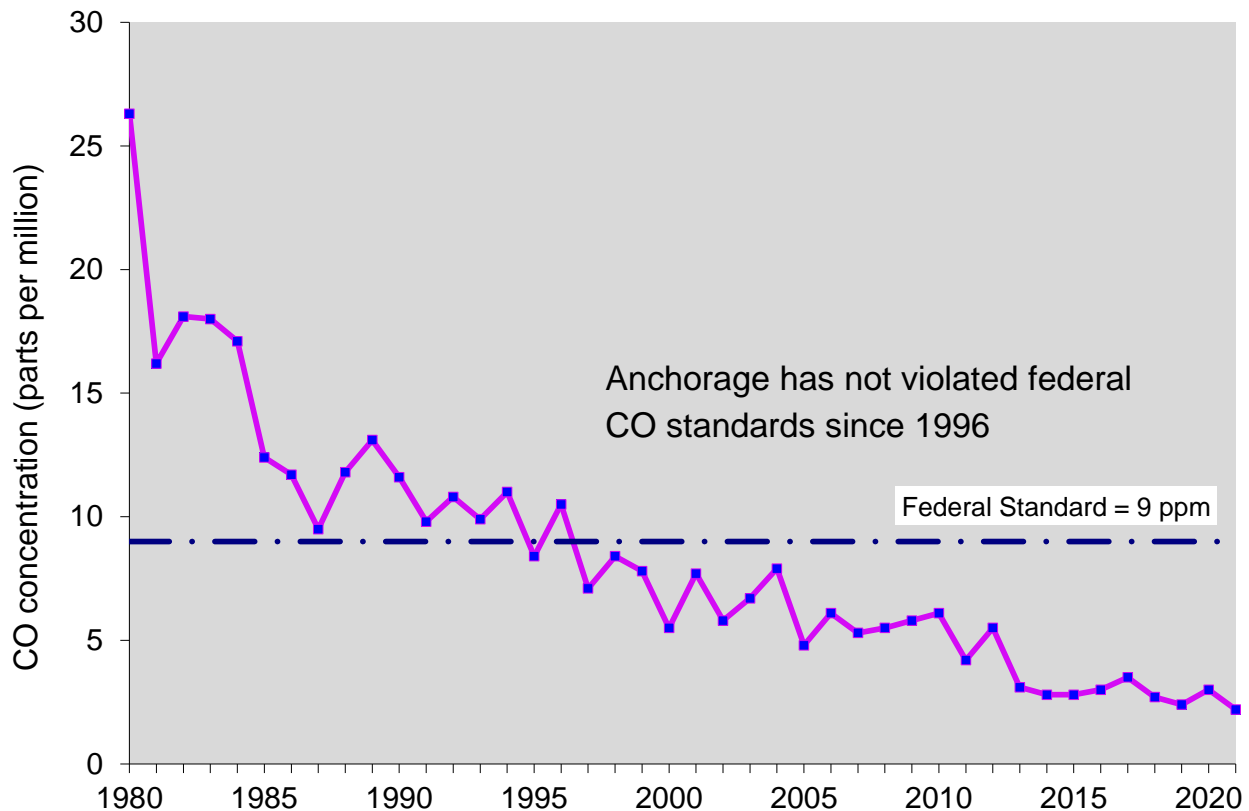
This conformity report was posted for 30 days for public review and comment beginning on April 12; however, no comments were submitted in response to that that posting.

# 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 – 2021)



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.<sup>ii</sup> 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](#)).

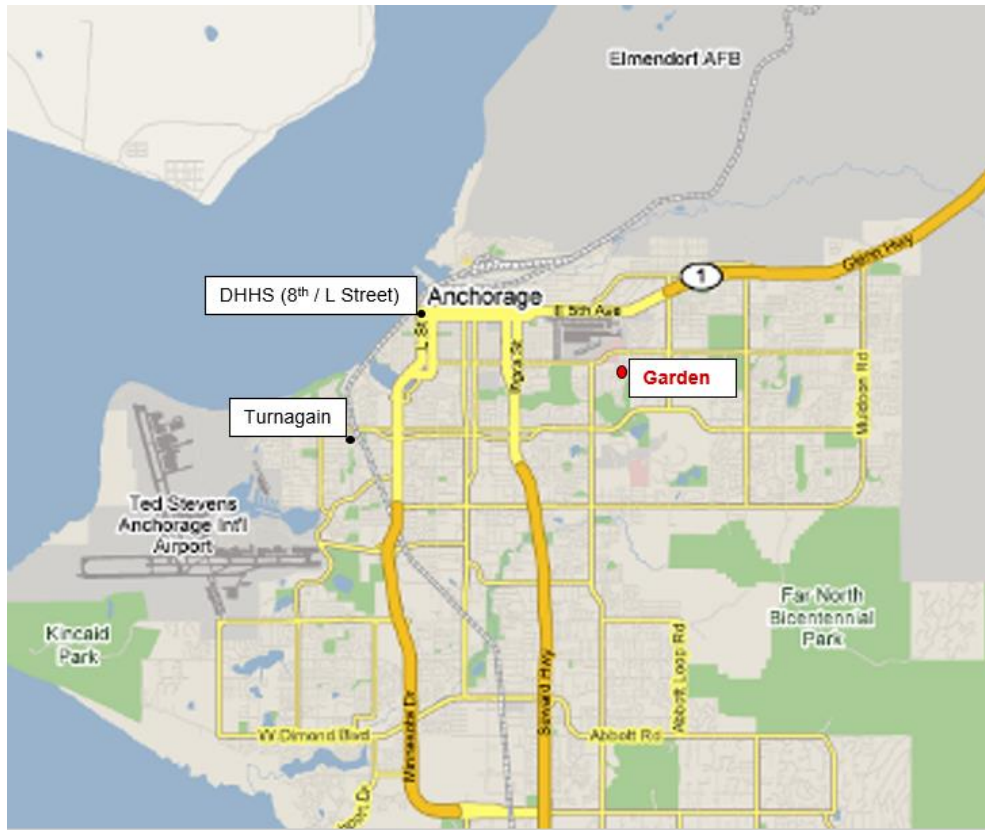
To meet the CO LMP eligibility criteria, the design value for the limited maintenance area must be 7.65 ppm or less. As of December 31, 2021, the Anchorage CO design value is 3.0 ppm CO; hence Anchorage remains compliant with EPA’s CO limited maintenance plan eligibility criteria.

Table 1.1  
Anchorage CO Design Values by Year

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

<sup>ii</sup> 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 limited maintenance area as a whole.

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

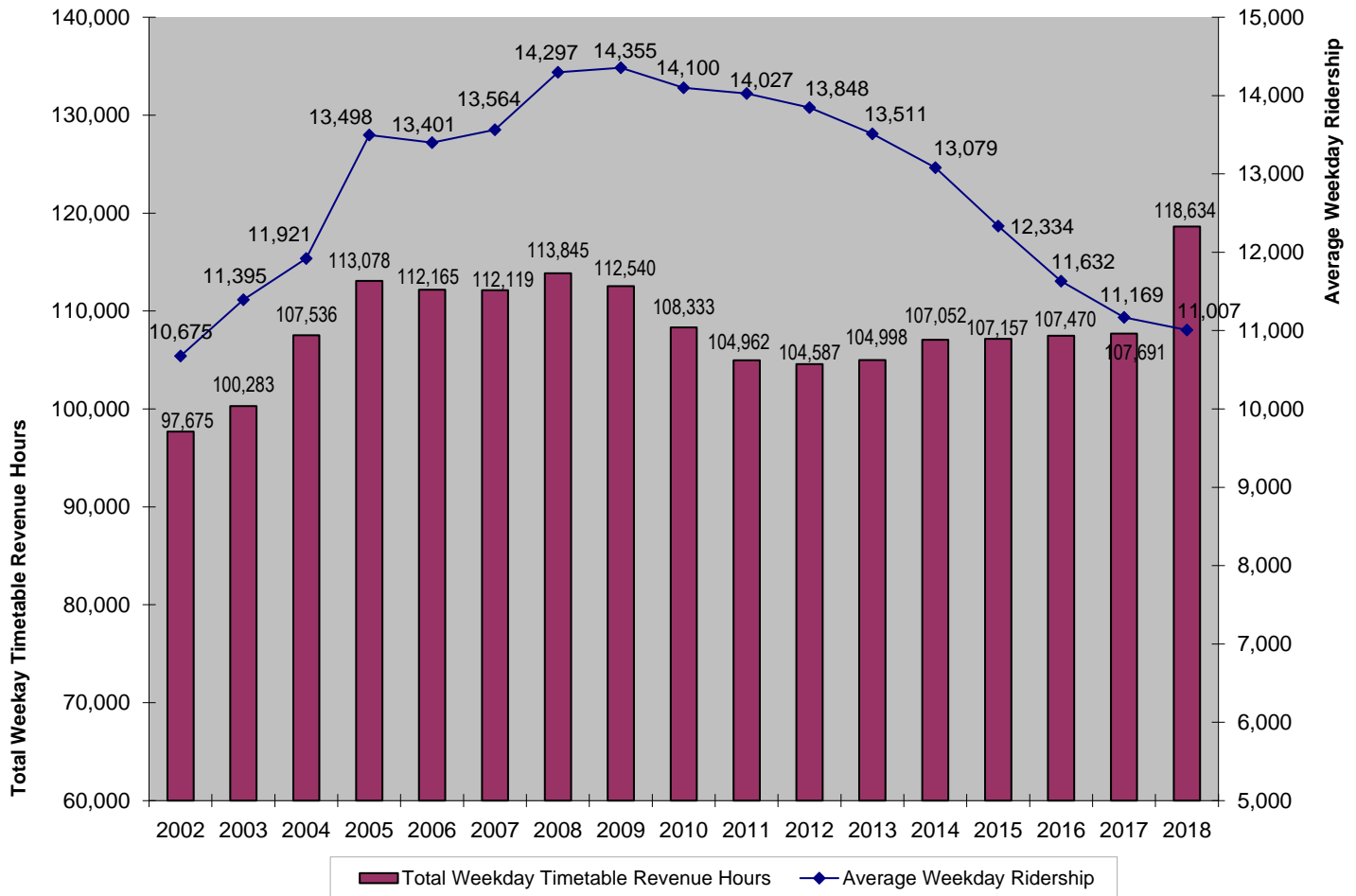
Section 93.110 of the air quality conformity regulations states that the conformity determination for transportation plans must discuss how transit operating policies (including fares and service levels) and assumed transit ridership have changed since the previous transportation plan conformity determination 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 (2002-2018)



### 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 PM<sub>10</sub> Attainment Status - Qualification as a Limited Maintenance Area for Conformity Purposes

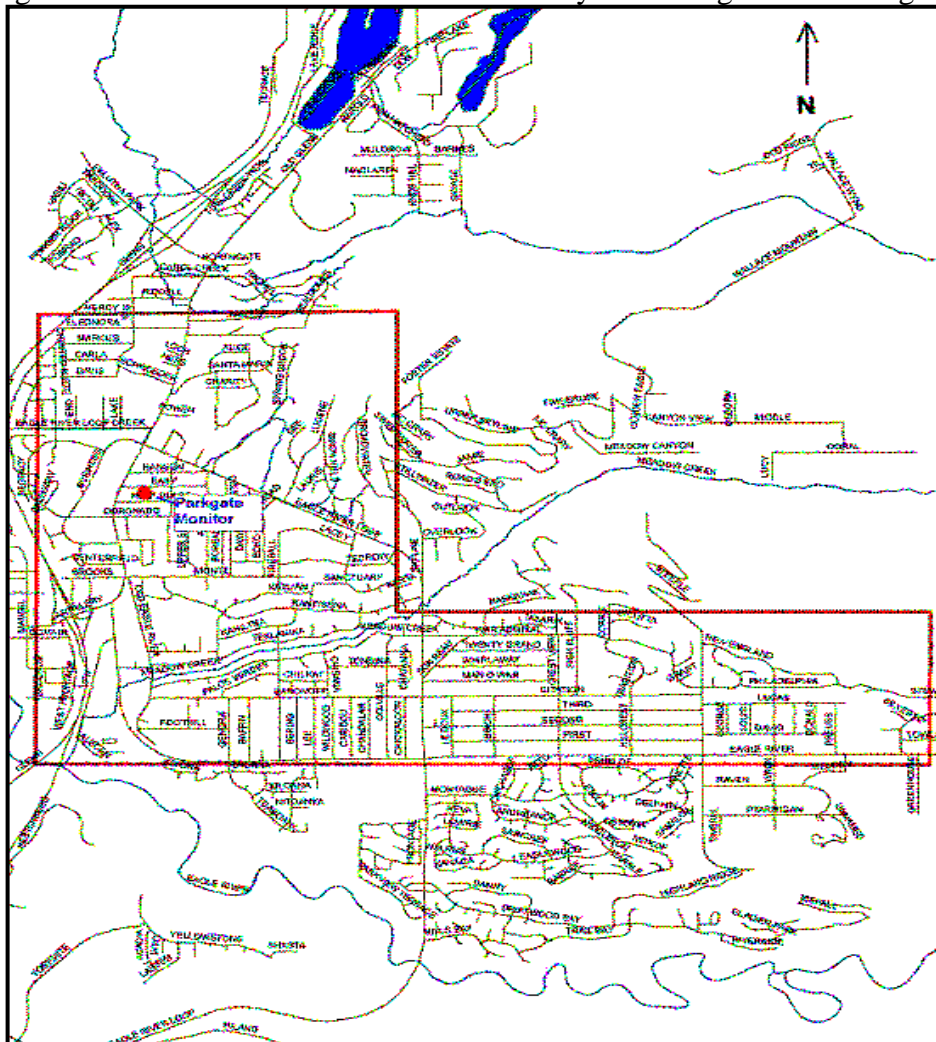
Between 1985 and 1987 Eagle River frequently violated the NAAQS for PM<sub>10</sub> (particulate matter air pollution with an aerodynamic diameter less than or equal to 10 μm in size). The main source of this pollution was identified as unpaved roads in the area. As a consequence, in 1991 the EPA designated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

In 1991, the Municipality of Anchorage and the Alaska Department of Environmental Conservation prepared the *Eagle River PM<sub>10</sub> Control Plan*, which was submitted to the EPA as an amendment to the Alaska SIP to address the PM<sub>10</sub> 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 km<sup>2</sup> PM<sub>10</sub> 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 PM<sub>10</sub> concentrations in Eagle River. The last violations of the PM<sub>10</sub> NAAQS occurred in 1987.<sup>iii</sup>

In October 2010, the EPA made a determination that Eagle River had attained the PM<sub>10</sub> 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 PM<sub>10</sub> 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 PM<sub>10</sub> 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 PM<sub>10</sub> 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/m<sup>3</sup> and therefore have a low probability of violating the NAAQS, and (2) that PM<sub>10</sub> emissions anticipated from growth in motor vehicle travel in the area are unlikely to cause a future violation.<sup>iv</sup> Eagle River met both of these criteria. In September 2010, on behalf of the Municipality of Anchorage, the State submitted the *Eagle River PM<sub>10</sub> Limited Maintenance Plan* to EPA as a proposed amendment to the SIP.

EPA approved the Eagle River PM<sub>10</sub> 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 PM<sub>10</sub> 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 PM<sub>10</sub> LMP are required to annually re-compute their 5-year average PM<sub>10</sub> design value (DV) to determine whether it is below 98 µg/m<sup>3</sup> and therefore still meets that initial PM<sub>10</sub> LMP eligibility criterion.<sup>v</sup> 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 PM<sub>10</sub> Design Values

5-Year Period	Average DV (µg/m <sup>3</sup> )
2005-2009	81
2010-2015	92
2017-2021	75
<b>LMP Qualification Criteria</b>	<b>≤ 98 µg/m<sup>3</sup></b>

<sup>iii</sup> PM<sub>10</sub> concentrations have exceeded the 150 µg/m<sup>3</sup> 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.

<sup>iv</sup> PM<sub>10</sub> LMP guidance is outlined in a memorandum from Lydia Wegman, Director, Air Quality Standards and Strategies Division, EPA, August 9, 2001.

<sup>v</sup> This requirement is found in the Wegman PM<sub>10</sub> LMP guidance. Although it is not a requirement of the transportation conformity rule, AMATS agreed to include the Eagle River PM<sub>10</sub> 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 PM<sub>10</sub> 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 PM<sub>10</sub> Control Plan* also called for changes in winter traction sanding practices to reduce PM<sub>10</sub> 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 PM<sub>10</sub> pollution in Eagle River and adhere to long-term PM<sub>10</sub> 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 continued implementation of any provided PM<sub>10</sub> control strategies for the Eagle River PM<sub>10</sub> Maintenance Area nor will it undermine objectives or successful practices to manage PM<sub>10</sub> emissions in the area. Further, review of current PM<sub>10</sub> trends monitored within the Eagle River maintenance area demonstrates a high probability of continued compliance with the PM<sub>10</sub> NAAQS over the remaining ten years of the Eagle River PM<sub>10</sub> Maintenance Plan.

## **APPENDIX A**

**Changes affected by Amendment #1 to the Anchorage 2023 – 2026**

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

PROJECT LOCATION	FEDERAL FISCAL PROGRAMMING YEAR (\$ in Thousands)				4-year total	% of 4-year Non-NHS \$
	October 1 - September 30					
Non-National Highway System (Table 2)	2023	2024	2025	2026		
Roadway Improvements not including Pavement Replacement Project Cost	\$6,951	\$9,380	\$13,280	\$15,869	\$45,480	36.2%
Roadway Pavement Replacement (Table 6) Project Cost	\$9,404	\$2,389	\$1,443	\$6,533	\$19,769	15.8%
<b>Roadway Improvements and Roadway Pavement Replacement Total Project Cost</b>	<b>\$16,355</b>	<b>\$11,769</b>	<b>\$14,723</b>	<b>\$22,402</b>	<b>\$65,249</b>	
<b>Non-motorized (Table 3)</b>						
Non-Motorized Improvements not including Pavement Replacement Project Cost	\$2,650	\$13,157	\$8,834	\$100	\$24,741	19.7%
Non-Motorized Pavement Replacement (Table 6) Project Cost	\$600	\$1,500	\$2,311	\$4,766	\$9,177	7.3%
<b>Non-Motorized Improvement and Pathway/Trails Pavement Replacement Total Project Cost</b>	<b>\$3,250</b>	<b>\$14,657</b>	<b>\$11,145</b>	<b>\$4,866</b>	<b>\$33,918</b>	
<b>Plans and Studies (Table 4) Project Cost</b>	<b>\$400</b>	<b>\$0</b>	<b>\$0</b>	<b>\$700</b>	<b>\$1,100</b>	0.9%
<b>Congestion Mitigation &amp; Air Quality (CMAQ) (Table 5) AMATS Allocation (Non-CMAQ funding) Project Cost</b>	<b>\$6,442</b>	<b>\$4,942</b>	<b>\$5,500</b>	<b>\$3,400</b>	<b>\$20,284</b>	16.2%
<b>Other Federal/State/Local (Table 10) Project Cost</b>	<b>\$4,921</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,921</b>	3.9%
<b>AMATS Roadway, Non-Motorized, &amp; CMAQ Allocation Total Project Cost</b>	<b>\$31,368</b>	<b>\$31,368</b>	<b>\$31,368</b>	<b>\$31,368</b>	<b>\$125,472</b>	100.0%
AMATS Roadway, Non-Motorized, & CMAQ Allocation Revenue	\$31,368	\$31,368	\$31,368	\$31,368	\$125,472	
CMAQ Funded (Table 5) Required SIP TCM Project Cost	\$1,258	\$1,258	\$1,300	\$1,300	\$5,116	
CMAQ Funded (Table 5) Non-SIP Project Cost	\$1,100	\$1,100	\$1,058	\$1,058	\$4,816	
<b>Subtotal for SIP and non-SIP CMAQ Funded Project Cost</b>	<b>\$2,358</b>	<b>\$2,358</b>	<b>\$2,358</b>	<b>\$2,358</b>	<b>\$9,932</b>	
<b>CMAQ (In addition to AMATS Allocation) Revenue</b>	<b>\$2,358</b>	<b>\$2,358</b>	<b>\$2,358</b>	<b>\$2,358</b>	<b>\$9,432</b>	
<b>AMATS Transportation Alternatives Program (TAP) Project Cost</b>	<b>\$900</b>	<b>\$2,900</b>	<b>\$1,900</b>	<b>\$1,350</b>	<b>\$7,050</b>	
AMATS TAP Revenue	\$1,900	\$1,900	\$1,900	\$1,900	\$7,600	
<b>Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) Project Cost</b>	<b>\$3,359</b>	<b>\$7,150</b>	<b>\$0</b>	<b>\$0</b>	<b>\$10,509</b>	
Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) Revenue	\$3,359	\$7,150	\$0	\$0	\$10,509	
<b>AMATS Carbon Reduction Program (CRP) Project Cost</b>	<b>\$75</b>	<b>\$6,937</b>	<b>\$7,132</b>	<b>\$4,255</b>	<b>\$18,399</b>	
<b>AMATS Carbon Reduction Program (CRP) Revenue</b>	<b>\$7,284</b>	<b>\$3,705</b>	<b>\$3,705</b>	<b>\$3,705</b>	<b>\$18,399</b>	
<b>AMATS Allocation, CMAQ, TAP, CRP, and CRRSA Total Project Costs</b>	<b>\$38,060</b>	<b>\$50,713</b>	<b>\$42,758</b>	<b>\$39,331</b>	<b>\$171,362</b>	
<b>AMATS Allocation, CMAQ, TAP, CRP, and CRRSA Total Revenue</b>	<b>\$46,269</b>	<b>\$46,481</b>	<b>\$39,331</b>	<b>\$39,331</b>	<b>\$171,412</b>	
<b>Other Funded Projects within the AMATS area outside the AMATS Allocation</b>						
<b>Highway Safety Improvement Program (Table 7)</b>	<b>\$3,877</b>	<b>\$23,828</b>	<b>\$16,617</b>	<b>\$10,270</b>	<b>\$54,592</b>	
<b>National Highway System (Table 8)</b>	<b>\$147,568</b>	<b>\$817,550</b>	<b>\$26,000</b>	<b>\$29,000</b>	<b>\$1,020,118</b>	
<b>Transit Capital FTA Section 5307 to MOA (Table 9)</b>	<b>\$7,260</b>	<b>\$9,510</b>	<b>\$7,260</b>	<b>\$7,260</b>	<b>\$31,290</b>	
<b>Transit Capital FTA Section 5307 to ARRC (Table 9)</b>	<b>\$3,650</b>	<b>\$3,725</b>	<b>\$3,975</b>	<b>\$3,800</b>	<b>\$15,150</b>	
<b>Transit Capital FTA Section 5337 [State of Good Repair] to ARCC (Table 9)</b>	<b>\$12,750</b>	<b>\$900</b>	<b>\$900</b>	<b>\$1,150</b>	<b>\$15,700</b>	
<b>Other Federal Funded Projects within AMATS (Table 10)</b>	<b>\$8,622</b>	<b>\$0</b>	<b>\$74,500</b>	<b>\$0</b>	<b>\$83,122</b>	
<b>TOTAL PROGRAM ALLOCATION</b>	<b>\$221,712</b>	<b>\$899,289</b>	<b>\$164,878</b>	<b>\$86,556</b>	<b>\$1,372,435</b>	

Totals include match. The match is funded with State or Local funding. Project estimates are shown in Year of Expenditure Dollars.



Table 2. Roadway  
AMATS FFY 2023-2026 TIP Amendment #1

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	6460	DOT&PF	2159	<b>O'Malley Road Reconstruction</b> [Seward Highway to Hillside Drive] - Reconstruct the roadway to improve safety and capacity at intersections and improve pedestrian facilities and 3 lane section east of Lake Otis Pkwy, and 5 lane section between Seward Hwy and Lake Otis Pkwy. Landscaping @ 5% of Construction \$ = to be determined. \$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	\$350	\$0	\$0	\$0	\$0	\$350	\$350
<b>Total</b>							\$350	\$0	\$0	\$0	\$0	\$350	\$350
Yes	6460	DOT&PF	RDY00001	<b>Fireweed Lane Rehabilitation</b> [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 2024 - D/ROW	STBG	\$2,750	\$3,250	\$0	\$0	\$44,000	\$6,000	\$50,000
<b>Total</b>							\$2,750	\$3,250	\$0	\$0	\$44,000	\$6,000	\$50,000
Yes	6460	DOT&PF	RDY00003	<b>Spenard Road Rehabilitation</b> [Benson Blvd to Minnesota Dr] - Project will rehabilitate to improve traffic flow. This project would also include non-motorized improvements.	2023 - ROW 2026 - U/C	STBG Deobs	\$0	\$2,500	\$0	\$5,239	\$0	\$7,739	\$7,739
<b>Total</b>							\$0	\$2,500	\$0	\$20,000	\$0	\$22,500	\$22,500
Yes	6460	DOT&PF	RDY00004	<b>Dr. Martin Luther King Jr Avenue Extension</b> - Extend Dr. Martin Luther King Jr Avenue from Elmore Road to Piper Drive. The new roadway would include non-motorized improvements.			\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Total</b>							\$0	\$0	\$0	\$0	\$0	\$0	\$0
Yes	6460	DOT&PF	RDY00005	<b>Rabbit Creek Road Rehabilitation Reconstruction</b> [Seward Highway to Goldenview Drive] - Project would rehabilitate <del>reconstruet</del> Rabbit Creek Road from the Seward Highway to Goldenview Drive and will look at left turn accommodations where possible. Project will includes non-motorized improvements <del>where possible</del> .	2024 <del>5</del> - D 2025 <del>6</del> - D	STBG	\$0	\$0	\$750	\$1,150	\$31,650	\$1,900	\$33,550
<b>Total</b>							\$0	\$0	\$750	\$1,150	\$31,650	\$1,900	\$33,550
Yes	6460	DOT&PF	RDY00006	<b>East 4th Ave Signal and Lighting Upgrade</b> [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 - ROW 2024 - U/C	CRRSAA STBG	\$0	\$5,050	\$0	\$0	\$0	\$5,050	\$5,050
<b>Total</b>							\$530	\$0	\$0	\$0	\$0	\$530	\$530
<b>Total</b>							\$530	\$5,050	\$0	\$0	\$0	\$5,580	\$5,580
Yes	6460	DOT&PF	RDY00007	<b>Potter Drive Rehabilitation</b> [Arctic Blvd to Dowling Road] - This project would rehabilitate Potter Drive from Arctic Boulevard to Dowling Road and include non-motorized improvements.	2023 - D 2024 - D 2026 - C	STBG	\$0	\$800	\$0	\$7,050	\$0	\$7,850	\$7,850
<b>Total</b>							\$0	\$800	\$0	\$7,050	\$0	\$7,850	\$7,850
Yes	6460	DOT&PF	RDY00010	<b>Mountain Air Drive</b> [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 2025 - ROW	STBG	\$500	\$0	\$1,500	\$0	\$13,000	\$2,000	\$15,000
<b>Total</b>							\$500	\$0	\$1,500	\$0	\$13,000	\$2,000	\$15,000
Yes	6460	DOT&PF	RDY00013	<b>Academy Drive/ Vanguard Drive Area Traffic Circulation Improvements</b> [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.	2024 - D 2025 - ROW	STBG	\$0	\$1,000	\$4,000	\$0	\$13,700	\$5,000	\$18,700
<b>Total</b>							\$0	\$1,000	\$4,000	\$0	\$13,700	\$5,000	\$18,700
Yes	6460	DOT&PF	RDY00012	<b>Pavement Replacement Program</b> - This program will provide a single funding source for several pavement overlay and/or replacement projects. Improvements are also expected to include ADA and some existing curb and sidewalk repair. May include those projects listed in Table 6 or other priorities.	2023-2026 Programming	STBG	\$9,404	\$2,389	\$1,443	\$6,533	\$20,000	\$19,769	\$39,769
<b>Total</b>							\$9,404	\$2,389	\$1,443	\$6,533	\$20,000	\$19,769	\$39,769
No	6460	DOT&PF	RDY00014	<b>Safety Improvement Program (Traffic Count Support) 2023-2026</b> - 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	\$630	\$630	\$630	\$630	\$2,520	\$2,520	\$5,040
<b>Total</b>							\$630	\$630	\$630	\$630	\$2,520	\$2,520	\$5,040

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

Table 2. Roadway  
AMATS FFY 2023-2026 TIP Amendment #1

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	6460	DOT&PF	RDY00015	<b>Spenard Road Rehabilitation</b> [Minnesota Drive to Northwood Drive] - Project would rehabilitate Spenard Road from Minnesota Drive to Northwood Drive. Project would include non-motorized improvements and consider adjacent land use.	2025 - D	STBG	\$0	\$0	\$1,800	\$0	\$16,200	\$1,800	\$18,000	
							<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,800</b>	<b>\$0</b>	<b>\$16,200</b>	<b>\$1,800</b>	<b>\$18,000</b>
No	6460	DOT&PF	RDY00016	<b>Chugach Way Rehabilitation</b> [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	STBG	\$0	\$1,200	\$0	\$800	\$9,600	\$2,000	\$11,600	
							<b>Total</b>	<b>\$0</b>	<b>\$1,200</b>	<b>\$0</b>	<b>\$800</b>	<b>\$9,600</b>	<b>\$2,000</b>	<b>\$11,600</b>
No	6460	DOT&PF	RDY00017	<b>Eagle River Road Rehabilitation</b> [MP 0 to MP 5.3] - Project will construct selected traffic, safety, drainage, intersection, roadside hardware, and ADA improvements from Milepoint 0 to 5.3 (Old Glenn Highway to Oriedner Road). Special consideration will be made to improve the non-motorized facilities, both parallel to and within the roadway. The project may also include work on signing, striping, signalization, ITS equipment, pavement, digouts, guardrail, lighting, utility adjustments, and/or utility relocations.	2025 - D	STBG	\$0	\$0	\$2,500	\$0	\$57,500	\$2,500	\$60,000	
							<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,500</b>	<b>\$0</b>	<b>\$57,500</b>	<b>\$2,500</b>	<b>\$60,000</b>
No	6460	DOT&PF	RDY00018	<b>3rd Avenue Signals and Lighting Upgrade</b> [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 2024 - ROW	STBG CRRSAA	\$891 \$809	\$0	\$100	\$0	\$9,200 \$0	\$991 \$809	\$10,191 \$809	
							<b>Total</b>	<b>\$1,700</b>	<b>\$0</b>	<b>\$100</b>	<b>\$0</b>	<b>\$9,200</b>	<b>\$1,800</b>	<b>\$11,000</b>
No	6460	DOT&PF	RDY00019	<b>Lois Drive &amp; 32nd Ave Upgrade</b> [Benson Blvd to Minnesota Drive] - Project would upgrade Lois Drive and 32nd Ave from Benson Blvd to Minnesota 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	\$1,300	\$0	\$1,000	\$0	\$14,500	\$2,300	\$16,800	
							<b>Total</b>	<b>\$1,300</b>	<b>\$0</b>	<b>\$1,000</b>	<b>\$0</b>	<b>\$14,500</b>	<b>\$2,300</b>	<b>\$16,800</b>
No	6460	DOT&PF	RDY00020	<b>Folker Street Upgrade</b> [Tudor Road to 40th Ave] - Project would upgrade Folker from Tudor Road to 40th Ave to current local collector standards. This project would look at including lighting upgrades, non-motorized facilities, and drainage upgrades were possible.	2025 - D	STBG	\$0	\$0	\$400	\$0	\$7,000	\$400	\$7,400	
							<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$400</b>	<b>\$0</b>	<b>\$7,000</b>	<b>\$400</b>	<b>\$7,400</b>
No	6460/ 33044	DOT&PF	RDY00021	<b>Dale Street Upgrade</b> [Tudor Road to 40th Ave] - Project would upgrade Dale Street from Tudor Road to 40th Ave to current local collector 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 and drainage upgrades were possible.	2025 - D	STBG	\$0	\$0	\$600	\$0	\$5,400	\$600	\$6,000	
							<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$600</b>	<b>\$0</b>	<b>\$5,400</b>	<b>\$600</b>	<b>\$6,000</b>
No	6460	DOT&PF	RDY00022	<b>5th Avenue Signals and Lighting Upgrade</b> [L Street to H 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 facilitate electrical work and meet ADA requirements.	2026 - D	STBG	\$0	\$0	\$0	\$1,000	\$10,000	\$1,000	\$11,000	
							<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,000</b>	<b>\$10,000</b>	<b>\$1,000</b>	<b>\$11,000</b>
<b>Illustrative</b>				<b>5th Ave [H Street to Cordova] and 6th Ave Signals and Lighting Upgrade</b> [L Street to Cordova] - 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.	<b>Illustrative</b>									
The contingency list of projects for each year will consist of the following year's projects.					STBG Totals		\$16,355	\$11,769	\$14,723	\$22,402	\$254,270	\$65,249	\$319,519	
The contingency list of projects for each year will consist of the following year's projects.					CRRSAA Totals		\$809	\$5,050	\$0	\$0	\$0	\$5,859	\$5,859	
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	
Approximate percentage (%) for roadways							22%	30%	42%	51%	4-year average	36%		
Approximate percentage (%) for pavement replacement projects							30%	8%	5%	21%	4-year average	16%		

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



Table 3. Non-motorized  
AMATS FFY 2023-2026 TIP Amendment #1

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	6460	DOT&PF	29257	<b>Dimond Center Pedestrian and Transit Improvements</b> - Multiphase effort focusing on pedestrian, bicycle, transit and travel way improvements. Primary improvements includes sidewalk connectivity, bicycle infrastructure, pedestrian and bicycle signals/signage, traffic calming techniques, lighting and other safety related infrastructure to ensure compliance with ADA.	Underway		\$0	\$0	\$0	\$0	\$0	\$0	\$0
					<b>Total</b>		\$0	\$0	\$0	\$0	\$0	\$0	\$0
Yes	6460	DOT&PF	TAP00001	<b>Chugach Foothills Connector, Phase II</b> - Project will construct a multi-use path on Tudor Road between Regal Mountain Drive and Campbell Airstrip Road.	2023 - U/C	STBG	\$250	\$0	\$0	\$0	\$0	\$250	\$250
					<b>Total</b>		\$250	\$0	\$0	\$0	\$0	\$250	\$250
Yes	6460/33044	DOT&PF	NMO00001	<b>Downtown Trail Connection</b> - Project will construct a connection between the Tony Knowles Coastal Trail to the Ship Creek Trail in downtown Anchorage.	2023 - ROW	STBG	\$100	\$8,257	\$0	\$0	\$0	\$8,357	\$8,357
					2024 - U/C	TAP	\$0	\$1,900	\$0	\$0	\$0	\$1,900	\$1,900
						CRP	\$0	\$3,103	\$0	\$0	\$0	\$3,103	\$3,103
					<b>Total</b>		\$100	\$13,260	\$0	\$0	\$0	\$13,360	\$13,360
Yes	6460/33044/33862	DOT&PF	NMO00002	<b>Fish Creek Trail Connection</b> [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.	2023 - D/ROW	STBG	\$700	\$0	\$7,434	\$0	\$0	\$8,134	\$8,134
					2025 - U/C	TAP	\$0	\$0	\$1,900	\$0	\$0	\$1,900	\$1,900
						CRP	\$0	\$0	\$5,666	\$0	\$0	\$5,666	\$5,666
					<b>Total</b>		\$700	\$0	\$15,000	\$0	\$0	\$10,034	\$10,034
Yes	6460	DOT&PF	NMO00006	<b>Potter Marsh Improvements</b> - This project would make improvements to the Potter Marsh southern parking facility.	Underway	STBG	\$0	\$0	\$0	\$0	\$0	\$0	\$0
					<b>Total</b>		\$0	\$0	\$0	\$0	\$0	\$0	\$0
Yes	6460	DOT&PF	NMO00008	<b>Anchorage Areawide Pathway and Trails Pavement Replacement</b> - This program will provide a single funding source for several pathway/trail pavement replacement projects. May include those projects listed in Table 6 or other priorities.	2023-2026 - Programming	STBG	\$600	\$1,500	\$2,311	\$4,766	\$0	\$9,177	\$9,177
					<b>Total</b>		\$600	\$1,500	\$2,311	\$4,766	\$0	\$9,177	\$9,177
No	6460	DOT&PF	NMO00009	<b>Northern Lights Blvd Sidewalk Repairs</b> - 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	\$650	\$4,300	\$0	\$0	\$0	\$4,950	\$4,950
					2024 - U/C								
					<b>Total</b>		\$650	\$4,300	\$0	\$0	\$0	\$4,950	\$4,950
No	9299	DOT&PF	NMO00010	<b>Glenn Highway Trail Connection</b> - 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	\$600	\$5,400	\$600	\$6,000
					<b>Total</b>		\$0	\$0	\$0	\$600	\$5,400	\$600	\$6,000
No	6460/33044	DOT&PF	NMO00011	<b>Campbell Creek Trail Grade Separated Crossing at Lake Otis Parkway</b> - 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	\$850	\$0	\$1,300	\$0	\$10,400	\$2,150	\$12,550
					2025 - D	TAP	\$450	\$0	\$0	\$0	\$0	\$450	\$450
					<b>Total</b>		\$1,300	\$0	\$1,300	\$0	\$10,400	\$2,600	\$13,000
No	6460/33044	DOT&PF	NMO00012	<b>Multi-use Pathway from Tudor Road to Northern Lights Blvd</b> - Project would construct a multi-use pathway along the Alaska Railroad corridor from Tudor Road to Northern Lights Blvd. This project would connect to the existing trail to the north and <del>existing trail on Taft and Tudor Road.-accommodate any future connections to the south near Tudor Road.</del>	2023 - D	CRP	\$0	\$284	\$0	\$0	\$13,500	\$284	\$13,784
					2026 - ROW	TAP	\$0	\$1,000	\$0	\$500	\$0	\$1,500	\$1,500
					<b>Total</b>		\$0	\$1,284	\$0	\$500	\$13,500	\$1,784	\$15,284
No	6460/33044	DOT&PF	NMO00013	<del><b>West Tudor Road Pathway Connection</b> [Tudor Road to Taft Drive] - Project would construct non-motorized improvements along West Tudor Road from Minnesota Drive to the exiting trail connection on Taft Street. Project would accommodate any future connection to a trail along the Alaska Railroad Right of Way to the north.</del>	2024 - D	STBG	\$0	\$500	\$0	\$0	\$2,250	\$500	\$2,750
					2026 - D	TAP	\$0	\$0	\$0	\$250	\$0	\$250	\$250
					<b>Total</b>		\$0	\$500	\$0	\$250	\$2,250	\$750	\$3,000
No	6460	DOT&PF	NMO00014	<b>AMATS Non-Motorized Safety Campaign</b> - 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	\$100	\$100	\$100	\$100	\$400	\$400	\$800
					<b>Total</b>		\$100	\$100	\$100	\$100	\$400	\$400	\$800
				<b>The contingency list of projects for each year will consist of the following year's projects.</b>	<b>STBG Totals</b>		\$3,250	\$14,657	\$11,145	\$4,866	\$13,050	\$33,918	\$46,968
				Approximate percentage (%) for all Non-Motorized projects			10%	47%	36%	16%	4-year Avg=	27.0%	
				<b>The contingency list of projects for each year will consist of the following year's projects.</b>	<b>TAP Totals</b>		\$450	\$2,900	\$1,900	\$1,350	\$5,400	\$6,600	\$12,000
				<b>The contingency list of projects for each year will consist of the following year's projects.</b>	<b>CRP Totals</b>		\$0	\$3,387	\$5,666	\$0	\$13,500	\$9,053	\$22,553

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

**Table 4. Plans and Studies**  
**AMATS FFY 2023-2026 TIP Amendment #1**

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				
<b>Plans and Studies</b>														
Yes		DOT&PF	PLN00003	Seward Highway to Glenn Highway Connection Planning and Environmental Linkages (PEL) Study [20th Ave to Glenn Hwy/Airport Heights Intersection] - The intent of this PEL is to define a vision for the future of this connection, identify environmental and resource concerns and opportunities in the study area, and use the information to develop reasonable alternatives through consultation with the affected agencies and the public.	Underway		\$0	\$0	\$0	\$0	\$0	\$0	\$0	
							<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	
Yes		DOT&PF	PLN00006	92nd Ave Extension Reconnaissance Study - This project will look at the challenges with extending 92nd Ave from Old Seward Highway to C Street and offer recommendations based on safety, congestion, non-motorized improvements, and freight mobility.	Underway		\$0	\$0	\$0	\$0	\$0	\$0	\$0	
							<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	
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.	Underway		\$50	\$0	\$0	\$0	\$0	\$50	\$50	
							<b>Total</b>	<b>\$50</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$50</b>	<b>\$50</b>
Yes		AMATS	PLN00009	AMATS Safety Plan - This project will create a comprehensive safety plan that will provide a coordinated framework for reducing fatalities and serious injuries on the surface transportation network in the AMATS planning area.	Underway		\$0	\$0	\$0	\$0	\$0	\$0	\$0	
							<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
No		AMATS	PLN00010	AMATS Interim 2050 MTP Update - Funding for the AMATS Interim 2050 Metropolitan Transportation Plan Update.	2024 - Plan	CRRSAA	\$0	\$400	\$0	\$0	\$0	\$400	\$400	
							<b>Total</b>	<b>\$0</b>	<b>\$400</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$400</b>	<b>\$400</b>
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. <b>The project should be evaluated for rehabilitation as a Complete Street, adhering to the AMATS Complete Streets policy.</b>	2023 - Plan	CRRSAA	\$700	\$0	\$0	\$0	\$0	\$700	\$700	
							<b>Total</b>	<b>\$700</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$700</b>	<b>\$700</b>
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	
							<b>Total</b>	<b>\$0</b>	<b>\$700</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$700</b>	<b>\$700</b>
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.	2024 - Plan	CRRSAA	\$0	\$700	\$0	\$0	\$0	\$700	\$700	
							<b>Total</b>	<b>\$0</b>	<b>\$700</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$700</b>	<b>\$700</b>
No		AMATS	PLN00015	AMATS Street Typologies Plan - A comprehensive plan relating existing street classifications within the AMATS planning area to their adjacent and surrounding land uses. This plan will result in assigning street typologies to streets within AMATS. Example street typologies include but are not limited to: mixed use, transit oriented development, downtown, neighborhood, park, main street, and industrial. This plan will also produce a street typologies map for the AMATS area. <b>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.</b>	2024 - Plan	CRRSAA	\$450	\$0	\$0	\$0	\$0	\$450	\$450	
							<b>Total</b>	<b>\$450</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$450</b>	<b>\$450</b>
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	
							<b>Total</b>	<b>\$600</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$600</b>	<b>\$600</b>
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	
							<b>Total</b>	<b>\$550</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$550</b>	<b>\$550</b>
No	33044	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	\$450	\$0	\$0	\$0	\$0	\$450	\$450	
							<b>Total</b>	<b>\$450</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$450</b>	<b>\$450</b>
No		MOA & AMATS	PLN00019	Non-Motorized Facilities Inventory and Mapping - Project would inventory the non-motorized facilities within the AMATS area <del>and would inventory platted non-motorized easements, pedestrian ROW, and undeveloped ROW.</del> Project would create a GIS layers with this information.	2024 - Study	CRRSAA	\$0	\$300	\$0	\$0	\$0	\$300	\$300	
							<b>Total</b>	<b>\$0</b>	<b>\$300</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$300</b>	<b>\$300</b>
No	6460	DOT&PF	PLN00020	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	\$700	\$0	\$700	\$700	
							<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$700</b>	<b>\$0</b>	<b>\$700</b>	<b>\$700</b>

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

**Table 4. Plans and Studies**  
**AMATS FFY 2023-2026 TIP Amendment #1**

No	33862	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	CRRSAA	\$250	\$0	\$0	\$0	\$0	\$250	\$250
						STBG	\$200	\$0	\$0	\$0	\$0	\$200	\$200
					<b>Total</b>		<b>\$450</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$450</b>	<b>\$450</b>
No	33862	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	\$200	\$0	\$0	\$0	\$0	\$200	\$200
					<b>Total</b>		<b>\$200</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$200</b>	<b>\$200</b>
				The contingency list of projects for each year will consist of the following year's projects.	STBG TOTALS		\$400	\$0	\$0	\$700	\$0	\$1,100	\$1,100
					CRRSAA TOTALS		\$2,550	\$2,100	\$0	\$0	\$0	\$4,650	\$4,650
					CRP TOTALS		\$0	\$0	\$0	\$0	\$0	\$0	\$0
					TAP TOTALS		\$450	\$0	\$0	\$0	\$0	\$450	\$450

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



Table 5. Congestion Mitigation Air Quality (CMAQ)  
AMATS FFY 2023-2026 TIP Amendment #1

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			
<b>Statewide Improvement Program (SIP) Transportation Control Measures (TCM)</b>													
No	9299/ 6460/33862	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	\$958	\$958	\$1,000	\$1,000	\$4,000	\$3,916	\$7,916
						STBG	\$542	\$42	\$600	\$0	\$0	\$1,184	\$1,184
						CRP	\$0	\$500	\$500	\$500	\$0	\$1,500	\$1,500
						<b>Total</b>	<b>\$1,500</b>	<b>\$1,500</b>	<b>\$2,100</b>	<b>\$1,500</b>	<b>\$4,000</b>	<b>\$6,600</b>	<b>\$10,600</b>
No	9299	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	\$300	\$300	\$300	\$300	\$1,200	\$1,200	\$2,400
						<b>Total</b>	<b>\$300</b>	<b>\$300</b>	<b>\$300</b>	<b>\$300</b>	<b>\$1,200</b>	<b>\$1,200</b>	<b>\$2,400</b>
<b>Project and Programs funded with CMAQ and AMATS STBG</b>													
No	9299	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	\$100	\$100	\$100	\$100	\$400	\$400	\$800
						<b>Total</b>	<b>\$100</b>	<b>\$100</b>	<b>\$100</b>	<b>\$100</b>	<b>\$400</b>	<b>\$400</b>	<b>\$800</b>
No	6460	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	\$400	\$400	\$400	\$400	\$1,600	\$1,600	\$3,200
						<b>Total</b>	<b>\$400</b>	<b>\$400</b>	<b>\$400</b>	<b>\$400</b>	<b>\$1,600</b>	<b>\$1,600</b>	<b>\$3,200</b>
No	9299	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	\$1,000	\$1,500	\$800	\$0	\$0	\$3,300	\$3,300
						<b>Total</b>	<b>\$1,000</b>	<b>\$1,500</b>	<b>\$800</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,300</b>	<b>\$3,300</b>
No	9299	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	\$658	\$0	\$658	\$658
						<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$658</b>	<b>\$0</b>	<b>\$658</b>	<b>\$658</b>
Yes	6460/33862	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	\$1,500	\$1,500	\$1,500	\$0	\$4,509	\$4,500	\$9,009
						CRP	\$0	\$2,000	\$0	\$0	\$0	\$2,000	\$2,000
						<b>Total</b>	<b>\$1,500</b>	<b>\$3,500</b>	<b>\$1,500</b>	<b>\$0</b>	<b>\$4,509</b>	<b>\$6,500</b>	<b>\$11,009</b>
Yes	6460	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	\$3,000	\$3,000	\$3,000	\$3,000	\$6,000	\$12,000	\$18,000
						<b>Total</b>	<b>\$3,000</b>	<b>\$3,000</b>	<b>\$3,000</b>	<b>\$3,000</b>	<b>\$6,000</b>	<b>\$12,000</b>	<b>\$18,000</b>
Yes	9299	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	\$158	\$300	\$0	\$458	\$458
						<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$158</b>	<b>\$300</b>	<b>\$0</b>	<b>\$458</b>	<b>\$458</b>
No	6460/33862	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	\$1,000	\$916	\$0	\$0	\$1,916	\$1,916
						STBG	\$1,000	\$0	\$0	\$0	\$0	\$1,916	\$1,916
						<b>Total</b>	<b>\$1,000</b>	<b>\$1,000</b>	<b>\$916</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,916</b>	<b>\$1,916</b>
No	33862	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	\$75	\$50	\$50	\$50	\$0	\$225	\$225
						<b>Total</b>	<b>\$75</b>	<b>\$50</b>	<b>\$50</b>	<b>\$50</b>	<b>\$0</b>	<b>\$225</b>	<b>\$225</b>
No	33862	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	CRP	\$0	\$0	\$0	\$3,705	\$0	\$3,705	\$3,705
					2026 - U/C	Grant	\$450	\$0	\$0	\$0	\$10,000	\$450	\$10,450
						<b>Total</b>	<b>\$450</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,705</b>	<b>\$10,000</b>	<b>\$4,155</b>	<b>\$14,155</b>
The contingency list of projects for each year will consist of the following year's projects.						Section Totals - STBG	\$6,442	\$4,942	\$5,500	\$3,400	\$12,109	\$19,284	\$31,393
The contingency list of projects for each year will consist of the following year's projects.						Section Totals - CRP	\$75	\$3,550	\$1,466	\$4,255	\$0	\$9,346	\$9,346
The contingency list of projects for each year will consist of the following year's projects.						Section Totals - CMAQ	\$2,358	\$2,358	\$2,358	\$2,358	\$5,600	\$9,932	\$15,532
Approximate percentage (%) for all AMATS STBG funding for Congestion Mitigation/Air Quality (CMAQ) projects							21%	16%	18%	11%	4-year Avg=	16.2%	

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

**Table 6. Pavement Replacement  
AMATS FFY 2023-2026 TIP Amendment #1**

<b>2023 - 2026 TIP, Pavement Replacement Projects</b>	
	<b>Project Location</b>
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	<b>Upper</b> 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 <del>Elmore Road</del> Old Seward Highway
20	76th Ave - King Street to Old Seward Highway
	<b>Projects not in priority order</b>
	<b>Pavement Replacement Annual Totals shown in Table 2</b>

<b>2023 - 2026 TIP, Pathway and Trail Pavement Replacement Projects</b>	
	<b>Project Location</b>
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
	<b>Projects not in priority order</b>
	<b>Pavement Replacement Annual Totals shown in Table 3</b>

**Table 7. Highway Safety Improvement Program (HSIP)  
AMATS FFY 2023-2026 TIP Amendment #1**

STIP Need ID	Responsible Agency	TIP Need ID*	PROJECT LOCATION	PROJECT PHASING PLAN	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	2024 <del>3</del> - U/C	\$0	\$8,250	\$0	\$0	\$0	\$8,250	\$8,250
19217	DOT&PF	HSP0010	Gambell and Ingra Streets - Overhead Signal Indication Upgrades	2024 <del>3</del> - U/C	\$0	\$8,325	\$0	\$0	\$0	\$8,325	\$8,325
19217	DOT&PF	HSP0014	5th Ave: Concrete St to Karluk St Pedestrian Improvements	2024 <del>3</del> - ROW/U/C	\$0	\$3,867	\$0	\$0	\$0	\$3,867	\$3,867
19217	DOT&PF	HSP0019	Anchorage Flashing Yellow Arrow and Signal Head Display Improvements	2024 - D/ROW 2025 - U/C 2026 - U/C	\$0	\$1,786	\$10,270	\$10,270	\$0	\$22,326	\$22,326
19217	DOT&PF	HSP0020	Tudor Road: Baxter Road to Patterson Street Channelization	2023 - D 2024 - D 2025 - ROW/U/C	\$3,667	\$244	\$4,556	\$0	\$0	\$8,467	\$8,467
19217	DOT&PF	HSP0021	Old Seward Highway: Industry Way/120th Ave Channelization	2023 - D 2024 - D 2025 - U/C	\$172	\$114	\$1,791	\$0	\$0	\$2,077	\$2,077
19217	DOT&PF	HSP0022	Ocean Dock Road RR Crossing Device Upgrades	2023 - D 2024 - C	\$38	\$1,242	\$0	\$0	\$0	\$1,280	\$1,280
<b>Total</b>					<b>\$3,877</b>	<b>\$23,828</b>	<b>\$16,617</b>	<b>\$10,270</b>	<b>\$0</b>	<b>\$54,592</b>	<b>\$54,592</b>

\*Projects are not listed in priority order. Project totals include match. The match is funded with State funding.

Project estimates are shown in Year of Expenditure Dollars.

STIP Need ID	Responsible Agency	TIP Need ID*	PROJECT LOCATION	PROJECT PHASING PLAN	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			
29730	DOT&PF	NHS0002	<b>Seward Highway Dowling Road Interchange Rehabilitation</b> - Project will improve the Dowling Road roundabouts, the associated highway ramps, and make other improvements as needed to enhance safety and increase traffic flow.	Underway	\$0	\$0	\$0	\$0	\$0	\$0	\$0
30691	DOT&PF	NHS0004	<b>Seward Highway O'Malley Road to Dimond Boulevard Reconstruction Phase II</b> - This is the second phase of the Seward Highway project, and will reconstructs the Seward Highway from Dimond Boulevard to O'Malley Road. Project includes an underpass to connect 92nd Avenue (west of the Seward Highway) with Academy Drive (east of the Seward Highway). The design and first construction phase are under Need ID 29731.	2023 - U/C	\$105,000	\$0	\$0	\$0	\$0	\$105,000	\$105,000
18924	DOT&PF	NHS0005	<b>Pavement and Bridge Preservation</b> - 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	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$100,000	\$125,000
31274	DOT&PF	NHS0006	<b>Glenn Highway: Airport Heights to Parks Highway Rehabilitation</b> - Projects consists of rehabilitation of the Glenn Highway between Airport Heights and the Parks Highway to be coordinated with HSIP safety improvements.	2023 - ROW 2024 - U/C	\$50	\$66,500	\$0	\$0	\$0	\$66,550	\$66,550
12641	DOT&PF	NHS0007	<del>Seward Highway MP 98.5-118 Reconstruction</del> - Project will reconstruction the Seward Highway from MP 98.5-118 to a 4-lane highway. <b>Seward Highway Mile Post 98.5 to 118 Bird Flats to Rabbit Creek</b> - Reconstruct the Seward Highway from Bird Flats to Rabbit Creek to better accommodate traffic flow and address safety concerns.	2023 - D 2024 - U/C	\$16,518	\$677,510	\$0	\$0	\$0	\$694,028	\$694,028
31843	DOT&PF	NHS0008	<del>Seward Highway and Tudor Road Interchange Reconstruction</del> - Project will reconstruct the Tudor Road Interchange. Interchange ins at the end of its design life and has operational issues with the current traffic loads. <del>Reconstruction will improve the vertical clearance, widen the bridge, reconstruct ramps and intersections, improve non-motorized facilities, and incorporate other improvements to bring the interchange up to current standards.</del> <b>Seward Highway and Tudor Road Interchange Reconstruction</b> - Project will reconstruct the Tudor Road Interchange. Interchange ins at the end of its design life and has operational issues with the current traffic loads. Reconstruction will improve the vertical clearance, widen the bridge, reconstruct ramps and intersections, improve non-motorized facilities, and incorporate other improvements to bring the interchange up to current standards.	2025 - D 2026 - ROW	\$0	\$0	\$1,000	\$4,000	\$31,000	\$5,000	\$36,000
31839	DOT&PF	NHS0009	<b>Glenn Highway Incident Management Traffic Accommodations</b> - Project will construct modifications and improvements to facilitate efficient through travel along the Glenn Highway and nearby roads between Airport Heights and the Parkks Highway so that during times when lanes are blocked by crashes or other events, ensuing trsfic congestion is mitigated, and gridlock does not preclude travel between Anchorage, Eagle River, and the Matanuska Valley.	2023 - D 2024 - U/C	\$1,000	\$18,900	\$0	\$0	\$0	\$19,900	\$19,900
31846	DOT&PF	NHS0010	<del>Glenn Highway Hiland Interchange</del> - Project will make short term improvements to the Glenn Highway at Hiland Road interchange utilizing the existing bridge and delaying the need for eventual bridge overpass replacement and interchange reconstruction. This project will reconfigure the intercha nge amd make other associated improvments to increase the efficiency and functionality of the interchange, and reduce associated safety concerns. <b>Glenn Highway and Hiland Road Interchange Preservation and Operational Improvements</b> - Project will evaluate alternatives to make short term improvements to the Hiland Road interchange utilizing the existing bridge over the highway.	2024 - U/C	\$0	\$8,640	\$0	\$0	\$0	\$8,640	\$8,640

\*Projects are not listed in priority order. Project totals include match. The match is funded with State funding.

Project estimates are shown in Year of Expenditure Dollars.

**Table 8. National Highway System (NHS)  
AMATS FFY 2023-2026 TIP Amendment #1**

33686	DOT&PF	NHS0011	<p><del>Muldoon Road – Debarr Road to Glenn Highway</del> – Extend service life of the existing roadway. Work may include ADA improvements, structural improvements in specific areas, roadside hardware, signal hardware, utilities, minor safety and improvements, (and stormwater treatment if required).</p> <p><b>Muldoon Road Pavement Preservation: Debarr to Glenn Highway</b> - pavement preservation of (respective roadway) including drainage and other improvements necessary to maintain the corridor in a state of good repair</p>	2024 - U/C	\$0	\$14,400	\$0	\$0	\$0	\$14,400	\$14,400
33683	DOT&PF	NHS0012	<p><del>Abbott Road – Lake Otis to New Seward Highway</del> – Extend service life of the existing roadway. Work may include ADA improvements, structural improvements in specific areas, roadside hardware, signal hardware, utilities, minor safety and improvements, (and stormwater treatment if required).</p> <p><b>Abbott Rd Pavement Preservation: New Seward Hwy to Lake Otis Pkwy</b> - pavement preservation of (respective roadway) including drainage and other improvements necessary to maintain the corridor in a state of good repair.</p>	2024 - U/C	\$0	\$6,600	\$0	\$0	\$0	\$6,600	\$6,600
The contingency list of projects for each year will consist of the following year's projects.					<b>\$147,568</b>	<b>\$817,550</b>	<b>\$26,000</b>	<b>\$29,000</b>	<i>\$56,000</i>	<b>\$1,020,118</b>	<b>\$1,076,118</b>

\*Projects are not listed in priority order. Project totals include match. The match is funded with State funding.

Project estimates are shown in Year of Expenditure Dollars.



**Table 9. Transit**  
**AMATS FFY 2023-2026 TIP Amendment #1**

STIP Need ID	Responsible Agency	TIP Need ID*	PROJECT LOCATION	PROJECT PHASING PLAN	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	<b>Preventative Maintenance/Capital Maintenance</b> - 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	\$0	\$4,500	\$4,500	\$4,500	\$4,500	\$13,500	\$18,000	\$31,500
19462	MOA Public Transportation	TRN00002	<b>Fleet Replacement/Expansion</b> - This project funds the fleet expansion and replacement for the AnchorRIDES paratransit service, as well as the fixed route fleet.	2023-2026 - Implementation	\$0	\$0	\$0	\$0	\$100	\$600	\$100	\$700
19464	MOA Public Transportation	TRN00003	<b>ADA Complementary Paratransit Services</b> - 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	\$0	\$0	\$0	\$0	\$300	\$1,200	\$300	\$1,500
19457	MOA Public Transportation	TRN00004	<b>Bus Stop Improvements/1% Section 5307 Transit Improvements</b> - This project funds the upgrade of bus stop sites to meet both the federally-mandated Americans with Disabilities Act [ADA] requirements and the operational needs. Typical improvements include bus shelters, benches, trash receptacles, landscaping, grading, paving, utility relocations, lighting, curb adjustments, drainage, constructing paths, and construction/reconstruction of turnouts. Table 10 FTA funds supplement CMAQ funds for the Bus Stop & Facility Improvements project in Table 5.	2023-2026 - Implementation	\$0	\$300	\$0	\$300	\$0	\$75	\$600	\$675
19463	MOA Public Transportation	TRN00005	<b>ITS/Automated Operating System/Management Information Systems</b> - 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	\$0	\$50	\$50	\$50	\$50	\$0	\$200	\$200
19459	MOA Public Transportation	TRN00006	<b>Fleet Improvement/Support Equipment/Support Vehicle</b> - 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	\$0	\$700	\$700	\$700	\$600	\$1,500	\$2,700	\$4,200
29264	MOA Public Transportation	TRN00007	<b>Transit Centers/Support Facilities</b> - 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, Debarr, and Muldoon, are vital to the implementation of these community planning documents.	2023-2026 - Implementation	\$0	\$750	\$750	\$750	\$750	\$2,250	\$3,000	\$5,250
	MOA Public Transportation	TRN00008	<b>Operating Assistance</b> - Section 5307 operating assistance for fixed route, demand responsive, and/or Microtransit public transit service.	2023-2026 - Implementation	\$0	\$0	\$300	\$0	\$0	\$3,000	\$300	\$3,300
subtotal FTA Section 5307 & 5340						\$6,300	\$6,300	\$6,300	\$6,300	\$22,125	\$25,200	\$47,325

\*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 #1**

STIP Need ID	Responsible Agency	TIP Need ID*	PROJECT LOCATION	PROJECT PHASING PLAN	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			
19119	MOA Public Transportation	TRN00009	<b>Section 5310 Enhanced Mobility of Seniors &amp; Individuals w/ Disabilities.</b> - 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.		\$240	\$240	\$240	\$240	\$624	\$960	\$1,584	
27969	MOA Public Transportation	TRN00010	<b>Section 5339 Bus and Bus Facilities Program</b> - 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.		\$720	\$720	\$720	\$720	\$1,614	\$2,880	\$4,494	
		TRN00011	<b>Section 5339(b) Bus and Bus Facilities Competitive Program</b> - 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.		\$0	\$2,250	\$0	\$0	\$1,614	\$2,250	\$3,864	
<b>subtotal FTA section 5307, 5310, 5340 Transit funding to the MOA</b>						<b>\$7,260</b>	<b>\$9,510</b>	<b>\$7,260</b>	<b>\$7,260</b>	<b>\$25,977</b>	<b>\$31,290</b>	<b>\$57,267</b>
<b>Alaska Railroad - FTA Section 5307 (Rail Tier) Funds</b>												
21314	Alaska Railroad Corporation	TRN00012	<b>1% Transit Security on the Alaska Railroad Corporation projects</b>	2023-2026 - Implementation	\$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	\$3,500	\$3,500	\$3,500	\$3,750	\$3,750	\$14,500	\$14,500	\$29,000
21314	Alaska Railroad Corporation	TRN00014	<b>1% Associated Transit Enhancements</b> - can include benches, landscaping, and other transit related amenities.	2023-2026 - Implementation	\$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	\$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	\$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	\$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	\$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	\$65	\$0	\$25	\$100	\$50	\$50	\$175	\$225
<b>subtotal FTA Section 5307 (Rail Tier) Transit funding to Railroad</b>						<b>\$3,650</b>	<b>\$3,725</b>	<b>\$3,975</b>	<b>\$3,800</b>	<b>\$15,350</b>	<b>\$15,150</b>	<b>\$30,500</b>
<b>Alaska Railroad - FTA Section 5337 (State of Good Repair) Funds</b>												
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	\$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	\$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	\$360	\$11,000	\$50	\$50	\$250	\$5,640	\$11,350	\$16,990
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	\$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	\$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	\$0	\$25	\$50	\$25	\$0	\$100	\$100	\$200

\*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 #1

STIP Need ID	Responsible Agency	TIP Need ID*	PROJECT LOCATION	PROJECT PHASING PLAN	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>		\$12,750	\$900	\$900	\$1,150	\$9,990	\$15,700	\$25,690	
			Alaska Railroad - FTA Section 5337 (SGR) Funds		\$0	\$0	\$0	\$0	\$0	\$0	\$0	
			<i>subtotal FTA Section 5337 funding to Railroad</i>		\$12,750	\$800	\$900	\$1,150	\$17,400	\$15,600	\$33,000	
			<i>subtotal FTA Sections 5307 (Rail Tier) &amp; 5337 Transit funding to ARRC</i>		\$16,400	\$4,625	\$4,875	\$4,950	\$25,340	\$30,850	\$56,190	
			<b>Total Transit Program (FTA {5307+5337})</b>		\$23,660	\$14,135	\$12,135	\$12,210	\$51,317	\$62,140	\$113,457	
			<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 #1

STIP Need ID	Responsible Agency	TIP Need ID*	PROJECT LOCATION	PROJECT PHASING PLAN	Funding Source	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				
	Port of Alaska	OFS00001	Port of Alaska Modernization Program (PAMP). Deducted from the 2019 number is \$20M received from the State.	2023 - 2026 Programming		\$0	\$0	\$0	\$0	\$0	\$1,196,016	\$1,450,255	
19482	MOA	OFS00002	AK094 & AK105 - Construction & Road Improvements @ APU.	2023 - U/C	Earmark	\$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.	U/C	STBG	\$4,921	\$0	\$0	\$0	\$0	\$4,921	\$4,921	
					CRP	\$0	\$0	\$0	\$0	\$0	\$0		
					Total	\$4,921	\$0	\$0	\$0	\$0	\$4,921	\$4,921	
33008	MOA	OFS00005	Buses and Bus Facilities Infrastructure Investment Project - Replace and upgrade the information technology system for the Public Transportation Department. This project will improve the reliability of the bus system and help the city meet growing demand for transit.	Underway		\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	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	\$17,800	\$0	\$0	\$17,800	\$17,800	
					ACCS Partners	\$0	\$0	\$56,700	\$0	\$0	\$56,700	\$56,700	
					Total	\$0	\$0	\$74,500	\$0	\$0	\$74,500	\$74,500	
	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	\$500	\$0	\$0	\$0	\$0	\$500	\$500	
						Total	\$500	\$0	\$0	\$0	\$0	\$500	\$500
							\$250	\$0	\$0	\$0	\$250	\$250	
	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 or other Federal Funding	\$250	\$0	\$0	\$0	\$0	\$250	\$250	
						Total	\$250	\$0	\$0	\$0	\$0	\$250	\$250
Other Funding Sources Total						\$8,622	\$0	\$74,500	\$0	\$0	\$1,279,138	\$1,533,377	
AMATS STBG Total						\$4,921	\$0	\$0	\$0	\$0	\$4,921	\$4,921	
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 PM<sub>10</sub> Design Value Concentration for Eagle River**

## Computation of PM<sub>10</sub> Design Value Concentrations for Eagle River

Computational methods for determining the 24-hour design value (DV) are outlined in the *PM<sub>10</sub> 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 PM<sub>10</sub> 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 PM<sub>10</sub> DV for the most recent five-year period, 2017-2021, in accordance with EPA's Wegman memo guidance to determine qualification for the PM<sub>10</sub> limited maintenance plan option (Lydia Wegman, Director EPA-AQSSD, Aug 9, 2001). During this period, the number of valid 24-hour average PM<sub>10</sub> measurements (n) was 1811. These concentrations were arranged in order of magnitude and were assigned rank where the highest concentration was rank = 1, and lowest was rank = 1811. An abbreviated version of this table is shown below. During this period, the lowest PM<sub>10</sub> concentration measured was 0 µg/m<sup>3</sup> (rank = 1811) and the highest was 168 µg/m<sup>3</sup> (rank = 1).

Table 1

Date	PM-10 (µg/m <sup>3</sup> )	<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
3/25/2019	73	5	0.0027
8/29/2019	70	6	0.0033
4/2/2019	69	7	0.0038
3/26/2019	68	8	0.0044
4/4/2019	67	9	0.0049
8/19/2019	66	10	0.0055
12/30/2019	0	1807	0.9978
12/31/2019	0	1808	0.9983
2/8/2020	0	1809	0.9989
2/18/2020	0	1810	0.9995
2/19/2020	0	1811	1

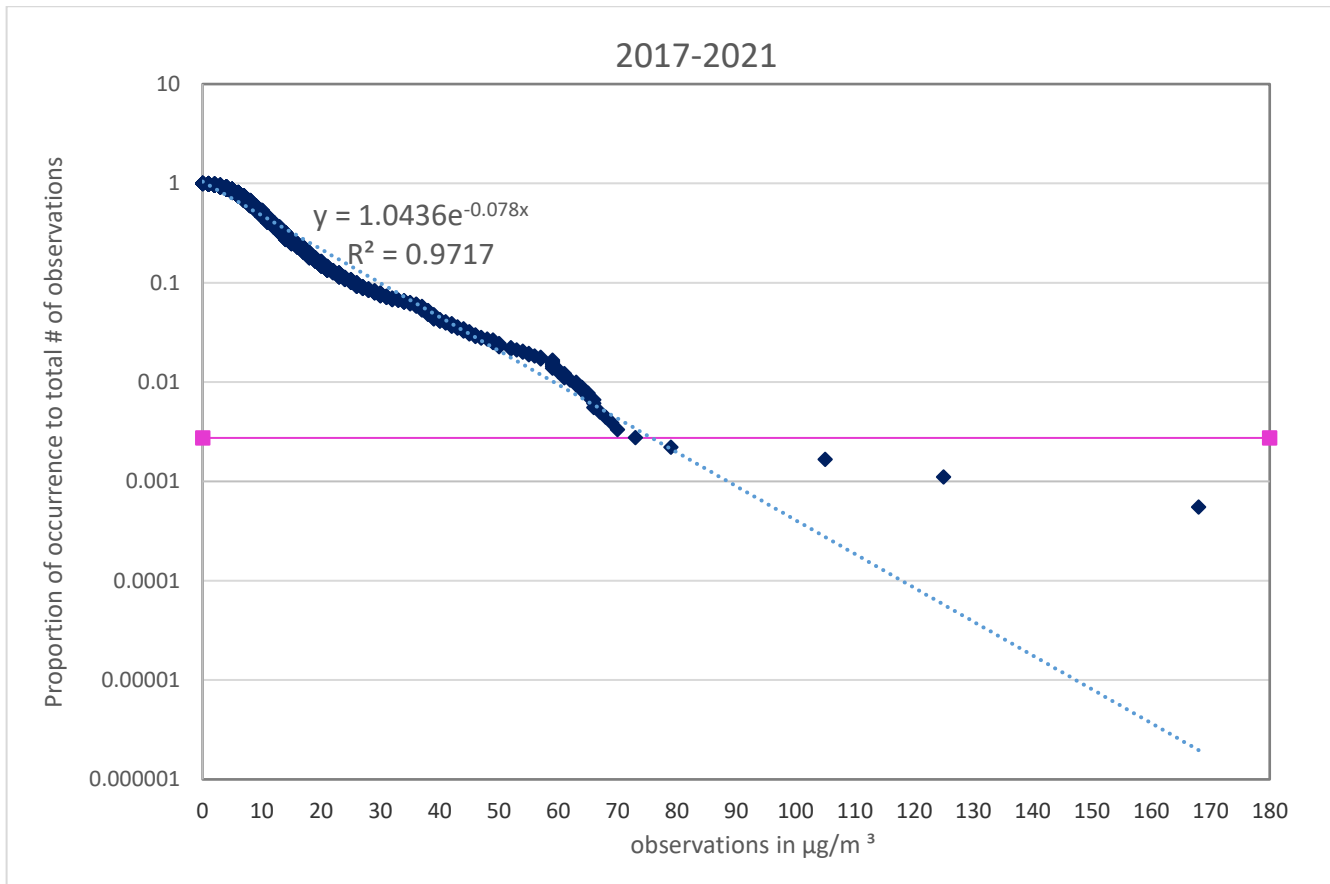
The Eagle River PM<sub>10</sub> Design Value for comparison to the PM<sub>10</sub> LMP eligibility criteria was determined from the empirical frequency plot of 24-hour PM<sub>10</sub> data and was calculated as the concentration that corresponds to  $P = 1/365$ . This resulting concentration represents 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  $y = 1.04362 e^{-0.0845x}$

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

$$y = 1/365 = 0.00274 = 1.04362 e^{-0.07845x}$$

Solving for x yields  $x = 75.7 \mu\text{g}/\text{m}^3$



Inputting the value of 0.00274 (equivalent to 1/365) into the best-fit line equation and solving for the corresponding concentration, yields a  $\text{PM}_{10}$  concentration of  $75.7 \mu\text{g}/\text{m}^3$ .

Per EPA data handling rules for  $\text{PM}_{10}$  data, decimal values are truncated. Hence, the Eagle River  $\text{PM}_{10}$  DV for 2015-2019 is properly truncated to  $75 \mu\text{g}/\text{m}^3$ .

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