

**Air Quality Conformity Demonstration for
Anchorage 2027–2030 Transportation Improvement Program (TIP)**

Interagency Consultation Draft

**Prepared By:
Municipality of Anchorage
Health Department
Environmental Health Services – Air Quality Program**

November 21, 2025

Timeline:

The interagency consultation team voted on December 11, 2025, and approved the appropriateness and adequacy of this draft in supporting the establishment of a regional air quality conformity determination for the Anchorage 2027–2030 Transportation Improvement Program (TIP). The draft Air Quality Conformity Demonstration was then released for a 45-day public comment period, during which no comments were received. The final Air Quality Conformity Demonstration and associated TIP were subsequently approved by the AMATS Policy Committee on **March 19, 2026**.

Introduction and Background

Anchorage Metropolitan Area Transportation Solutions (AMATS) is the federally recognized metropolitan planning organization (MPO) that is responsible for planning the transportation network within the Municipality of Anchorage (MOA). Air Quality Program at the Anchorage Health Department (AHD) in collaboration with AMATS and Alaska Department of Environmental Conservation (ADEC) Air Quality Division, has prepared a draft for Air Quality Conformity Demonstration for Anchorage 2027–2030 Transportation Improvement Program (TIP). The 2027-2030 TIP is a four-year program that prioritizes and documents the funding of transportation improvement projects within the AMATS area. Projects included in the TIP range from construction and maintenance of major highways and arterials, maintenance and expansion of public transit, to construction and maintenance of bicycle and pedestrian facilities. The TIP draws projects from the AMATS Metropolitan Transportation Plan (MTP), the long-range transportation plan for the AMATS area, and from public input. These projects are evaluated for consistency with the goals and objectives in the MTP. The 2027–2030 TIP includes transportation projects utilizing federal funds, which are scheduled for full or partial implementation during calendar years 2027–2030.

As of July 23, 2024, the Anchorage area reached the end of the 20-year maintenance period for the carbon monoxide (CO) National Ambient Air Quality Standard. The Alaska State Implementation Plan (SIP) contains a limited maintenance plan for PM₁₀¹ air pollutants within areas of the Municipality of Anchorage. The US Environmental Protection Agency (EPA) allows demonstration of conformity in such limited maintenance areas to be based on the probability of continued compliance with Limited Maintenance Plan (LMP) eligibility rules rather than modeling anticipated future network emissions to demonstrate expected compliance with a pre-established emission budget for the air pollutant of concern. Limited maintenance areas do not employ emissions budgets because the US 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.

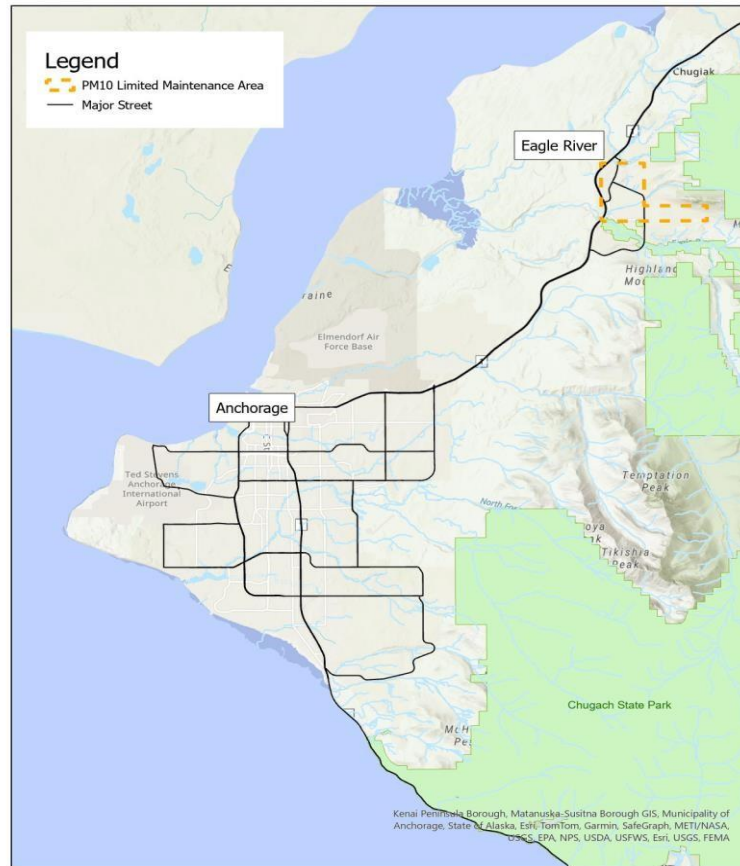
This document confirms the continued eligibility of Eagle River’s Limited Maintenance Area status for PM₁₀ and affirms that Transportation Control Measures (TCMs) required by the Alaska SIP continue to be implemented. The LMP option allows for the demonstration of probable future compliance with the National Ambient Air Quality Standards (NAAQS) based on evaluation of current air monitoring data rather than comparing modeled air pollutant emissions against an established motor vehicle emissions budget. The EPA guidance states that emissions budgets in areas meeting established

¹ PM₁₀ is particulate matter consisting of particles that are 10 microns or less in aerodynamic diameter. Such particles are isolated from air by passing a sampled airstream through a size-selective inlet, incorporating a cyclone, an impactor or similar cut point which removes larger than desired particles from the airstream.

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 PM10 pollutant Design Values (DV) 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 PM10 Maintenance Areas. This same form of air monitor data analysis was originally used to establish air quality conformity for the prior 2023-2026 TIP Amendment #1, Amendment #2, and Amendment #3. This report will describe the conformity analysis performed for the Eagle River PM10 Limited Maintenance Area.

Figure 1
Eagle River PM-10 Limited Maintenance Areas



Interagency Consultation and Public Review

AMATS staff proposes this draft air quality conformity report to establish a regional air quality conformity determination for the Anchorage 2027-2030 TIP, incorporating the projects shown in Appendix A to this report. This air quality conformity demonstration follows the methodology approved by the Interagency Consultation Team (ICT) on October 25, 2023, to establish regional air quality conformity for the 2050 Metropolitan Transportation Plan (MTP).

The ICT consists of representatives from the Anchorage Health Department Air Quality Program (AHD), Anchorage Metropolitan Area Transportation Solutions (AMATS), the Alaska Department of Environmental Conservation (ADEC), the Alaska Department of Transportation and Public Facilities (DOT&PF), the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), and the US Environmental Protection Agency (EPA).

ICT members supported a demonstration based upon continued compliance with EPA's qualification criteria to use EPA's LMP option for the Eagle River PM₁₀ Maintenance Area, consistent with the pollutant maintenance criteria applicable to the maintenance area within the SIP. AMATS also affirms that the Anchorage 2027 –2030 TIP will continue to be fiscally constrained. This conformity report is intended to be posted online for a 45-day public review and comment period prior to the final review by the AMATS Policy Committee.

CONFORMITY ANALYSIS FOR THE EAGLE RIVER PM₁₀ AREA

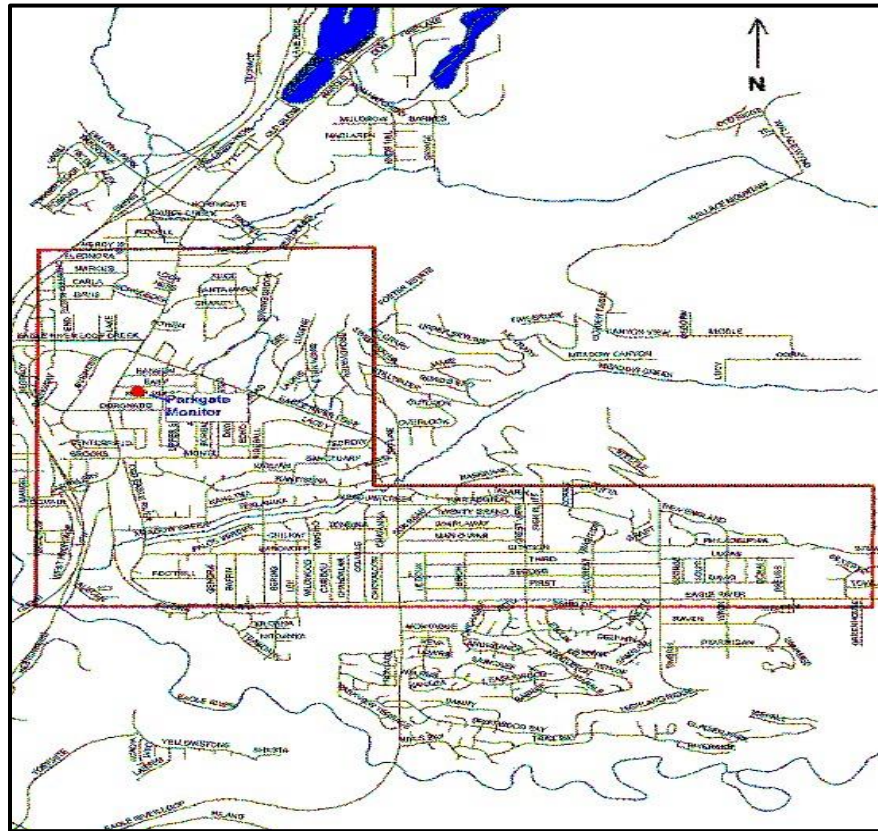
Eagle River PM₁₀ Attainment Status & Qualification as a Limited Maintenance Area for Conformity Purposes

Between 1985 and 1987, Eagle River frequently violated the NAAQS for PM₁₀ (particulate matter air pollutant 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. Consequently, in 1991, the EPA designated a nine-square-kilometer area in Eagle River as a moderate nonattainment area for PM₁₀ and required the submission of an air quality attainment plan to bring the area into compliance with the PM₁₀ NAAQS.

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

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

Figure 2
Eagle River Limited Maintenance Area Boundary with Parkgate Monitoring Site



The road paving and recycled asphalt surfacing program has dramatically reduced PM₁₀ concentrations in Eagle River. The last violations of the PM₁₀ NAAQS occurred in 1987.²

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

The EPA offers a streamlined process of gaining redesignation to attainment for areas that can demonstrate they have a low risk of violating the PM₁₀ NAAQS. This is known as the Limited Maintenance Plan (LMP) option. When the EPA approves a limited maintenance plan, the

² PM₁₀ concentrations have exceeded the 150 µg/m³ NAAQS on a few occasions since 1987, but all of these “exceedances” have been attributed to natural events. These include glacial river dust transported by high winds from the Matanuska River and volcanic ash resulting from the eruption of the Mt. Spurr volcano in August 1992. EPA excludes these events when considering whether an area has met the NAAQS.

agency is concluding that an emissions budget may be treated as essentially non-constraining for the length of the maintenance period because it is unreasonable to expect that such an area will experience so much growth in that period that a violation of the PM₁₀ NAAQS would result.

Nonattainment areas that wish to qualify for this streamlined process must show that: (1) their average Design Value (DV) over the past five years is below 98 µg/m³ and therefore have a low probability of violating the NAAQS, and (2) that PM₁₀ emissions anticipated from growth in motor vehicle travel in the area are unlikely to cause a future violation.³ Eagle River met both of these criteria. In September 2010, on behalf of the Municipality of Anchorage, the State submitted the "Eagle River PM₁₀ Limited Maintenance Plan" to the EPA as a proposed amendment to the SIP.

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

PM₁₀ LMP Conformity Criteria

Areas with approved LMPs are not required to perform an emission budget test so long as the area continues to meet the EPA's LMP eligibility criteria. Areas with a PM₁₀ LMP are required to annually recompute their 5-year average PM₁₀ DV to determine whether it is below 98 µg/m³ and therefore still meets that initial PM₁₀ LMP eligibility criterion.⁴ Table 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 Appendix B of this document.

³ PM₁₀ LMP guidance is outlined in a memorandum from Lydia Wegman, Director, Air Quality Standards and Strategies Division, EPA, August 9, 2001.

⁴ This requirement is found in the Wegman PM₁₀ LMP guidance. Although it is not a requirement of the transportation conformity rule, AMATS agreed to include the Eagle River PM₁₀ Limited Maintenance Area design value analysis in this conformity determination as an outcome of interagency consultation.

Table 1
5-Year Average Eagle River PM₁₀ Design Values

5-Year Period	Average DV (µg/m³)
2005-2009	81
2010-2015	92
2018-2022	81
2019-2023	78
2020-2024	67
LMP Qualification Criteria	≤ 98 µg/m³

The following conformity requirements from §93.109 Table 2 still apply to maintenance areas that have LMPs that the EPA has approved for conformity purposes:

TABLE 2 – 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 2027-2030 TIP will provide 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.

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

The Eagle River PM₁₀ Control Plan also called for changes in winter traction sanding practices to reduce PM₁₀ emissions during the spring break-up period. These included reductions in the amount of sand applied and new specifications that limited the silt content in the sand to two percent (2%) or less. These measures were implemented in 1989 and 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.

Conclusions regarding Eagle River PM₁₀ Air Quality Conformity:

This analysis demonstrates that the Municipality of Anchorage and the State of Alaska, working in cooperation, continue to successfully control PM₁₀ pollution in Eagle River and adhere to long-term PM₁₀ source reduction measures for the Eagle River Maintenance Area as prescribed in the Alaska State Implementation Plan. The Anchorage 2027-2030 TIP will also allow AMATS to comply with conformity rules established in 40 CFR 93 through the adoption of a fiscally constrained transportation plan that applies the most current planning assumptions. AMATS confirms that no element of the Anchorage 2027-2030 TIP will jeopardize the continued implementation of any provided PM₁₀ control strategies for the Eagle River PM₁₀Maintenance Area, nor will it undermine objectives or successful practices to manage PM₁₀ emissions in the area. Further, a review of current PM₁₀ trends monitored within the Eagle River maintenance area demonstrates a high probability of continued compliance with the PM₁₀ NAAQS over the remaining ten years of the Eagle River PM₁₀ Maintenance Plan.

APPENDIX A

2027-2030 TIP Tables

Table 1. Four-Year Program Summary
AMATS FFY 2027-2030 TIP

Funding Code	FEDERAL FISCAL PROGRAMMING YEAR				4-year total
	October 1 - September 30				
	2027	2028	2029	2030	
AMATS Surface Transportation Block Grant (AMATS STBG) (Tables 2, 3, 4, 5, & 10)					
AMATS STBG Project Cost	\$36,738,154	\$37,840,299	\$38,975,508	\$20,131,373	\$133,685,334
AMATS STBG AC/ACC	\$0	\$0	\$20,013,400	\$20,013,400	\$40,026,800
AMATS STBG Project Match (State)	\$834,826	\$984,270	\$4,018,042	\$680,500	\$6,517,638
AMATS STBG Project Match (MOA)	\$2,608,757	\$2,699,650	\$1,654,224	\$1,317,810	\$8,280,441
AMATS STBG Total (Cost + Match)	\$40,181,737	\$41,524,219	\$64,661,174	\$42,143,083	\$188,510,213
AMATS STBG Federal Revenue	\$36,738,154	\$37,840,299	\$38,975,508	\$40,144,773	\$153,698,734
AMATS STBG AC/ACC	\$0	\$0	\$20,013,400	\$0	\$20,013,400
AMATS STBG Revenue Match (State)	\$834,826	\$984,270	\$4,018,042	\$680,500	\$6,517,638
AMATS STBG Revenue Match (MOA)	\$2,608,757	\$2,699,650	\$1,654,224	\$1,317,810	\$8,280,441
AMATS STBG Total Revenue (Revenue + Match)	\$40,181,737	\$41,524,219	\$64,661,174	\$42,143,083	\$188,510,213
AMATS Transportation Alternatives Program (AMATS TAP) (Tables 3 & 4)					
AMATS TAP Project Cost	\$2,174,879	\$2,240,125	\$2,307,329	\$2,376,549	\$9,098,882
AMATS TAP Match (State)	\$44,157	\$199,788	\$27,090	\$213,330	\$484,365
AMATS TAP Match (MOA)	\$67,725	\$0	\$138,734	\$0	\$206,459
AMATS TAP Total (Cost +Match)	\$2,286,761	\$2,439,913	\$2,473,153	\$2,589,879	\$9,789,706
AMATS TAP Federal Revenue	\$2,174,879	\$2,240,125	\$2,307,329	\$2,376,549	\$9,098,882
AMATS TAP Revenue Match (State)	\$44,157	\$199,788	\$27,090	\$213,330	\$484,365
AMATS TAP Revenue Match (MOA)	\$67,725	\$0	\$138,734	\$0	\$206,459
AMATS TAP Total (Revenue +Match)	\$2,286,761	\$2,439,913	\$2,473,153	\$2,589,879	\$9,789,706
AMATS Carbon Reduction Program (AMATS CRP) (Tables 3 & 5)					
AMATS CRP Project Cost	\$3,950,431	\$4,068,944	\$4,191,012	\$4,316,742	\$16,527,129
AMATS CRP Match (MOA)	\$280,252	\$185,115	\$323,135	\$4,515	\$793,017
AMATS CRP Total (Cost +Match)	\$4,230,683	\$4,254,059	\$4,514,147	\$4,321,257	\$17,320,146
AMATS CRP Federal Revenue	\$3,950,431	\$4,068,944	\$4,191,012	\$4,316,742	\$16,527,129
Carry Forward AMATS CRP Federal Revenue	\$0	\$0	\$0	\$0	\$0
AMATS CRP Revenue Match (MOA)	\$280,252	\$185,115	\$323,135	\$4,515	\$793,017
AMATS CRP Total (Revenue +Match)	\$4,230,683	\$4,254,059	\$4,514,147	\$4,321,257	\$17,320,146
AMATS Congestion Mitigation Air Quality (AMATS CMAQ) (Table 5)					
AMATS CMAQ Project Cost	\$2,386,000	\$2,457,580	\$2,531,307	\$2,607,247	\$9,982,134
AMATS CMAQ Match (State)	\$162,540	\$162,540	\$162,540	\$162,540	\$650,160
AMATS CMAQ Match (Local)	\$74,303	\$81,408	\$88,726	\$96,264	\$340,701
AMATS CMAQ Total (Cost +Match)	\$2,622,843	\$2,701,528	\$2,782,573	\$2,866,051	\$10,972,995
AMATS CMAQ Federal Revenue	\$2,386,000	\$2,457,580	\$2,531,307	\$2,607,247	\$9,982,134
AMATS CMAQ Revenue Match (State)	\$162,540	\$162,540	\$162,540	\$162,540	\$650,160

Project estimates are shown in Year of Expenditure Dollars.

Table 1. Four-Year Program Summary
AMATS FFY 2027-2030 TIP

Funding Code	FEDERAL FISCAL PROGRAMMING YEAR				4-year total
	October 1 - September 30				
	2027	2028	2029	2030	
AMATS CMAQ Revenue Match (Local)	\$74,303	\$81,408	\$88,726	\$96,264	\$340,701
AMATS CMAQ Total (Revenue +Match)	\$2,622,843	\$2,701,528	\$2,782,573	\$2,866,051	\$10,972,995
Other Funded Projects within the AMATS area outside the AMATS Allocation					
Highway Safety Improvement Program (Table 7)					
UnCat 148 Project Cost	\$7,381,290	\$28,007,100	\$0	\$0	\$35,388,390
HSIP Project Cost	\$10,188,000	\$0	\$0	\$0	\$10,188,000
UnCat 148 Project Match (State)	\$820,143	\$3,111,900	\$0	\$0	\$3,932,043
HSIP Project Match (State)	\$1,132,000	\$0	\$0	\$0	\$1,132,000
HSIP Total (Cost + Match)	\$19,521,433	\$31,119,000	\$0	\$0	\$50,640,433
UnCat 148 Revenue	\$7,381,290	\$28,007,100	\$0	\$0	\$35,388,390
HSIP Revenue	\$10,188,000	\$0	\$0	\$0	\$10,188,000
UnCat 148 Revenue Match (State)	\$820,143	\$3,111,900	\$0	\$0	\$3,932,043
HSIP Revenue Match (State)	\$1,132,000	\$0	\$0	\$0	\$1,132,000
HSIP Total Revenue	\$19,521,433	\$31,119,000	\$0	\$0	\$50,640,433
National Highway Performance Program (Table 8)					
NHPP Project Cost	\$25,060,309	\$104,626,194	\$269,552,205	\$23,350,000	\$422,588,708
NHPP-AC Project Cost	\$97,448,266	\$0	\$0	\$0	\$97,448,266
NHPP Project Match (State)	\$2,505,825	\$0	\$0	\$0	\$2,505,825
NHPP Total (Cost + Match)	\$125,014,400	\$104,626,194	\$269,552,205	\$23,350,000	\$522,542,799
NHPP Federal Revenue	\$25,060,309	\$104,626,194	\$269,552,205	\$23,350,000	\$422,588,708
NHPP-AC Federal Revenue	\$97,448,266	\$0	\$0	\$0	\$97,448,266
NHPP Match Revenue (State)	\$2,505,825	\$0	\$0	\$0	\$2,505,825
NHPP Total Revenue	\$125,014,400	\$104,626,194	\$269,552,205	\$23,350,000	\$522,542,799
Transit Capital FTA Section 5307 to MOA (Table 9)					
FTA 5307 to MOA Project Cost	\$7,080,000	\$8,040,000	\$7,220,000	\$7,220,000	\$29,560,000
FTA 5307 to MOA Project Match (Local)	\$1,770,000	\$2,385,000	\$2,180,000	\$2,180,000	\$8,515,000
FTA 5307 to MOA Total (Cost +Match)	\$8,850,000	\$10,425,000	\$9,400,000	\$9,400,000	\$38,075,000
FTA 5307 to MOA Federal Revenue	\$7,080,000	\$8,040,000	\$7,220,000	\$7,220,000	\$29,560,000
FTA 5307 to MOA Match Revenue (Local)	\$1,770,000	\$2,385,000	\$2,180,000	\$2,180,000	\$8,515,000
FTA 5307 to MOA Total Revenue	\$8,850,000	\$10,425,000	\$9,400,000	\$9,400,000	\$38,075,000
Transit Capital FTA Section 5310 to MOA (Table 9)					
FTA 5310 to MOA Project Cost	\$320,000	\$320,000	\$320,000	\$320,000	\$1,280,000
FTA 5310 to MOA Project Match (Local)	\$80,000	\$80,000	\$80,000	\$80,000	\$320,000

Project estimates are shown in Year of Expenditure Dollars.

Table 1. Four-Year Program Summary
AMATS FFY 2027-2030 TIP

Funding Code	FEDERAL FISCAL PROGRAMMING YEAR				4-year total
	October 1 - September 30				
	2027	2028	2029	2030	
FTA 5310 to MOA Total (Cost +Match)	\$400,000	\$400,000	\$400,000	\$400,000	\$1,600,000
FTA 5310 to MOA Federal Revenue	\$320,000	\$320,000	\$320,000	\$320,000	\$1,280,000
FTA 5310 to MOA Match Revenue (Local)	\$80,000	\$80,000	\$80,000	\$80,000	\$320,000
FTA 5310 to MOA Total Revenue	\$400,000	\$400,000	\$400,000	\$400,000	\$1,600,000
Transit Capital FTA Section 5339 to MOA (Table 9)					
FTA 5339 to MOA Project Cost	\$600,000	\$600,000	\$20,600,000	\$600,000	\$22,400,000
FTA 5339 to MOA Project Match (Local)	\$150,000	\$150,000	\$5,150,000	\$150,000	\$5,600,000
FTA 5339 to MOA Total (Cost +Match)	\$750,000	\$750,000	\$25,750,000	\$750,000	\$28,000,000
FTA 5339 to MOA Federal Revenue	\$600,000	\$600,000	\$20,600,000	\$600,000	\$22,400,000
FTA 5339 to MOA Match Revenue	\$150,000	\$150,000	\$5,150,000	\$150,000	\$5,600,000
FTA 5339 to MOA Total Revenue	\$750,000	\$750,000	\$25,750,000	\$750,000	\$28,000,000
Transit Capital FTA Section 5307 to ARRC (Table 9)					
FTA 5307 to ARRC Project Cost	\$1,148,000	\$1,000,000	\$640,000	\$520,000	\$3,308,000
FTA 5307 to ARRC Project Match (ARRC)	\$287,000	\$250,000	\$160,000	\$130,000	\$827,000
FTA 5307 to ARRC Total (Cost + Match)	\$1,435,000	\$1,250,000	\$800,000	\$650,000	\$4,135,000
FTA 5307 to ARRC Federal Revenue	\$1,148,000	\$1,000,000	\$640,000	\$520,000	\$3,308,000
FTA 5307 to ARRC Match Revenue	\$287,000	\$250,000	\$160,000	\$130,000	\$827,000
FTA 5307 to ARRC Total Revenue	\$1,435,000	\$1,250,000	\$800,000	\$650,000	\$4,135,000
Transit Capital FTA Section 5337 [State of Good Repair] to ARCC (Table 9)					
FTA 5337 to ARRC Project Cost	\$4,122,494	\$1,680,543	\$1,790,874	\$1,717,492	\$9,311,403
FTA 5337 to ARRC Project Match (ARRC)	\$1,030,623	\$1,019,136	\$447,719	\$429,373	\$2,926,851
FTA 5337 to ARRC Total (Cost + Match)	\$5,153,117	\$2,699,679	\$2,238,593	\$2,146,865	\$12,238,254
FTA 5337 to ARRC Federal Revenue	\$4,122,494	\$1,680,543	\$1,790,874	\$1,717,492	\$9,311,403
FTA 5337 to ARRC Match Revenue	\$1,030,623	\$1,019,136	\$447,719	\$429,373	\$2,926,851
FTA 5337 to ARRC Total Revenue	\$5,153,117	\$2,699,679	\$2,238,593	\$2,146,865	\$12,238,254
State STBG, State CMAQ, ACCS Partners, State NEVI, & State GF (Tables 5, 8 & 10)					
State STBG Project Cost (includes Y240)	\$25,953,741	\$0	\$0	\$0	\$25,953,741
State GF Project Cost	\$0	\$0	\$0	\$0	\$0
State STBG Project Match (includes Y240) (State)	\$25,314,609	\$0	\$0	\$0	\$25,314,609
State STBG, State CMAQ, ACCS Partners, State NEVI, & State GF Total Cost	\$51,268,350	\$0	\$0	\$0	\$51,268,350
State STBG Federal Revenue (includes Y240)	\$25,953,741	\$0	\$0	\$0	\$25,953,741
State GF Revenue	\$0	\$0	\$0	\$0	\$0
State STBG Revenue Match (includes Y240) (State)	\$25,314,609	\$0	\$0	\$0	\$25,314,609
State STBG, State CMAQ, ACCS Partners, State NEVI, & State GF Total Revenue	\$51,268,350	\$0	\$0	\$0	\$51,268,350

Project estimates are shown in Year of Expenditure Dollars.

Table 1. Four-Year Program Summary
AMATS FFY 2027-2030 TIP

Funding Code	FEDERAL FISCAL PROGRAMMING YEAR				4-year total
	October 1 - September 30				
	2027	2028	2029	2030	
Discretionary Grants (Tables 5 & 10)					
SS4A Grant Project Cost	\$2,185,000	\$1,540,500	\$17,371,250	\$0	\$21,096,750
PROTECT Grant	\$363,880	\$0	\$363,880	\$300,201	\$1,027,961
RTA Grant	\$0	\$0	\$0	\$0	\$0
SS4A Grant Match (MOA)	\$546,250	\$385,125	\$4,342,813	\$0	\$5,274,188
PROTECT Grant Match (State)	\$363,880	\$0	\$363,880	\$300,201	\$1,027,961
RTA Grant Match (MOA)	\$36,120	\$0	\$36,120	\$29,799	\$102,039
Grants Total (Cost +Match)	\$3,495,130	\$1,925,625	\$22,477,943	\$630,201	\$28,528,899
SS4A Grant Project Revenue	\$2,185,000	\$1,540,500	\$17,371,250	\$0	\$21,096,750
SS4A Grant Revenue Match (MOA)	\$363,880	\$0	\$363,880	\$300,201	\$1,027,961
PROTECT Grant	\$0	\$0	\$0	\$0	\$0
RTA Grant	\$546,250	\$385,125	\$4,342,813	\$0	\$5,274,188
PROTECT Grant Match (State)	\$363,880	\$0	\$363,880	\$300,201	\$1,027,961
RTA Grant Match (MOA)	\$36,120	\$0	\$36,120	\$29,799	\$102,039
Grants Total (Revenue +Match)	\$3,495,130	\$1,925,625	\$22,477,943	\$630,201	\$28,528,899
Grand Total Cost					\$963,621,795
Grand Total Revenue					\$963,621,795

Project estimates are shown in Year of Expenditure Dollars.

**Table 2. Complete Streets
AMATS FFY 2027-2030 TIP**

Grandfathered Project	Responsible Agency	TIP Need ID*	PROJECT LOCATION	PROJECT PHASING PLAN	FUND CODE	FEDERAL FISCAL PROGRAMMING YEAR				Estimated funding needs after 2030	Est project cost 2027-2030	Project Cost Pre-2027	Est total project cost
						October 1 - September 30							
						2027	2028	2029	2030				
Yes	DOT&PF	RDY00001	Fireweed Lane Rehabilitation [Spenard Road to Seward Highway] - This project would rehabilitate Fireweed Lane from Spenard Road to the Seward Highway and include a road diet, changing Fireweed from 4 lanes to a maximum of 3 lanes (2 with a center turn lane). This project would also include non-motorized improvements.	2029 - U/C	AMATS STBG	\$0	\$0	\$20,013,400	\$0	\$0	\$20,013,400	\$5,953,332	\$25,966,732
				2030 - U/C	State Match for AMATS STBG	\$0	\$0	\$1,986,600	\$0	\$0	\$1,986,600	\$590,949	\$2,577,549
					AMATS STBG AC	\$0	\$0	\$20,013,400	\$0	\$0	\$20,013,400	\$1,324,268	\$21,337,667
					State Match for AMATS STBG AC	\$0	\$0	\$1,986,600	\$0	\$0	\$1,986,600	\$131,451	\$2,118,051
					AMATS STBG ACC	\$0	\$0	\$0	\$20,013,400	\$0	\$0	\$0	\$0
			Total			\$0	\$0	\$44,000,000	\$20,013,400	\$0	\$44,000,000	\$8,000,000	\$52,000,000
Yes	DOT&PF	RDY00003	Spenard Road Rehabilitation [Benson Blvd to Minnesota Dr] - Project will rehabilitate to improve traffic flow. This project would also include non-motorized improvements.	2028 - U/C	AMATS STBG	\$0	\$18,194,000	\$0	\$0	\$0	\$18,194,000	\$7,914,390	\$26,108,390
					MOA Match for AMATS STBG	\$0	\$903,000	\$0	\$0	\$0	\$903,000	\$392,805	\$1,295,805
					State Match for AMATS STBG	\$0	\$903,000	\$0	\$0	\$0	\$903,000	\$392,805	\$1,295,805
					Total	\$0	\$20,000,000	\$0	\$0	\$0	\$20,000,000	\$8,700,000	\$28,700,000
Yes	DOT&PF	RDY00010	Mountain Air Drive [Rabbit Creek Road to Sandpiper Drive] - Extend Mountain Air Drive from Rabbit Creek Road to Sandpiper Drive. Recommend separated pathway. Purpose: Circulation, access, and safety.	2029 - U/C	AMATS STBG	\$0	\$0	\$10,461,550	\$0	\$0	\$10,461,550	\$3,411,375	\$13,872,925
					MOA Match for AMATS STBG	\$0	\$0	\$1,038,450	\$0	\$0	\$1,038,450	\$338,625	\$1,377,075
					Total	\$0	\$0	\$11,500,000	\$0	\$0	\$11,500,000	\$3,750,000	\$15,250,000
Yes	DOT&PF	RDY00012	Motorized Pavement Replacement Program - This program will provide a single funding source for several pavement overlay and/or replacement projects. Improvements are also expected to include ADA and some existing curb and sidewalk repair. May include those projects listed in Table 6 or other priorities.	2027-2030 Programming	AMATS STBG	\$6,222,393	\$0	\$903,494	\$1,353,065	\$0	\$8,478,953	\$0	\$8,478,953
					State Match for AMATS STBG	\$308,828	\$0	\$44,842	\$67,155	\$0	\$420,825	\$0	\$420,825
					MOA Match for AMATS STBG	\$308,828	\$0	\$44,842	\$67,155	\$0	\$420,825	\$0	\$420,825
					Total	\$6,840,050	\$0	\$993,178	\$1,487,375	\$0	\$9,320,603	\$0	\$9,320,603
No	DOT&PF	RDY00014	Safety Improvement Program (Traffic Count Support) 2027-2030 - Collect traffic data within the AMATS area completed by the ADOT&PF Central Region Highway Data Section and MOA Traffic Department Data Section.	2027-2030 Programming	AMATS STBG	\$573,111	\$336,589	\$454,850	\$454,850	\$1,819,400	\$1,819,400	\$0	\$3,638,800
					MOA Match for AMATS STBG	\$56,889	\$33,411	\$45,150	\$45,150	\$180,600	\$180,600	\$0	\$361,200
					Total	\$630,000	\$370,000	\$500,000	\$500,000	\$2,000,000	\$2,000,000	\$0	\$4,000,000
Yes	DOT&PF	RDY00015	Spenard Road Rehabilitation [Minnesota Drive to Northwood Drive] - Project would rehabilitate Spenard Road from Minnesota Drive to Northwood Drive and include intersection improvements. Project would include non-motorized improvements and consider adjacent land use.	2027 - D	AMATS STBG	\$1,364,550	\$1,637,460	\$0	\$11,735,130	\$0	\$14,737,140	\$1,637,460	\$16,374,600
				2028 - ROW	MOA Match for AMATS STBG	\$67,725	\$81,270	\$0	\$582,435	\$0	\$731,430	\$81,270	\$812,700
				2030 - U/C	State Match for AMATS STBG	\$67,725	\$81,270	\$0	\$582,435	\$0	\$731,430	\$81,270	\$812,700
					Total	\$1,500,000	\$1,800,000	\$0	\$12,900,000	\$0	\$16,200,000	\$1,800,000	\$18,000,000
Yes	DOT&PF	RDY00018	3rd Avenue Reconstruction [E Street to Gambell Street] - The purpose of the project is to reconstruct 3rd Ave from E Street to Gambell Street. This project will look at lane reductions, parking removal, lower speed limits, changing from a one-way to two-way from A Street to Gambell Street, lighting and signal upgrades, signal to all-way stop conversions, non-motorized facilities, drainage upgrades, and other improvements as needed to meet ADA requirements.	2027 - ROW	AMATS STBG	\$136,455	\$0	\$0	\$0	\$14,828,110	\$136,455	\$2,246,959	\$17,211,524
					MOA Match for AMATS STBG	\$6,773	\$0	\$0	\$0	\$735,945	\$6,773	\$111,521	\$854,238
					State Match for AMATS STBG	\$6,773	\$0	\$0	\$0	\$735,945	\$6,773	\$111,521	\$854,238
					Total	\$150,000	\$0	\$0	\$0	\$16,300,000	\$150,000	\$2,470,000	\$18,920,000
Yes	DOT&PF	RDY00019	32nd Ave Upgrade [Lois Drive to Minnesota Drive] - Project would upgrade 32nd Ave from Lois Drive to Minnesota Drive. This project would look at including lighting upgrades, addition of non-motorized facilities, and drainage upgrades were possible.	2028 - U/C	AMATS STBG	\$0	\$13,190,650	\$0	\$0	\$0	\$13,190,650	\$1,182,610	\$14,373,260
					MOA Match for AMATS STBG	\$0	\$1,309,350	\$0	\$0	\$0	\$1,309,350	\$117,390	\$1,426,740
					Total	\$0	\$14,500,000	\$0	\$0	\$0	\$14,500,000	\$1,300,000	\$15,800,000
Yes	DOT&PF	RDY00020	Dale Street and Folker Street Upgrade [Tudor Road to 40th Ave] - Project would upgrade Dale Street and Folker from Tudor Road to 40th Ave to current local standards. This project will include non-motorized facilities on Dale Street from Tudor Road to 40th Ave to link up with the non-motorized facilities on Tudor Road and 40th Ave. This project would look at including lighting upgrades, non-motorized facilities, and drainage upgrades were possible. Project would include intersection improvements.	2027 - D/ROW	AMATS STBG	\$1,873,982	\$0	\$0	\$0	\$10,775,397	\$1,873,982	\$909,700	\$13,559,079
					MOA Match for AMATS STBG	\$186,018	\$0	\$0	\$0	\$1,069,604	\$186,018	\$90,300	\$1,345,922
					Total	\$2,060,000	\$0	\$0	\$0	\$11,845,000	\$2,060,000	\$1,000,000	\$14,905,000
Yes	DOT&PF	RDY00021	L/I Street Rehabilitation [3rd Ave to 15th Ave] - Project would rehabilitate L/I Street from 15th Ave to 3rd Ave to reduce lanes, reduce speeds, intersection improvements, and active transportation improvements. Project design should be consistent with the Minnesota I/L Corridor Plan recommendations.	2027 - U/C	AMATS STBG	\$4,548,500	\$0	\$0	\$0	\$0	\$4,548,500	\$909,700	\$5,458,200
					State Match for AMATS STBG	\$451,500	\$0	\$0	\$0	\$0	\$451,500	\$90,300	\$541,800
					Total	\$5,000,000	\$0	\$0	\$0	\$0	\$5,000,000	\$1,000,000	\$6,000,000

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

Table 2. Complete Streets
AMATS FFY 2027-2030 TIP

Grandfathered Project	Responsible Agency	TIP Need ID*	PROJECT LOCATION	PROJECT PHASING PLAN	FUND CODE	FEDERAL FISCAL PROGRAMMING YEAR				Estimated funding needs after 2030	Est project cost 2027-2030	Project Cost Pre-2027	Est total project cost
						October 1 - September 30							
						2027	2028	2029	2030				
No	MOA	RDY00022	AMATS 15th Ave Rehabilitation [L Street to Cordova Street] - Project would rehabilitate 15th Ave to a two lane roadway with bike lanes, reduce speed, consider raised crosswalks, add street lighting, and add crosswalks at intersections. Project would consider interesection improvements at E Street.	2030 - D	AMATS STBG	\$0	\$0	\$0	\$909,700	\$9,551,850	\$909,700	\$0	\$10,461,550
					MOA Match for AMATS STBG	\$0	\$0	\$0	\$90,300	\$948,150	\$90,300	\$0	\$1,038,450
				Total		\$0	\$0	\$0	\$1,000,000	\$10,500,000	\$1,000,000	\$0	\$11,500,000
No	MOA	RDY00023	AMATS Denali Street Complete Street [Fireweed Lane to Tudor Road] - Project would reconstruct Denali Street from Fireweed Lane to Tudor Road to a complete street and would include lane reductions, intersection work, enhancing active transportation facilities, drainage work where needed, and lighting improvements where needed. The project team will account for any funtional classification changes as part of the design effort.	2028 - D	AMATS STBG	\$0	\$682,275	\$0	\$909,700	\$17,056,875	\$1,591,975	\$0	\$18,648,850
				2030 - D	MOA Match for AMATS STBG	\$0	\$67,725	\$0	\$90,300	\$1,693,125	\$158,025	\$0	\$1,851,150
				Total		\$0	\$750,000	\$0	\$1,000,000	\$18,750,000	\$1,750,000	\$0	\$20,500,000
The contingency list of projects for each year will consist of the following year's projects.				AMATS STBG Totals		\$14,718,991	\$34,040,974	\$31,833,294	\$15,362,445	\$54,031,632	\$95,955,705	\$23,255,826	\$173,243,162
				AMATS STBG AC		\$0	\$0	\$20,013,400	\$0	\$0	\$20,013,400	\$1,722,859	\$21,736,259
				AMATS STBG ACC		\$0	\$0	\$0	\$20,013,400	\$0	\$20,013,400	\$0	\$20,013,400
				State Match for AMATS STBG Totals		\$834,826	\$984,270	\$2,031,442	\$649,590	\$735,945	\$4,500,128	\$1,176,544	\$6,412,617
				MOA Match for AMATS STBG Totals		\$626,233	\$2,394,756	\$1,128,442	\$875,340	\$4,627,424	\$5,024,771	\$1,131,911	\$10,784,105
				State Match for AMATS STBG AC		\$0	\$0	\$1,986,600	\$0	\$0	\$1,986,600	\$0	\$1,986,600
				Table Total		\$16,180,050	\$37,420,000	\$56,993,178	\$36,900,775	\$59,395,000	\$147,494,003	\$27,287,140	\$234,176,143

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

Table 3. Active Transportation
AMATS FFY 2027-2030 TIP

Grandfathered Project	Responsible Agency	TIP Need ID*	PROJECT LOCATION	PROJECT PHASING PLAN	FUND CODE	FEDERAL FISCAL PROGRAMMING YEAR				Estimated funding needs after 2030	Est project cost 2027-2030	Project Cost Pre-2027	Est total project cost
						October 1 - September 30							
						2027	2028	2029	2030				
Yes	DOT&PF	NMO00008	Active Transportation Pavement Replacement - This program will provide a single funding source for active transportation pavement replacement projects. May include those projects listed in Table 6 or other priorities.	2027-2030 - Programming	AMATS CRP	\$909,700	\$0	\$935,686	\$0	\$0	\$1,845,386	\$0	\$1,845,386
					State Match on AMATS CRP	\$45,150	\$0	\$46,440	\$0	\$0	\$91,590	\$0	\$91,590
					MOA Match on AMATS CRP	\$45,150	\$0	\$46,440	\$0	\$0	\$91,590	\$0	\$91,590
					AMATS STBG	\$909,700	\$0	\$935,686	\$0	\$0	\$1,845,386	\$0	\$1,845,386
					State Match on AMATS STBG	\$45,150	\$0	\$46,440	\$0	\$0	\$91,590	\$0	\$91,590
					MOA Match on AMATS STBG	\$45,150	\$0	\$46,440	\$0	\$0	\$91,590	\$0	\$91,590
					AMATS TAP	\$1,047,761	\$0	\$636,790	\$0	\$0	\$1,684,551	\$0	\$1,684,551
					State Match on AMATS TAP	\$52,002	\$0	\$31,605	\$0	\$0	\$83,607	\$0	\$83,607
					MOA Match on AMATS TAP	\$52,002	\$0	\$31,605	\$0	\$0	\$83,607	\$0	\$83,607
Total			\$3,151,765	\$0	\$2,757,130	\$0	\$0	\$5,908,895	\$0	\$5,908,895			
Yes	DOT&PF	NMO00002	Fish Creek Trail Connection [Northern Lights Blvd to the Tony Knowles Coastal Trail] - This project will construct a connection of the Fish Creek Trail to the Tony Knowles Coastal Trail.	2027 - U/C	AMATS STBG	\$14,327,775	\$0	\$0	\$0	\$0	\$14,327,775	\$1,637,460	\$15,965,235
					MOA Match for AMATS STBG	\$1,422,225	\$0	\$0	\$0	\$0	\$1,422,225	\$162,540	\$1,584,765
					Total			\$15,750,000	\$0	\$0	\$0	\$0	\$15,750,000
Yes	DOT&PF	NMO00009	Northern Lights Blvd Sidewalk Repairs - Project will rehabilitate the sidewalks along Northern Lights Blvd from Minnesota Drive to Seward Highway. This project will make ADA improvements to sidewalks and bus stops, reconstruct portions of the sidewalks, relocate utilities, widen the sidewalks where possible, and reconstruct/relocate/consolidate driveways.	2028 - U/C	AMATS CRP	\$0	\$1,749,209	\$0	\$0	\$0	\$1,749,209	\$1,566,180	\$3,315,389
					State Match for AMATS CRP	\$0	\$173,633	\$0	\$0	\$0	\$173,633	\$155,465	\$329,097
					AMATS TAP	\$0	\$1,012,030	\$0	\$0	\$0	\$1,012,030	\$1,566,180	\$2,578,211
					State Match for AMATS TAP	\$0	\$100,458	\$0	\$0	\$0	\$100,458	\$155,465	\$255,922
					Total			\$0	\$3,035,329	\$0	\$0	\$0	\$1,922,841
Yes	DOT&PF	NMO00010	Glenn Highway Trail Connection - Project will construct an extension of the Glenn Highway Separated Pathway from Ski Road to Settlers Drive (approximately 0.5 miles). This project may also include, as necessary: curb ramps, lighting, drainage improvements, vegetation clearing, signing, striping, and utilities.	2028 - D 2029 - ROW	AMATS TAP	\$0	\$545,820	\$45,485	\$0	\$3,820,740	\$591,305	\$545,820	\$4,957,865
					State Match for AMATS TAP	\$0	\$54,180	\$4,515	\$0	\$379,260	\$58,695	\$54,180	\$492,135
					Total			\$0	\$600,000	\$50,000	\$0	\$4,200,000	\$650,000
Yes	DOT&PF	NMO00011	Campbell Creek Trail Grade Separated Crossing at Lake Otis Parkway - Project would construct an elevated non-motorized crossing over Lake Otis Blvd to connect the east and west portions of the Campbell Creek Trail.	2029 - U/C	AMATS CRP	\$0	\$0	\$2,326,127	\$0	\$0	\$2,326,127	\$1,156,229	\$3,482,356
					MOA Match for AMATS CRP	\$0	\$0	\$230,900	\$0	\$0	\$230,900	\$114,771	\$345,671
					AMATS STBG	\$0	\$0	\$3,568,398	\$0	\$0	\$3,568,398	\$1,156,229	\$4,724,627
					MOA Match for AMATS STBG	\$0	\$0	\$354,212	\$0	\$0	\$354,212	\$114,771	\$468,983
					AMATS TAP	\$0	\$0	\$715,354	\$0	\$0	\$715,354	\$1,208,991	\$1,924,346
					MOA Match for AMATS TAP	\$0	\$0	\$71,009	\$0	\$0	\$71,009	\$120,009	\$191,017
Total			\$0	\$0	\$7,266,000	\$0	\$0	\$7,266,000	\$3,871,000	\$11,137,000			
No	DOT&PF	NMO00014	AMATS Non-Motorized Safety Campaign 2027-2030 - Project will produce a campaign to educate all road users on behaviors that improve non-motorized safety, and to provide safety equipment to non-motorized users. Campaign will target messaging and equipment based on common crash factors and public input analyzed by the 2024 AMATS Safety Plan.	2027-2030 - Programming	AMATS TAP	\$227,425	\$227,425	\$227,425	\$227,425	\$909,700	\$909,700	\$0	\$1,819,400
					In-Kind MOA Match for AMATS TAP	\$22,575	\$22,575	\$22,575	\$22,575	\$90,300	\$90,300	\$0	\$180,600
					Total			\$250,000	\$250,000	\$250,000	\$250,000	\$1,000,000	\$1,000,000
Yes	DOT&PF	NMO00015	Eagle River Road Pathway [Eagle River Loop Road to Mile Hi Avenue] - Project will rehabilitate the existing pathway along Eagle River Road from Eagle River Loop Road to where it ends just east of Hillcrest Lane and extend the pathway to Mile Hi Avenue.	2027 - D 2028 - ROW 2030 - U/C	AMATS CRP	\$217,418	\$454,850	\$0	\$3,365,889	\$0	\$4,038,157	\$363,880	\$4,402,037
					State Match for AMATS CRP	\$21,582	\$45,150	\$0	\$334,110	\$0	\$400,842	\$36,120	\$436,962
					Total			\$239,000	\$500,000	\$0	\$3,699,999	\$0	\$4,438,999
Yes	DOT&PF	NMO00016	AMATS Minnesota Drive Sidewalk Repairs Rehabilitation [Tudor Road to Hillcrest Drive] - Project would rehabilitate the sidewalks along Minnesota Drive from Tudor Road to Hillcrest Drive, including intersection improvements at Benson and Northern Lights to add in missing crossings, and other non-motorized improvements.	2027 - D 2028 - ROW 2030 - U/C	AMATS TAP	\$217,418	\$454,850	\$0	\$2,149,124	\$0	\$2,821,393	\$363,880	\$3,185,273
					State Match for AMATS TAP	\$21,582	\$45,150	\$0	\$213,330	\$0	\$280,061	\$36,120	\$316,181
					AMATS CRP	\$0	\$0	\$0	\$905,368	\$0	\$905,368	\$363,880	\$1,269,248
					State Match for AMATS CRP	\$0	\$0	\$0	\$89,870	\$0	\$89,870	\$36,120	\$125,990
					AMATS STBG	\$0	\$0	\$0	\$311,398	\$0	\$311,398	\$363,880	\$675,278
					State Match for AMATS STBG	\$0	\$0	\$0	\$30,910	\$0	\$30,910	\$36,120	\$67,030
Total			\$239,000	\$500,000	\$0	\$3,700,000	\$0	\$4,439,000	\$400,000	\$4,839,000			

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

Table 3. Active Transportation
AMATS FFY 2027-2030 TIP

Grandfathered Project	Responsible Agency	TIP Need ID*	PROJECT LOCATION	PROJECT PHASING PLAN	FUND CODE	FEDERAL FISCAL PROGRAMMING YEAR				Estimated funding needs after 2030	Est project cost 2027-2030	Project Cost Pre-2027	Est total project cost
						October 1 - September 30							
						2027	2028	2029	2030				
No	DOT&PF	NMO00017	AMATS Tudor Road to Roosevelt Connection - Project would construct a new at grade non-motorized crossing of the railroad at Tudor Road and pave the existing Fish Creek Pathway from Tudor Road/Taft Street to Roosevelt Drive. Project would look at improvements to the existing sidewalk along Tudor Road and Taft Street up to the Fish Creek Trail connection.	2027 - D	AMATS TAP	\$227,425	\$0	\$227,425	\$0	\$2,509,498	\$454,850	\$0	\$2,964,348
				2029 - D	MOA Match for AMATS TAP	\$22,575	\$0	\$22,575	\$0	\$249,102	\$45,150	\$0	\$294,252
					State Match for AMATS TAP	\$22,575	\$0	\$22,575	\$0	\$249,102	\$45,150	\$0	\$294,252
				Total		\$250,000	\$0	\$250,000	\$0	\$2,758,600	\$500,000	\$0	\$3,258,600
No	DOT&PF	NMO00018	AMATS Hyder Pedestrian Boulevard [15th to 5th]- Project would convert Hyder from 15th to 5th into a pedestrian boulevard that encourages multimodal transportation and blends pedestrian and vehicle space. Project would include intersection improvements.	2027 - D	AMATS TAP	\$454,850	\$0	\$454,850	\$0	\$4,548,500	\$909,700	\$0	\$5,458,200
				2029 - D	MOA Match for AMATS TAP	\$45,150	\$0	\$45,150	\$0	\$451,500	\$90,300	\$0	\$541,800
				Total		\$500,000	\$0	\$500,000	\$0	\$5,000,000	\$1,000,000	\$0	\$6,000,000
The contingency list of projects for each year will consist of the following year's projects.				AMATS STBG Totals		\$15,237,475	\$0	\$4,504,084	\$311,398	\$0	\$20,052,957	\$2,793,689	\$22,846,646
				AMATS TAP Totals		\$2,174,879	\$2,240,125	\$2,307,329	\$2,376,549	\$11,788,438	\$9,098,882	\$3,320,992	\$24,208,312
				AMATS CRP Totals		\$1,127,118	\$2,204,059	\$3,261,813	\$4,271,257	\$0	\$10,864,247	\$3,086,289	\$13,950,536
				State Match for AMATS STBG		\$0	\$0	\$0	\$30,910	\$0	\$30,910	\$0	\$30,910
				State Match for AMATS TAP		\$44,157	\$199,788	\$27,090	\$213,330	\$628,362	\$484,364	\$209,645	\$1,322,370
				MOA Match for AMATS STBG		\$1,422,225	\$0	\$354,212	\$0	\$0	\$1,776,437	\$277,311	\$2,053,748
				MOA Match for AMATS TAP		\$67,725	\$0	\$138,734	\$0	\$700,602	\$206,459	\$120,009	\$1,027,069
				MOA Match for AMATS CRP		\$0	\$0	\$230,900	\$0	\$0	\$230,900	\$114,771	\$345,671
				In-Kind MOA Match for AMATS TAP		\$22,575	\$22,575	\$22,575	\$22,575	\$90,300	\$90,300	\$0	\$180,600
				Table Total		\$20,096,154	\$4,666,547	\$10,846,736	\$7,226,019	\$13,207,702	\$42,835,455	\$9,922,705	\$65,965,862

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

Grandfathered Project	Responsible Agency	TIP Need ID*	PROJECT LOCATION	PROJECT PHASING PLAN	FUND CODE	FEDERAL FISCAL PROGRAMMING YEAR				Estimated funding needs after 2030	Est project cost 2027-2030	Project Cost Pre-2027	Est total project cost
						October 1 - September 30							
						2027	2028	2029	2030				
Plans and Studies													
No	AMATS	PLN00028	AMATS 2060 MTP - Funding for the AMATS 2060 Metropolitan Transportation Plan.	2028 - Plan	AMATS STBG	\$0	\$727,760	\$0	\$0	\$0	\$727,760	\$0	\$727,760
					In-Kind MOA Match for AMATS STBG	\$0	\$72,240	\$0	\$0	\$0	\$72,240	\$0	\$72,240
					Total	\$0	\$800,000	\$0	\$0	\$0	\$800,000	\$0	\$800,000
No	AMATS	PLN00025	AMATS Safety Plan Update - Funding to update the AMATS Safety Plan.	2027 - Plan	AMATS STBG	\$227,425	\$0	\$0	\$0	\$0	\$227,425	\$0	\$227,425
					In-Kind MOA Match for AMATS STBG	\$22,575	\$0	\$0	\$0	\$0	\$22,575	\$0	\$22,575
					Total	\$250,000	\$0	\$0	\$0	\$0	\$250,000	\$0	\$250,000
No	AMATS	PLN00020	AMATS A/C Street Corridor Plan [Tudor Road to 3rd Ave]- Project would provide a comprehensive analysis of the A and C Street corridor's current conditions, anticipated growth patterns and their impacts, likely outcomes to consider the potential rehabilitation of A and C Street into Complete Streets, adhering to the AMATS Complete Streets Policy. Complete Street improvements included would be based on community input, and a timeline for implementation. Project would include modeling analysis and engineering work as needed.	2029 - Plan	AMATS STBG	\$0	\$0	\$909,700	\$0	\$0	\$909,700	\$0	\$909,700
					State Match for AMATS STBG	\$0	\$0	\$90,300	\$0	\$0	\$90,300	\$0	\$90,300
					Total	\$0	\$0	\$1,000,000	\$0	\$0	\$1,000,000	\$0	\$1,000,000
No	AMATS	PLN00026	AMATS Muldoon Road Corridor Plan [Tudor Road to JBER Gate] - Project would provide a comprehensive analysis of Muldoon Road corridor 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.	2027 - Plan	AMATS STBG	\$909,700	\$0	\$0	\$0	\$0	\$909,700	\$0	\$909,700
					State Match for AMATS STBG	\$90,300	\$0	\$0	\$0	\$0	\$90,300	\$0	\$90,300
					Total	\$1,000,000	\$0	\$0	\$0	\$0	\$1,000,000	\$0	\$1,000,000
The contingency list of projects for each year will consist of the following year's projects.				AMATS STBG Total	\$1,137,125	\$727,760	\$909,700	\$0	\$0	\$2,774,585	\$0	\$2,774,585	
				In-Kind MOA Match for AMATS STBG	\$22,575	\$72,240	\$0	\$0	\$0	\$94,815	\$0	\$94,815	
				Table Total	\$1,159,700	\$800,000	\$909,700	\$0	\$0	\$2,869,400	\$0	\$2,869,400	

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

Table 5. Funding for CMAQ Eligible Projects
AMATS FFY 2027-2030 TIP

Grandfathered Project	Responsible Agency	TIP Need ID*	PROJECT LOCATION	PROJECT PHASING PLAN	FUND CODE	FEDERAL FISCAL PROGRAMMING YEAR				Estimated funding needs after 2030	Est project cost 2027 - 2030	Project Cost Pre-2027	Est total project cost
						October 1 - September 30							
						2027	2028	2029	2030				
			Statewide Improvement Program (SIP) Transportation Control Measures (TCM)										
No	MOA	CMQ00009	Anchorage Ridesharing/Transit Marketing 2027-2030 - 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.	2027-2030 Programming	AMATS CMAQ	\$1,364,550	\$1,364,550	\$1,364,550	\$1,364,550	\$5,458,200	\$5,458,200	\$0	\$10,916,400
					State Match for AMATS CMAQ	\$135,450	\$135,450	\$135,450	\$135,450	\$541,800	\$541,800	\$0	\$1,083,600
					Total	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000	\$6,000,000	\$6,000,000	\$0	\$12,000,000
No	MOA	CMQ00010	Air Quality Public & Business Awareness Education Campaign 2027-2030 - The goal of this program is to further inform the public about air quality issues and what steps people may take to reduce pollution.	2027-2030 Programming	AMATS CMAQ	\$272,910	\$272,910	\$272,910	\$272,910	\$1,091,640	\$1,091,640	\$0	\$2,183,280
					State Match for AMATS CMAQ	\$27,090	\$27,090	\$27,090	\$27,090	\$108,360	\$108,360	\$0	\$216,720
					Total	\$300,000	\$300,000	\$300,000	\$300,000	\$1,200,000	\$1,200,000	\$0	\$2,400,000
			Project and Programs funded with CMAQ and AMATS STBG										
No	MOA	CMQ00011	Arterial Roadway Dust Control 2027-2030 - 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.	2027-2030 Programming	AMATS CMAQ	\$90,970	\$90,970	\$90,970	\$90,970	\$363,880	\$363,880	\$0	\$727,760
					MOA Match for AMATS CMAQ	\$9,030	\$9,030	\$9,030	\$9,030	\$36,120	\$36,120	\$0	\$72,240
					Total	\$100,000	\$100,000	\$100,000	\$100,000	\$400,000	\$400,000	\$0	\$800,000
No	MOA	CMQ00012	Traffic Control Signalization 2027-2030 - 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.	2027-2030 Programming	AMATS STBG	\$363,880	\$363,880	\$363,880	\$363,880	\$1,455,520	\$1,455,520	\$0	\$2,911,040
					MOA Match for AMATS STBG	\$36,120	\$36,120	\$36,120	\$36,120	\$144,480	\$144,480	\$0	\$288,960
					Total	\$400,000	\$400,000	\$400,000	\$400,000	\$1,600,000	\$1,600,000	\$0	\$3,200,000
No	MOA	CMQ00014	Non-Motorized Facility Maintenance Equipment for Winter Greenbelt Trails 2027-2030 - This project will purchase maintenance equipment that will be used to groom greenbelt trails during the winter months within the AMATS area.	2027-2030 Purchase	AMATS CMAQ	\$657,570	\$729,150	\$802,877	\$878,817	\$0	\$3,068,414	\$0	\$3,068,414
					MOA Match for AMATS CMAQ	\$65,273	\$72,378	\$79,696	\$87,234	\$0	\$304,581	\$0	\$304,581
					Total	\$722,843	\$801,528	\$882,573	\$966,051	\$0	\$3,372,995	\$0	\$3,372,995

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

Table 5. Funding for CMAQ Eligible Projects
AMATS FFY 2027-2030 TIP

Grandfathered Project	Responsible Agency	TIP Need ID*	PROJECT LOCATION	PROJECT PHASING PLAN	FUND CODE	FEDERAL FISCAL PROGRAMMING YEAR				Estimated funding needs after 2030	Est project cost 2027 - 2030	Project Cost Pre-2027	Est total project cost
						October 1 - September 30							
						2027	2028	2029	2030				
No	MOA	CMQ00005	Bus Stop & Facility Improvements 2027-2030 - 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, pacing, 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.	2027-30 Design / Engineering / Implementation	AMATS STBG	\$2,274,250	\$1,364,550	\$1,364,550	\$1,364,550	\$4,101,837	\$6,367,900	\$0	\$10,469,737
					MOA Match for AMATS STBG	225750	\$135,450	\$135,450	\$135,450	\$407,163	\$632,100	\$0	\$1,039,263
				Total		\$2,500,000	\$1,500,000	\$1,500,000	\$1,500,000	\$4,509,000	\$7,000,000	\$0	\$11,509,000
No	MOA	CMQ00007	Capital Vehicles 2027-2030 - 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.	2027-2030 Purchase	AMATS STBG	\$3,006,432	\$1,343,135	\$0	\$2,729,100	\$5,458,200	\$7,078,667	\$0	\$12,536,867
					MOA Match for AMATS STBG	\$298,429	\$133,324	\$0	\$270,900	\$541,800	\$702,653	\$0	\$1,244,453
				Total		\$3,304,861	\$1,476,459	\$0	\$3,000,000	\$6,000,000	\$7,781,320	\$0	\$13,781,320
No	MOA	CMQ00008	Demo Operations / Expansion 2027-2030 - 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.	2027-2030 Programming	AMATS CRP	\$2,755,086	\$1,819,400	\$883,714	\$0	\$0	\$5,458,200	\$0	\$5,458,200
					MOA Match for AMATS CRP	\$273,479	\$180,600	\$87,721	\$0	\$0	\$541,800	\$0	\$541,800
				Total		\$3,028,565	\$2,000,000	\$971,435	\$0	\$0	\$6,000,000	\$0	\$6,000,000
No	MOA Public Transportation Department	CMQ00016	Microtransit 2027-2030 - 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	AMATS CRP	\$68,228	\$45,485	\$45,485	\$45,485	\$0	\$204,683	\$0	\$204,683
					MOA Match for AMATS CRP	\$6,773	\$4,515	\$4,515	\$4,515	\$0	\$20,318	\$0	\$20,318
				Total		\$75,000	\$50,000	\$50,000	\$50,000	\$0	\$225,000	\$0	\$225,000
No	MOA Public Transportation Department	CMQ00017	Muldoon Transit Hub Mixed Use Development - Develop a mixed-use transit oriented development to replace the existing collection of on-street bus stops at/near the intersection of Muldoon Road and Debarr Road. This project would include property acquisition or lease negotiation, final design, and construction.	2029 - U/C	5339(b)	\$0	\$0	\$20,000,000	\$0	\$0	\$20,000,000	\$0	\$20,000,000
					MOA Match for 5339(b)	\$0	\$0	\$5,000,000	\$0	\$0	\$1,985,270	\$0	\$1,985,270
				Total		\$0	\$0	\$25,000,000	\$0	\$0	\$22,210,270	\$0	\$22,210,270
The contingency list of projects for each year will consist of the following year's projects.				AMATS STBG Total		\$5,644,562	\$3,071,565	\$1,728,430	\$4,457,530	\$11,015,557	\$14,902,087	\$0	\$25,917,644
				AMATS CRP Total		\$2,823,313	\$1,864,885	\$929,199	\$45,485	\$0	\$5,662,883	\$0	\$5,662,883
				AMATS CMAQ Total		\$2,386,000	\$2,457,580	\$2,531,307	\$2,607,247	\$6,913,720	\$9,982,134	\$0	\$16,895,854
				5339(b)		\$0	\$0	\$20,000,000	\$0	\$0	\$20,000,000	\$0	\$20,000,000
				State Match for AMATS CMAQ		\$162,540	\$162,540	\$162,540	\$162,540	\$650,160	\$650,160	\$0	\$1,300,320
				MOA Match for AMATS CMAQ		\$74,303	\$81,408	\$88,726	\$96,264	\$36,120	\$340,701	\$0	\$376,821
				MOA Match for AMATS STBG		\$560,299	\$304,894	\$171,570	\$442,470	\$1,093,443	\$1,479,233	\$0	\$2,572,676
				MOA Match for AMATS CRP		\$280,252	\$185,115	\$92,236	\$4,515	\$0	\$562,118	\$0	\$562,118
				MOA Match for 5339(b)		\$0	\$0	\$5,000,000	\$0	\$0	\$5,000,000	\$0	\$5,000,000
				Table Total		\$11,931,269	\$8,127,987	\$30,704,008	\$7,816,051	\$19,709,000	\$58,579,315	\$0	\$78,288,315

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

**Table 6. Pavement Replacement
AMATS FFY 2027-2030 TIP**

2027 - 2030 TIP, Pavement Replacement Projects	
	Project Location
1	Brayton Drive - Dearmoun Road to - O'Malley Road
2	Elmore Rd - Huffman Rd to O'Malley Rd
3	Upper Huffman - Hillside Dr to Toilsome Hill Dr
4	Upper DeArmoun Road - Hillside Drive to Canyon Road
5	Old Seward Highway Spur - Old Seward Highway to Potter Valley Road
6	Hillside Drive - DeArmoun Road to Abbott Road
7	A. Street - 6th Ave to Ocean Dock Road On-Ramp
8	Gambell Street/Ingra Street - 6th Ave to 4th Ave
9	Muldoon Road - Glenn Highway to Provider Drive
10	36th Ave/Providence Drive - C Street to Old Seward Highway
11	76th Ave - King Street to Old Seward Highway
	Projects not in priority order
	Pavement Replacement Annual Totals shown in Table 2

2027 - 2030 TIP, Pathway and Trail Pavement Replacement Projects	
	Project Location
1	International Airport Road - Northwood Drive to Homer Road
2	Patterson Street - Northern Lights Blvd to Sherwood including Spurs
3	Birch Knoll Bike Trail - Labar Road to E Klatt Road
4	Sitka Street Park Pathway - Orca Street to Lake Otis Parkway
5	Goose Lake Trail - UAA Drive to UAA Drive
6	Ship Creek Trail - North C Street to Tyson Elementary School
7	Benson Blvd - Lois to Minnesota
8	Benson Blvd - Seward Highway to Latouche
	Projects not in priority order
	Pavement Replacement Annual Totals shown in Table 3

Table 7. Highway Safety Improvement Program (HSIP)
AMATS FFY 2027-2030 TIP

Grandfathered Project	Responsible Agency	TIP Need ID*	PROJECT LOCATION	PROJECT PHASING PLAN	FUND CODE	FEDERAL FISCAL PROGRAMMING YEAR				Estimated funding needs after 2030	Est project cost 2027-2030	Project Cost Pre-2027	Est total project cost
						October 1 - September 30							
						2027	2028	2029	2030				
Yes	DOT&PF	HSP0019	Anchorage Flashing Yellow Arrow and Signal Head Display Improvements - This project proposes to replace existing 5-section protected-permissive signal heads with 4-section FYA signals heads at 21 signalized intersections in Anchorage. The scope includes increasing the number of through signal heads at select locations. This project nominations aims to reduce left-turning, T-bone, and rear end crashes.	2028 - U/C	UnCat 148	\$0	\$17,820,000	\$0	\$0	\$0	\$17,820,000	\$135,000	\$17,955,000
					State Match for UnCat 148	\$0	\$1,980,000	\$0	\$0	\$0	\$1,980,000	\$15,000	\$1,995,000
				Total		\$0	\$19,800,000	\$0	\$0	\$0	\$0	\$19,800,000	\$150,000
Yes	DOT&PF	HSP0021	Old Seward Highway: Industry Way/120th Ave Channelization - This project proposes to install left-turn channelizing median on Old Seward Highway at Industry Way and 120th Avenue. This project nomination proposes to reduce angle and access related crashes on this segment of Old Seward Highway.	2027 - U/C	UnCat 148	\$1,871,490	\$0	\$0	\$0	\$0	\$1,871,490	\$0	\$1,871,490
					State Match for UnCat 148	\$207,943	\$0	\$0	\$0	\$0	\$207,943	\$0	\$207,943
				Total		\$2,079,433	\$0	\$0	\$0	\$0	\$2,079,433	\$0	\$2,079,433
Yes	DOT&PF	HSP0028	Northern Lights Road Diet - Reconfigure roadway to remove a lane (road diet). Widen Sidewalk to ADA compliant standards. Consolidate driveways. Install buffered grassy area or two-way cycle track. Enhance signalized crosswalks. Add 4th crosswalk at New Seward Highway and Minnesota Drive intersections. Leading Pedestrian Intervals at signalized intersections, Install RRFB and crosswalk at Lois Dr. Install new sidewalk connection on Lois Drive from Northern Lights to Benson. Reduce speed limit to 30MPH.	2027 - U/C	HSIP	\$3,501,000	\$0	\$0	\$0	\$0	\$3,501,000	\$81,000	\$3,582,000
					State Match for HSIP	\$389,000	\$0	\$0	\$0	\$0	\$389,000	\$9,000	\$398,000
				Total		\$3,890,000	\$0	\$0	\$0	\$0	\$3,890,000	\$90,000	\$3,980,000
Yes	DOT&PF	HSP0029	Ingra/Gambell Road Diet - Reconfigure roadway to 3-lane one-way (road diet) between Fireweed Lane and 4th Avenue. Phased implementation to coordinate with other HSIP and Utility work in the corridor. F-Shape barrier, low-profile barrier, pavement, striping, minimal sidewalk and ramp work in support of reducing non-motorized crossing distances and traffic calming to 30MPH posted speed limit.	2027 - U/C	HSIP	\$2,988,000	\$0	\$0	\$0	\$0	\$2,988,000	\$1,044,000	\$4,032,000
					State Match for HSIP	\$332,000	\$0	\$0	\$0	\$0	\$332,000	\$116,000	\$448,000
				Total		\$3,320,000	\$0	\$0	\$0	\$0	\$3,320,000	\$1,160,000	\$4,480,000
Yes	DOT&PF	HSP0030	Seward Highway Safety Corridor Variable Speed Limit - The project proposes to implement road weather condition based variable speed limits (VSLs) in the Safety Corridor section of the Seward Highway between MP 90-118 of the Traffic Safety Corridor.	2027 - U/C	HSIP	\$3,699,000	\$0	\$0	\$0	\$0	\$3,699,000	\$1,125,000	\$4,824,000
					State Match for HSIP	\$411,000	\$0	\$0	\$0	\$0	\$411,000	\$125,000	\$536,000
				Total		\$4,110,000	\$0	\$0	\$0	\$0	\$4,110,000	\$1,250,000	\$5,360,000
Yes	DOT&PF	HSP0033	Mountain View Drive Safety Improvements - Project will improve safety of all road users by converting green signal indicators to flashing yellow arrows, installing pedestrian safety features, upgrading facilities to comply with PROWAG guidelines, implementing a road diet, modifying select right-turn locations, and implementing access management.	2028 - U/C	UnCat 148	\$0	\$10,187,100	\$0	\$0	\$0	\$10,187,100	\$954,900	\$11,142,000
					State Match for UnCat 148	\$0	\$1,131,900	\$0	\$0	\$0	\$1,131,900	\$106,100	\$1,238,000
				Total		\$0	\$11,319,000	\$0	\$0	\$0	\$11,319,000	\$1,061,000	\$12,380,000
Yes	DOT&PF	HSP0034	A Street Road Diet - Enhance safety of all road users by removing a lane on the western portion of roadway between Fireweed Lane and 9th Ave through installation of concrete barrier, constructing pedestrian facilities, reducing posted speed limit, installing permanent speed feedback signs, and installing a new traffic signal at A Street and 16th Ave.	2027 - U/C	UnCat 148	\$5,509,800	\$0	\$0	\$0	\$0	\$5,509,800	\$580,500	\$6,090,300
					State Match for UnCat 148	\$612,200	\$0	\$0	\$0	\$0	\$612,200	\$64,500	\$676,700
				Total		\$6,122,000	\$0	\$0	\$0	\$0	\$6,122,000	\$645,000	\$6,767,000
Yes	DOT&PF	HSP0036	CR Red Light Indicator and Retroreflective Backplates - Install Red Light Indicator Lights and retroreflective backplate at 22 intersections in central region.	2027 - D	NHPP	\$150,000	\$3,777,000	\$0	\$0	\$0	\$3,927,000	\$0	\$3,927,000
				Total		\$150,000	\$3,777,000	\$0	\$0	\$0	\$3,927,000	\$0	\$3,927,000

*Projects are not listed in priority order.

Table 7. Highway Safety Improvement Program (HSIP)
AMATS FFY 2027-2030 TIP

Grandfathered Project	Responsible Agency	TIP Need ID*	PROJECT LOCATION	PROJECT PHASING PLAN	FUND CODE	FEDERAL FISCAL PROGRAMMING YEAR				Estimated funding needs after 2030	Est project cost 2027-2030	Project Cost Pre-2027	Est total project cost
						October 1 - September 30							
						2027	2028	2029	2030				
Yes	DOT&PF	HSP0037	Regionwide Systemic Retroreflective Back Plates at Signalized Intersections - Install retroreflective backplate at traffic signals across central region.	2027 - D	NHPP	\$249,640	\$6,797,950	\$0	\$0	\$0	\$7,047,590	\$0	\$7,047,590
				Total		\$249,640	\$6,797,950	\$0	\$0	\$0	\$7,047,590	\$0	\$7,047,590
Yes	DOT&PF	HSP0039	Ocean Dock Road 2 Track Signal System Upgrade - RR signal system upgrade.	2027 - C	RAIL 19217	\$1,241,460	\$0	\$0	\$0	\$0	\$1,241,460	\$0	\$1,241,460
					State Match for RAIL 19217	\$137,940	\$0	\$0	\$0	\$0	\$137,940	\$0	\$137,940
					Total	\$1,379,400	\$0	\$0	\$0	\$0	\$1,379,400	\$0	\$1,379,400
Yes	DOT&PF	HSP0040	Tudor Road at Wright Street and Dale Street - VRU Improvements - Project will construct pedestrian improvements at Rudor Road & Wright Street and Tudor Road and Dale Street.	2028 - D 2029 - ROW	NHPP	\$0	\$585,000	\$990,000	\$0	\$9,720,000	\$1,575,000	\$0	\$11,295,000
					State Match for NHPP	\$0	\$65,000	\$110,000	\$0	\$1,080,000	\$175,000	\$0	\$1,255,000
					Total	\$0	\$650,000	\$1,100,000	\$0	\$10,800,000	\$1,750,000	\$0	\$12,550,000
					UnCat 148 Total	\$7,381,290	\$28,007,100	\$0	\$0	\$0	\$35,388,390	\$1,670,400	\$37,058,790
					NHPP	\$399,640	\$10,574,950	\$0	\$0	\$0	\$10,974,590	\$185,600	\$11,160,190
					RAIL 19217	\$1,241,460	\$0	\$0	\$0	\$0	\$1,241,460	\$1,856,000	\$3,097,460
					HSIP Total	\$10,188,000	\$0	\$0	\$0	\$0	\$10,188,000	\$2,250,000	\$12,438,000
					State Match for UnCat 148	\$820,143	\$3,111,900	\$0	\$0	\$0	\$3,932,043	\$185,600	\$4,117,643
					State Match for NHPP	\$0	\$65,000	\$110,000	\$0	\$1,080,000	\$175,000	\$1,856,000	\$3,111,000
					State Match for RAIL 19217	\$137,940	\$0	\$0	\$0	\$0	\$137,940	\$661,500	\$799,440
					State Match for HSIP	\$1,132,000	\$0	\$0	\$0	\$0	\$1,132,000	\$250,000	\$1,382,000
					Table Total	\$21,300,473	\$41,758,950	\$110,000	\$0	\$1,080,000	\$63,169,423	\$8,915,100	\$73,164,523

*Projects are not listed in priority order.

Project estimates are shown in Year of Expenditure Dollars.

Table 8. National Highway System (NHS)
AMATS FFY 2027-2030 TIP

Grandfathered Project	Responsible Agency	TIP Need ID*	PROJECT LOCATION	PROJECT PHASING PLAN	FUND CODE	FEDERAL FISCAL PROGRAMMING YEAR				Estimated funding needs after 2030	Est project cost 2027-2030	Project Cost Pre-2027	Est total project cost
						October 1 - September 30							
						2027	2028	2029	2030				
Yes	DOT&PF	NHS0005	AMATS Area NHS Pavement and Bridge Preservation - Crack sealing, surface treatment drainage, signage, guardrail, illumination, and other refurbishments to prolong the life of road pavement and bridges and their safety related structures. Project includes NHS Lane Delineators, Destination & Distance Signing, Pavement Markings and Signalization, Abandoned Vehicle Program, Road Surfacing and Transfer, Road Surface Treatments, and improve curb ramps to meet ADA standards (in coordination with Need ID 30397). The scope does not include landscaping or other elements inconsistent with a pavement preservation focus. This is a DOT&PF central region wide program with approximately \$25M going to projects within the AMATS area on an annual basis with minimal non-NHS route support.	2027-2030 - All Phases	NHPP	\$0	\$23,350,000	\$23,350,000	\$23,350,000	\$23,350,000	\$70,050,000	\$46,700,000	\$140,100,000
					State Match for NHPP	\$0	\$1,650,000	\$1,650,000	\$1,650,000	\$1,650,000	\$4,950,000	\$3,300,000	\$9,900,000
					State STBG	\$25,244,175	\$0	\$0	\$0	\$25,244,175	\$26,629,331	\$51,873,506	
					State Match for State STBG	\$2,505,825	\$0	\$0	\$0	\$2,505,825	\$2,643,320	\$5,149,145	
					State STBG ACC	\$0	\$3,138,465	\$0	\$0	\$3,138,465	\$0	\$3,138,465	
Total						\$27,750,000	\$28,138,465	\$25,000,000	\$25,000,000	\$25,000,000	\$105,888,465	\$79,272,651	\$210,161,116
Yes	DOT&PF	NHS0012	Abbott Rd Pavement Preservation: New Seward Hwy to Lake Otis Pkwy - pavement preservation of (respective roadway) including drainage and other improvements necessary to maintain the corridor in a state of good repair.	2027 - U/C 2028 - ACC	NHPP-AC	\$6,004,020	\$0	\$0	\$0	\$6,004,020	\$6,458,870	\$12,462,890	
					State Match for NHPP-AC	\$595,980	\$0	\$0	\$0	\$595,980	\$641,130	\$1,237,110	
					NHPP ACC	\$0	\$7,054,850	\$0	\$0	\$7,054,850	\$0	\$7,054,850	
					Total	\$6,600,000	\$7,054,850	\$0	\$0	\$6,600,000	\$13,654,850	\$7,100,000	\$20,754,850
Yes	DOT&PF	NHS0013	Glenn Highway and Artillery Road Interchange Improvements - The project will reconstruct the Glenn Highway and Artillery Road interchange in Eagle River to improve safety and operations. Work includes bridge (#1328) replacement, retaining walls, nearby intersections, channelization, pedestrian sidewalks and pathways, lighting, roadside hardware, ADA facilities, drainage improvements, landscaping, signing, striping, and utilities as needed.	2027 - ROW 2029 - U/C	State GF	\$0	\$0	\$0	\$0	\$0	\$2,700,000	\$2,700,000	
					NHPP	\$0	\$0	\$50,762,900	\$0	\$50,762,900	\$0	\$50,762,900	
					State Match for NHPP	\$0	\$0	\$3,587,100	\$0	\$3,587,100	\$0	\$3,587,100	
					NHPP-AC	\$11,955,200	\$0	\$0	\$0	\$11,955,200	\$3,362,400	\$15,317,600	
					State Match for NHPP-AC	\$844,800	\$0	\$0	\$0	\$844,800	\$237,600	\$1,082,400	
					Total	\$12,800,000	\$0	\$54,350,000	\$0	\$12,800,000	\$67,150,000	\$6,300,000	\$73,450,000
Yes	DOT&PF	NHS0010	Glenn Highway and Hiland Road Interchange Preservation and Operational Improvements - Project will evaluate alternatives to make short term improvements to the Hiland Road interchange utilizing the existing bridge over the highway.	2027 - U/C	State GF	\$0	\$0	\$0	\$0	\$0	\$750,000	\$750,000	
					NHPP-AC	\$15,555,870	\$0	\$0	\$0	\$15,555,870	\$3,593,315	\$19,149,185	
					State Match for NHPP-AC	\$1,544,130	\$0	\$0	\$0	\$1,544,130	\$356,685	\$1,900,815	
					Total	\$17,100,000	\$0	\$0	\$0	\$17,100,000	\$4,700,000	\$21,800,000	
Yes	DOT&PF	NHS0009	Glenn Highway Incident Management Traffic Accommodations [Parent and Final] - Construction modifications and improvements to facilitate efficient through travel along the Glenn Highway corridor and nearby roads between Boniface Parkway and the Parks Highway so that during times when lanes are blocked by accidents or other events, gridlock does not preclude travel between Anchorage, Eagle River, and the Matanuska Valley.	2028 - ACC	NHPP-AC	\$0	\$0	\$0	\$0	\$0	\$1,401,000	\$1,401,000	
					State Match for NHPP-AC	\$0	\$0	\$0	\$0	\$0	\$99,000	\$99,000	
					NHPP	\$0	\$0	\$0	\$0	\$7,885,479	\$0	\$934,000	\$8,819,479
					State Match for NHPP	\$0	\$0	\$0	\$0	\$782,740	\$0	\$66,000	\$848,740
					NHPP ACC	\$0	\$1,364,550	\$0	\$0	\$1,364,550	\$0	\$1,364,550	
					Total	\$0	\$1,364,550	\$0	\$0	\$8,668,219	\$1,364,550	\$2,500,000	\$12,532,769
Yes	DOT&PF	NHS0017	Glenn Highway Incident Management Traffic Accommodations [Stage 1] - Construction modifications and improvements to facilitate efficient through travel along the Glenn Highway corridor and nearby roads between Boniface Parkway and the Parks Highway so that during times when lanes are blocked by accidents or other events, gridlock does not preclude travel between Anchorage, Eagle River, and the Matanuska Valley. Stage 1: Construction Boniface Parkway and the Hiland Road	2027 - U/C	NHPP	\$15,577,032	\$0	\$0	\$0	\$15,577,032	\$0	\$15,577,032	
					State Match for NHPP	\$1,100,732	\$0	\$0	\$0	\$1,100,732	\$0	\$1,100,732	
					Total	\$16,677,764	\$0	\$0	\$0	\$16,677,764	\$0	\$16,677,764	
No	DOT&PF	NHS0019	Glenn Highway Incident Management Traffic Accommodations [Stage 2] - Construction modifications and improvements to facilitate efficient through travel along the Glenn Highway corridor and nearby roads between Boniface Parkway and the Parks Highway so that during times when lanes are blocked by accidents or other events, gridlock does not preclude travel between Anchorage, Eagle River, and the Matanuska Valley. Stage 1: Construction Hiland Road to Mirror Lake	2029 - C	NHPP	\$0	\$0	\$18,990,124	\$0	\$18,990,124	\$0	\$18,990,124	
					State Match for NHPP	\$0	\$0	\$1,885,026	\$0	\$1,885,026	\$0	\$1,885,026	
					Total	\$0	\$0	\$20,875,150	\$0	\$20,875,150	\$0	\$20,875,150	
Yes	DOT&PF	NHS0006	Glenn Highway Milepost 1-34 Rehabilitation: Airport Heights to Parks Highway [Parent and Final Construction]- Rehabilitate the Glenn Highway from the intersection with Airport Heights (MP 1) to the Parks Highway (MP 34). The project may include bridge work, roadside hardware, drainage improvements, interchange improvements, utilities, and safety improvements. Parent Project: Preconstruction of total project and construction of final stage (Mirror Lake MP 23.5 to Parks Highway MP 34)	2028 - ACC 2029 - U/C	NHPP-AC	\$0	\$0	\$0	\$0	\$0	\$1,928,710	\$1,928,710	
					State Match for NHPP-AC	\$0	\$0	\$0	\$0	\$0	\$136,290	\$136,290	
					NHPP	\$0	\$0	\$0	\$0	\$46,608,468	\$0	\$4,047,489	\$50,655,957
					State Match for NHPP	\$0	\$0	\$0	\$0	\$3,293,532	\$0	\$286,011	\$3,579,543
					NHPP ACC	\$0	\$280,200	\$0	\$0	\$280,200	\$0	\$280,200	
					Total	\$0	\$280,200	\$0	\$0	\$49,902,000	\$280,200	\$6,398,500	\$56,580,700

*Projects are not listed in priority order.

Table 8. National Highway System (NHS)
AMATS FFY 2027-2030 TIP

Grandfathered Project	Responsible Agency	TIP Need ID*	PROJECT LOCATION	PROJECT PHASING PLAN	FUND CODE	FEDERAL FISCAL PROGRAMMING YEAR				Estimated funding needs after 2030	Est project cost 2027-2030	Project Cost Pre-2027	Est total project cost
						October 1 - September 30							
						2027	2028	2029	2030				
Yes	DOT&PF	NHS0018	Glenn Highway Milepost 1-34 Rehabilitation: Airport Heights to Parks Highway [Stage 1, MP 1-12]- Rehabilitate the Glenn Highway from the intersection with Airport Heights (MP 1) to the Parks Highway (MP 34). The project may include bridge work, roadside hardware, drainage improvements, interchange improvements, utilities, and safety improvements.	2027- U/C	NHPP-AC	\$63,933,176	\$0	\$0	\$0	\$0	\$63,933,176	\$0	\$63,933,176
					State Match for NHPP-AC	\$4,517,762	\$0	\$0	\$0	\$0	\$4,517,762	\$0	\$4,517,762
					NHPP	\$689,221	\$0	\$0	\$0	\$0	\$689,221	\$0	\$689,221
					State Match for NHPP	\$48,703	\$0	\$0	\$0	\$0	\$48,703	\$0	\$48,703
					ACC	\$0	\$48,913,580	\$0	\$0	\$0	\$48,913,580	\$0	\$48,913,580
Total			\$69,188,862	\$48,913,580	\$0	\$0	\$0	\$0	\$118,102,442	\$0	\$118,102,442		
No	DOT&PF	NHS0020	Glenn Highway Milepost 1-34 Rehabilitation: Airport Heights to Parks Highway [Stage 2, MP 12-23.5]- Rehabilitate the Glenn Highway from the intersection with Airport Heights (MP 1) to the Parks Highway (MP 34). The project may include bridge work, roadside hardware, drainage improvements, interchange improvements, utilities, and safety improvements.	2029 - C	NHPP	\$0	\$0	\$95,060,011	\$0	\$0	\$95,060,011	\$0	\$95,060,011
					State Match for NHPP	\$0	\$0	\$9,435,989	\$0	\$0	\$9,435,989	\$0	\$9,435,989
					Total	\$0	\$0	\$104,496,000	\$0	\$0	\$104,496,000	\$0	\$104,496,000
Yes	DOT&PF	NHS0011	Muldoon Road Pavement Preservation: DeBarr Road to JBER Gate Number 3- This is a pavement preservation project for Muldoon Road from DeBarr Road to JBER Gate Number 3. This project includes roadway resurfacing, roadside hardware, drainage improvements, intersection improvements, ADA improvements, utilities and bridge work, as necessary.	2028 - ROW 2029 - U/C	NHPP	\$0	\$18,194	\$21,923,770	\$0	\$0	\$21,941,964	\$1,455,520	\$23,397,484
					State Match for NHPP	\$0	\$1,806	\$2,176,230	\$0	\$0	\$2,178,036	\$144,480	\$2,322,516
					Total	\$0	\$20,000	\$24,100,000	\$0	\$0	\$24,120,000	\$1,600,000	\$25,720,000
Yes	DOT&PF	NHS0014	Seward Highway: 36th Ave Interchange- This project will design and construct an interchange at the intersection of the Seward Highway and 36th Avenue.	2027 - ROW 2029 - U/C 2029 - ACC	NHPP-AC	\$0	\$0	\$0	\$0	\$0	\$0	\$1,819,400	\$1,819,400
					State Match for NHPP-AC	\$0	\$0	\$0	\$0	\$0	\$0	\$180,600	\$180,600
					NHPP	\$2,802,000	\$81,258,000	\$0	\$0	\$0	\$84,060,000	\$5,137,000	\$89,197,000
					State Match for NHPP	\$198,000	\$5,742,000	\$0	\$0	\$0	\$5,940,000	\$363,000	\$6,303,000
					NHPP ACC	\$0	\$1,868,000	\$0	\$0	\$0	\$1,868,000	\$0	\$1,868,000
					Total	\$3,000,000	\$88,868,000	\$0	\$0	\$0	\$91,868,000	\$7,500,000	\$99,368,000
Yes	DOT&PF	NHS0008	Tudor Road Overcrossing Replacement-Replace Tudor Road Overcrossing (NBI 1323) at the Seward Highway to meet current standards. Improve turning movements and non-motorized accommodations to address safety concerns. Rehabilitate interchange ramps and intersections to meet new bridge configuration, as needed.	2027 - ROW 2029 - U/C	State GF	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000,000	\$1,000,000
					NHPP	\$3,736,000	\$0	\$30,355,000	\$0	\$0	\$34,091,000	\$0	\$34,091,000
					State Match for NHPP	\$264,000	\$0	\$2,145,000	\$0	\$0	\$2,409,000	\$0	\$2,409,000
					Total	\$4,000,000	\$0	\$32,500,000	\$0	\$0	\$36,500,000	\$1,000,000	\$37,500,000
Yes	DOT&PF	NHS0016	Central Region ADA Compliance Project-Reconstruction of Americans with Disabilities Act (ADA) improvements along State-owned and operated routes in DOT&PF's Central Region to implement DOT&PF's ADA Transition Plan and to ensure compliance with the ADA. Project elements may include curb ramps, sidewalks, roadside hardware, drainage improvements, and utilities.	2027 - U/C	NHPP	\$2,256,056	\$0	\$0	\$0	\$0	\$2,256,056	\$1,166,872	\$3,422,928
					State Match for NHPP	\$223,944	\$0	\$0	\$0	\$0	\$223,944	\$115,828	\$339,772
					Total	\$2,480,000	\$0	\$0	\$0	\$0	\$2,480,000	\$1,282,700	\$3,762,700
No	DOT&PF	NHS0004	Seward Highway: O'Malley Road to Dimond Boulevard Reconstruction - Reconstruct the Seward Highway between O'Malley Road and Dimond Blvd which may include: a new undercrossing connecting 92nd Ave to Academy Drive, minor modifications to the existing interchanges within the project limits, upgrades to the frontage roads with a focus on non-motorized facilities and multi-modal traffic safety, pathway and sidewalk improvements, noise walls and drainage improvements.	2029 - U/C	NHPP	\$0	\$0	\$29,110,400	\$0	\$0	\$29,110,400	\$17,623,177	\$46,733,577
					State Match for NHPP	\$0	\$0	\$2,889,600	\$0	\$0	\$2,889,600	\$1,749,338	\$4,638,938
					Total	\$0	\$0	\$32,000,000	\$0	\$0	\$32,000,000	\$19,372,515	\$51,372,515
The contingency list of projects for each year will consist of the following year's projects.					NHPP Total	\$25,060,309	\$104,626,194	\$269,552,205	\$23,350,000	\$77,843,947	\$422,588,708	\$77,064,058	\$577,496,713
					NHPP-AC Total	\$97,448,266	\$0	\$0	\$0	\$0	\$97,448,266	\$18,563,695	\$116,011,961
					State STBG	\$25,244,175	\$0	\$0	\$0	\$0	\$25,244,175	\$26,629,331	\$51,873,506
					Total	\$0	\$0	\$0	\$0	\$0	\$0	\$4,450,000	\$4,450,000
					State Match for NHPP	\$1,835,379	\$7,393,806	\$23,768,945	\$1,650,000	\$5,726,272	\$34,648,130	\$6,024,657	\$46,399,059
					State Match for NHPP-AC	\$7,502,672	\$0	\$0	\$0	\$0	\$7,502,672	\$1,651,305	\$9,153,977
					State Match for State STBG	\$2,505,825	\$0	\$0	\$0	\$0	\$0	\$0	\$0
					ACC	\$0	\$48,913,580	\$0	\$0	\$0	\$48,913,580	\$0	\$48,913,580
					Table Total	\$159,596,626	\$160,933,580	\$293,321,150	\$25,000,000	\$83,570,219	\$636,345,531	\$134,383,046	\$854,298,796

*Projects are not listed in priority order.

Table 9. Transit
AMATS FFY 2027-2030 TIP

Responsible Agency	TIP Need ID*	PROJECT LOCATION	PROJECT PHASING PLAN	FUND CODE	FEDERAL FISCAL PROGRAMMING YEAR					Estimated funding needs after 2030	Est project cost 2027-2030	Project Cost Pre-2027	Est total project cost
					October 1 - September 30								
					Carryover	2027	2028	2029	2030				
MOA Public Transportation	TRN00001	Preventative Maintenance/Capital Maintenance - FTA [Federal Transit Administration] allows grantees to use capital funds for overhauls and preventative maintenance. FTA assistance for those items is based on a percentage of annual vehicle maintenance costs.	2027-2030 - Implementation	5307	\$0	\$3,600,000	\$3,600,000	\$3,600,000	\$3,600,000	\$10,800,000	\$14,400,000	\$0	\$25,200,000
				MOA Match		\$900,000	\$900,000	\$900,000	\$900,000	\$2,700,000	\$3,600,000	\$0	\$6,300,000
			Total			\$4,500,000	\$4,500,000	\$4,500,000	\$4,500,000	\$13,500,000	\$18,000,000	\$0	\$31,500,000
MOA Public Transportation	TRN00002	Fleet Replacement/Expansion - This project funds the fleet expansion and replacement for the AnchorRIDES paratransit service, as well as the fixed route fleet.	2027-2030 - Implementation	5307	\$0	\$800,000	\$800,000	\$800,000	\$800,000	\$480,000	\$3,200,000	\$0	\$3,680,000
				MOA Match		\$200,000	\$200,000	\$200,000	\$200,000	\$120,000	\$800,000	\$0	\$920,000
			Total			\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$600,000	\$4,000,000	\$0	\$4,600,000
MOA Public Transportation	TRN00003	ADA Complementary Paratransit Services - Costs associated with ADA paratransit programs are eligible for this funding. The project funds the ADA paratransit eligibility process with a transportation skills assessment and a travel training program for people who could benefit from individualized instruction regarding how to independently ride People Mover buses. May also be used to purchase AnchorRIDES trips.	2027-2030 - Implementation	5307	\$0	\$220,000	\$220,000	\$220,000	\$220,000	\$960,000	\$880,000	\$0	\$1,840,000
				MOA Match		\$55,000	\$55,000	\$55,000	\$55,000	\$240,000	\$220,000	\$0	\$460,000
			Total			\$275,000	\$275,000	\$275,000	\$275,000	\$1,200,000	\$1,100,000	\$0	\$2,300,000
MOA Public Transportation	TRN00004	Bus Stop Improvements/1% Section 5307 Transit Improvements - This project funds the upgrade of bus stop sites to meet both the federally-mandated Americans with Disabilities Act [ADA] requirements and the operational needs. Typical improvements include bus shelters, benches, trash receptacles, landscaping, grading, paving, utility relocations, lighting, curb adjustments, drainage, constructing paths, and construction/reconstruction of turnouts. Table 10 FTA funds supplement CMAQ funds for the Bus Stop & Facility Improvements project in Table 5.	2027-2030 - Implementation	5307	\$0	\$400,000	\$400,000	\$400,000	\$400,000	\$60,000	\$1,600,000	\$0	\$1,660,000
				MOA Match		\$100,000	\$100,000	\$100,000	\$100,000	\$15,000	\$400,000	\$0	\$415,000
			Total			\$500,000	\$500,000	\$500,000	\$500,000	\$75,000	\$2,000,000	\$0	\$2,075,000
MOA Public Transportation	TRN00005	ITS/Automated Operating System/Management Information Systems - This projects funds information systems necessary for efficient management of the public transportation system. Typical projects include: Geographical Information Systems [GIS] capabilities, upgrades to the automated maintenance system, refueling, and inventory system; a new computerized dispatch system; and upgrades to the scheduling/run-cutting process, customer information and telephone communications system, and desktop computers. This project also funds staff and capital resources to provide project oversight and capital for ITS for all modes of public transportation services. Provide day-to-day operational support to all ITS projects.	2027-2030 - Purchase	5307	\$0	\$140,000	\$600,000	\$140,000	\$140,000	\$0	\$1,020,000	\$0	\$1,020,000
				MOA Match		\$35,000	\$150,000	\$35,000	\$35,000	\$0	\$255,000	\$0	\$255,000
			Total			\$175,000	\$750,000	\$175,000	\$175,000	\$0	\$1,275,000	\$0	\$1,275,000
MOA Public Transportation	TRN00006	Fleet Improvement/Support Equipment/Support Vehicle - This project funds improvements to existing transit and paratransit fleets. Typical projects include fareboxes, ticket readers with issue attachments that issue passenger passes on the bus; security systems; transit/signal improvements for headway enhancements; mechanical equipment and other improvements for facilities; mobile display terminals and vehicle communications, radios and locations systems. This project also funds the purchase of replacement vehicles and equipment to support the operation of the transit system. Typical purchases include pickup racks, maintenance trucks with special equipment, supervisor vehicles, shift change vehicles, forklifts, sweepers, and bus access snow removal equipment.	2027-2030 - Purchase	5307	\$0	\$960,000	\$960,000	\$960,000	\$960,000	\$1,200,000	\$3,840,000	\$0	\$5,040,000
				MOA Match		\$240,000	\$240,000	\$240,000	\$240,000	\$300,000	\$960,000	\$0	\$1,260,000
			Total			\$1,200,000	\$1,200,000	\$1,200,000	\$1,200,000	\$1,500,000	\$4,800,000	\$0	\$6,300,000
MOA Public Transportation	TRN00007	Transit Centers/Support Facilities - This project supports an ongoing effort to provide major transit facilities in key areas of the city and major destinations. The Anchorage Comprehensive Plan and 2040 Land Use Plan (LUP) identified neighborhood, town, regional commercial, and city centers that function as focal points for community activities with a mix of retail, residential, and public services and facilities. Anchorage Talks Transit coordinated with the LUP and implemented a frequent bus network along transit-supportive development corridors. These corridors should provide pedestrian connections to surrounding neighborhoods and transit. Existing and future facility improvements along these corridors and in areas like Midtown, Downtown, U-Med, Dimond Center, Debarr, and Muldoon, are vital to the implementation of these community planning documents.	2027-2030 - Implementation	5307	\$0	\$960,000	\$960,000	\$600,000	\$600,000	\$1,800,000	\$3,120,000	\$0	\$4,920,000
				MOA Match		\$240,000	\$240,000	\$150,000	\$150,000	\$450,000	\$780,000	\$0	\$1,230,000
			Total			\$1,200,000	\$1,200,000	\$750,000	\$750,000	\$2,250,000	\$3,900,000	\$0	\$6,150,000
MOA Public Transportation	TRN00008	Operating Assistance - Section 5307 operating assistance for fixed route, demand responsive, and/or Microtransit public transit service.	2027-2030 - Implementation	5307	\$0	\$0	\$500,000	\$500,000	\$500,000	\$2,400,000	\$1,500,000	\$0	\$3,900,000
				MOA Match		\$0	\$500,000	\$500,000	\$500,000	\$600,000	\$1,500,000	\$0	\$2,100,000
			Total			\$0	\$1,000,000	\$1,000,000	\$1,000,000	\$3,000,000	\$3,000,000	\$0	\$6,000,000
		subtotal FTA Section 5307				\$8,850,000	\$10,425,000	\$9,400,000	\$9,400,000	\$22,125,000	\$71,650,000	\$0	\$60,200,000
MOA Public Transportation	TRN00009	Section 5310 Enhanced Mobility of Seniors & Individuals w/ Disabilities. - Projects may include purchasing buses and vans; wheelchair lifts, ramps, and securement devices; transit-related information technology systems including scheduling/routing/one-call systems; mobility management programs; and acquisition of transportation services under a contract, lease, or other arrangement. Other activities may include travel training; building an accessible path to a bus stop, including curb-cuts, sidewalks, accessible pedestrian signals or other accessible features; improving signage or way-finding technology; providing same day service or door-to-door service; purchasing vehicles to support new ride-sharing and/or vanpooling programs; and mobility management programs.	2027-2030 - Purchase	5310		\$320,000	\$320,000	\$320,000	\$320,000	\$419,200	\$1,280,000	\$0	\$1,699,200
				MOA Match		\$80,000	\$80,000	\$80,000	\$80,000	\$104,800	\$320,000	\$0	\$424,800
			Total			\$400,000	\$400,000	\$400,000	\$400,000	\$524,000	\$1,600,000	\$0	\$2,124,000
		subtotal FTA Section 5310				\$400,000	\$400,000	\$400,000	\$400,000	\$524,000	\$1,600,000	\$0	\$2,124,000
MOA Public Transportation	TRN00010	Section 5339 Bus and Bus Facilities Program - This program includes capital projects to replace, rehabilitate and purchase buses, vans, and related equipment, and to construct bus-related facilities, including technological changes or innovations to modify low or no emission vehicles or facilities.	2027-2030 - Purchase	5339		\$600,000	\$600,000	\$600,000	\$600,000	\$1,291,200	\$2,400,000	\$0	\$3,691,200
				MOA Match		\$150,000	\$150,000	\$150,000	\$150,000	\$322,800	\$600,000	\$0	\$922,800
			Total			\$750,000	\$750,000	\$750,000	\$750,000	\$1,614,000	\$3,000,000	\$0	\$4,614,000
		subtotal FTA Section 5339				\$750,000	\$750,000	\$750,000	\$750,000	\$1,614,000	\$3,000,000	\$0	\$4,614,000
		subtotal FTA section 5307, 5310, 5339 Transit funding to the MOA				\$10,000,000	\$11,575,000	\$10,550,000	\$10,550,000	\$24,263,000	\$76,250,000	\$0	\$66,938,000

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

Table 9. Transit
AMATS FFY 2027-2030 TIP

Responsible Agency	TIP Need ID*	PROJECT LOCATION	PROJECT PHASING PLAN	FUND CODE	FEDERAL FISCAL PROGRAMMING YEAR					Estimated funding needs after 2030	Est project cost 2027-2030	Project Cost Pre-2027	Est total project cost	
					October 1 - September 30									
					Carryover	2027	2028	2029	2030					
Alaska Railroad - FTA Section 5307 (Rail Tier) Funds														
Alaska Railroad Corporation	TRN00012	1% Transit Security on the Alaska Railroad Corporation projects	2023-2026 - Implementation	5307	\$0	\$20,000	\$20,000	\$40,000	\$0	\$90,970	\$80,000	\$0	\$170,970	
				Local Match	\$0	\$5,000	\$5,000	\$10,000	\$0	\$9,030	\$20,000	\$0	\$29,030	
			Total		\$0	\$25,000	\$25,000	\$50,000	\$0	\$100,000	\$100,000	\$0	\$200,000	
Alaska Railroad Corporation	TRN00013	Preventive Maintenance - This project partially funds statewide maintenance costs of passenger vehicle railcars and locomotives. Preventive maintenance is defined as all activities, supplies, materials, labor, services and associated costs required to preserve or extend the functionality and serviceability of the asset.	2023-2026 - Implementation	5307	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
				Local Match	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			Total		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Alaska Railroad Corporation	TRN00014	1% Associated Transit Enhancements - can include benches, landscaping, and other transit related amenities.	2023-2026 - Implementation	5307	\$0	\$20,000	\$20,000	\$60,000	\$0	\$90,970	\$100,000	\$0	\$190,970	
				Local Match	\$0	\$5,000	\$5,000	\$15,000	\$0	\$9,030	\$25,000	\$0	\$34,030	
			Total		\$0	\$25,000	\$25,000	\$75,000	\$0	\$100,000	\$125,000	\$0	\$225,000	
Alaska Railroad Corporation	TRN00015	Track Rehab - Rail and tie rehabilitation inside AMATS boundaries including shoulder widening, siding program, drainage, State of Good Repair and improvement projects related to track infrastructure.	2023-2026 - Implementation	5307	\$3,440,000	\$620,000	\$600,000	\$0	\$0	\$227,425	\$1,220,000	\$0	\$4,887,425	
				Local Match	\$860,000	\$155,000	\$150,000	\$0	\$0	\$22,575	\$305,000	\$0	\$1,187,575	
			Total		\$4,300,000	\$775,000	\$750,000	\$0	\$0	\$250,000	\$1,525,000	\$0	\$6,075,000	
Alaska Railroad Corporation	TRN00016	Radio and Communication System - Replace, upgrade or improvements to radio and communication locations, equipment, systems or components.	2023-2026 - Implementation	5307	\$0	\$0	\$20,000	\$280,000	\$280,000	\$45,485	\$580,000	\$0	\$625,485	
				Local Match	\$0	\$0	\$5,000	\$70,000	\$70,000	\$4,515	\$145,000	\$0	\$149,515	
			Total		\$0	\$0	\$25,000	\$350,000	\$350,000	\$50,000	\$725,000	\$0	\$775,000	
Alaska Railroad Corporation	TRN00017	Bridge Rehabilitation - Bridge engineering, preventive maintenance, rehabilitation, replacements, and other bridge improvements within AMATS boundaries.	2023-2026 - Implementation	5307	\$200,000	\$40,000	\$40,000	\$0	\$0	\$227,425	\$80,000	\$0	\$507,425	
				Local Match	\$50,000	\$10,000	\$10,000	\$0	\$0	\$22,575	\$20,000	\$0	\$92,575	
			Total		\$250,000	\$50,000	\$50,000	\$0	\$0	\$250,000	\$100,000	\$0	\$600,000	
Alaska Railroad Corporation	TRN00018	Signal and Detector System - Replace, upgrade or improve in-track detector and at-grade signal systems equipment and communication components within AMATS boundaries.	2023-2026 - Implementation	5307	\$280,000	\$160,000	\$20,000	\$20,000	\$0	\$45,485	\$200,000	\$0	\$525,485	
				Local Match	\$70,000	\$40,000	\$5,000	\$5,000	\$0	\$4,515	\$50,000	\$0	\$124,515	
			Total		\$350,000	\$200,000	\$25,000	\$25,000	\$0	\$50,000	\$250,000	\$0	\$650,000	
Alaska Railroad Corporation	TRN00019	Facility Rehab - Within AMATS boundaries replace, upgrade or improve ARRC buildings and related functional appurtenances.	2023-2026 - Implementation	5307	\$260,000	\$288,000	\$280,000	\$240,000	\$240,000	\$45,485	\$1,048,000	\$0	\$1,353,485	
				Local Match	\$65,000	\$72,000	\$70,000	\$60,000	\$60,000	\$4,515	\$262,000	\$0	\$331,515	
			Total		\$325,000	\$360,000	\$350,000	\$300,000	\$300,000	\$50,000	\$1,310,000	\$0	\$1,685,000	
Alaska Railroad Corporation	TRN00026	Railroad Technology Infrastructure - Replace or upgrade technology and networking hardware, software, and connectivity components.	2023-2026 - Implementation	5307	\$1,120,000	\$2,960,000	\$0	\$0	\$0	\$45,485	\$2,960,000	\$0	\$4,125,485	
				Local Match	\$280,000	\$740,000	\$0	\$0	\$0	\$4,515	\$740,000	\$0	\$1,024,515	
			Total		\$1,400,000	\$3,700,000	\$0	\$0	\$0	\$50,000	\$3,700,000	\$0	\$5,150,000	
subtotal FTA Section 5307 (Rail Tier) Transit funding to Railroad					\$6,625,000	\$5,135,000	\$1,250,000	\$800,000	\$650,000	\$900,000	\$7,835,000	\$0	\$15,360,000	
Alaska Railroad - FTA Section 5337 (State of Good Repair) Funds														
Alaska Railroad Corporation	TRN00020	Track Rehab - Rail and tie rehabilitation inside AMATS boundaries including shoulder widening, siding program, drainage, State of Good Repair and improvement projects related to track infrastructure.	2019 - 2022 - Implementation	5337	\$1,760,000	\$960,000	\$880,000	\$720,000	\$652,000	\$2,638,130	\$3,212,000	\$0	\$7,610,130	
				Local Match	\$440,000	\$240,000	\$220,000	\$180,000	\$163,000	\$261,870	\$803,000	\$0	\$1,504,870	
			Total		\$2,200,000	\$1,200,000	\$1,100,000	\$900,000	\$815,000	\$2,900,000	\$4,015,000	\$0	\$9,115,000	
Alaska Railroad Corporation	TRN00021	Preventive Maintenance - This project partially funds statewide maintenance costs of passenger vehicle railcars and locomotives. Preventive maintenance is defined as all activities, supplies, materials, labor, services and associated costs required to preserve or extend the functionality and serviceability of the asset.	2019 - 2022 - Implementation	5337	\$720,000	\$702,494	\$716,543	\$730,874	\$745,492	\$864,672	\$2,895,403	\$0	\$4,480,075	
				Local Match	\$180,000	\$175,623	\$179,136	\$182,719	\$186,373	\$85,830	\$723,851	\$0	\$989,681	
			Total		\$900,000	\$878,117	\$895,679	\$913,593	\$931,865	\$950,502	\$3,619,254	\$0	\$5,469,756	
Alaska Railroad Corporation	TRN00022	Bridge Rehabilitation - Bridge engineering, preventive maintenance, rehabilitation, replacements, and other bridge improvements within AMATS boundaries.	2020 - 2022 - Implementation	5337	\$6,400,000	\$2,400,000	\$4,000	\$280,000	\$280,000	\$5,130,708	\$2,964,000	\$0	\$14,494,708	
				Local Match	\$1,600,000	\$600,000	\$600,000	\$70,000	\$70,000	\$509,292	\$1,340,000	\$0	\$3,449,292	
			Total		\$8,000,000	\$3,000,000	\$3,000,000	\$350,000	\$350,000	\$5,640,000	\$6,700,000	\$0	\$20,340,000	
Alaska Railroad Corporation	TRN00023	Radio and Communication System - Replace, upgrade or improvements to radio and communication locations, equipment, systems or components.	2023-2026 - Implementation	5337	\$0	\$40,000	\$40,000	\$40,000	\$40,000	\$181,940	\$160,000	\$0	\$341,940	
				Local Match	\$0	\$10,000	\$10,000	\$10,000	\$10,000	\$18,060	\$40,000	\$0	\$58,060	
			Total		\$0	\$50,000	\$50,000	\$50,000	\$50,000	\$200,000	\$200,000	\$0	\$400,000	
Alaska Railroad Corporation	TRN00024	Signal and Detector System - Replace, upgrade or improve in-track detector and at-grade signal systems equipment and communication components within AMATS boundaries.	2023-2026 - Implementation	5337	\$0	\$20,000	\$40,000	\$20,000	\$0	\$90,970	\$80,000	\$0	\$170,970	
				Local Match	\$0	\$5,000	\$10,000	\$5,000	\$0	\$9,030	\$20,000	\$0	\$29,030	
			Total		\$0	\$25,000	\$50,000	\$25,000	\$0	\$100,000	\$100,000	\$0	\$200,000	
Alaska Railroad Corporation	TRN00025	Facility Rehab - Within AMATS boundaries replace, upgrade or improve ARRC buildings and related functional appurtenances.	2023-2026 - Implementation	5337	\$0	\$0	\$0	\$0	\$0	\$90,970	\$0	\$90,970		
				Local Match	\$0	\$0	\$0	\$0	\$0	\$9,030	\$0	\$0	\$9,030	
			Total		\$0	\$0	\$0	\$0	\$0	\$100,000	\$0	\$0	\$100,000	
Alaska Railroad Corporation	TRN00027	Railroad Technology Infrastructure - Replace or upgrade technology and networking hardware, software, and connectivity components.	2023-2026 - Implementation	5337	\$0	\$0	\$0	\$0	\$0	\$45,485	\$0	\$0	\$45,485	
				Local Match	\$0	\$0	\$0	\$0	\$0	\$4,515	\$0	\$0	\$4,515	
			Total		\$0	\$0	\$0	\$0	\$0	\$50,000	\$0	\$0	\$50,000	
subtotal FTA Section 5337 (SGR) funding to Railroad					\$11,100,000	\$5,153,117	\$5,095,679	\$2,238,593	\$2,146,865	\$9,940,502	\$14,634,254	\$0	\$35,674,756	
subtotal FTA Sections 5307 (Rail Tier) & 5337 Transit funding to ARRC					\$17,725,000	\$10,288,117	\$6,345,679	\$3,038,593	\$2,796,865	\$10,840,502	\$22,469,254	\$0	\$33,309,756	
Total Transit Program (FTA {5307+5310+5337})														
Total Transit Program (FTA {5307+5310+5337})						\$20,288,117	\$17,920,679	\$13,588,593	\$13,346,865	\$35,103,502	\$98,719,254	\$0	\$133,822,756	
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.														

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

Table 10. Other Federal, State, and Local Funded Projects within the AMATS Area
AMATS FFY 2027-2030 TIP

Grandfathered Project	Responsible Agency	TIP Need ID*	PROJECT LOCATION	PROJECT PHASING PLAN	FUND CODE	FEDERAL FISCAL PROGRAMMING YEAR				Estimated funding needs after 2030	Est project cost 2027-2030	Project Cost Pre-2027	Est total project cost	
						October 1 - September 30								
						2027	2028	2029	2030					
Yes	MOA	OFS00002	AK094 & AK105 - Construction & Road Improvements @ APU.	2027 - U/C	Federal Earmark	\$2,237,861	\$0	\$0	\$0	\$0	\$2,237,861	\$3,466,290	\$5,704,151	
					MOA Match for Earmark	\$222,138	\$0	\$0	\$0	\$0	\$222,138	\$344,076	\$566,214	
				Total		\$2,459,999	\$0	\$0	\$0	\$0	\$2,459,999	\$3,810,366	\$6,270,365	
Yes	MOA	OFS00013	SS4A Implementation Grant for Bragaw Street Corridor Safety Improvements [Northern Lights Blvd to Glenn Hwy] - The implementation project will consider road safety improvements and select countermeasures to improve safety throughout the project corridor. The grant award includes two Planning, Design and Development projects: a Leading Pedestrian Interval Pilot Study; and a Speed Management Study.	2027 - D/ROW	SS4A Grant	\$2,185,000	\$1,540,500	\$17,371,250	\$0	\$0	\$21,096,750	\$3,898,166	\$24,994,917	
				2028 - U/C										
				2029 - C	MOA Match for SS4A Grant	\$546,250	\$385,125	\$4,342,813	\$0	\$0	\$5,274,188	\$974,542	\$6,248,729	
Total		\$2,731,250	\$1,925,625	\$21,714,063	\$0	\$0	\$26,370,938	\$4,872,708	\$31,243,646					
Yes	DOT&PF	OFS00015	Rabbit Creek at E 140th Avenue Drainage Improvements – Natural hazard mitigation and resilience improvements that will increase infrastructure durability, ensure year-round access for vehicle traffic and emergency services.	2027 - D	PROTECT Grant	\$363,880	\$0	\$363,880	\$300,201	\$1,701,139	\$1,027,961	\$0	\$2,729,100	
				2029 - D										
				2030 - ROW/U	MOA Match for PROTECT Grant	\$36,120	\$0	\$36,120	\$29,799	\$168,861	\$102,039	\$0	\$270,900	
Total		\$400,000	\$0	\$400,000	\$330,000	\$1,870,000	\$1,130,000	\$0	\$3,000,000					
Yes	DOT&PF	OFS00016	Atelier Life Safety Access Road [Atelier Drive to Klutina Drive] – Project would create a secondary access route to improve public safety and emergency access. Vision is a limited access recreational road, potentially gated, with access to vehicular traffic only during an emergency (allowing emergency vehicles a secondary access as well as a secondary evacuation route).	2027 - D	RTA Grant	\$700,000	\$0	\$800,000	\$1,400,000	\$12,600,000	\$2,900,000	\$0	\$15,500,000	
				2029 - D										
				2030 - ROW										
Total		\$700,000	\$0	\$800,000	\$1,400,000	\$12,600,000	\$2,900,000	\$0	\$15,500,000					
Yes	DOT&PF	OFS00017	Potter Valley Life Safety Access Road [Romania Drive to Potter Valley Road] – Analyze and plan for road improvements from Romania Drive to Potter Valley Road to improve the safety and functionality of the existing network of public roads by aligning a vital secondary access route for emergency services and evacuation.	2027 - D	RTA Grant	\$800,000	\$0	\$1,200,000	\$1,625,000	\$4,875,000	\$3,625,000	\$0	\$8,500,000	
				2029 - D										
				2030 - ROW/U										
Total		\$800,000	\$0	\$1,200,000	\$1,625,000	\$4,875,000	\$3,625,000	\$0	\$8,500,000					
Yes	DOT&PF	OFS00018	Radio Tower Road – NF Campbell Creek Culvert Replacement – Project will replace the culvert on Radio Tower Road on NF Campbell Creek with a fish passage culvert.	2027 - U/C	Y240 STBG	\$709,566	\$0	\$0	\$0	\$0	\$709,566	\$0	\$709,566	
					State Match for Y240 STBG	\$70,434	\$0	\$0	\$0	\$0	\$70,434	\$0	\$70,434	
				Total		\$780,000	\$0	\$0	\$0	\$0	\$780,000	\$0	\$780,000	
					Federal Earmark Total	\$2,237,861	\$0	\$0	\$0	\$0	\$2,237,861	\$3,466,290	\$5,704,151	
					State NEVI Total	\$0	\$0	\$0	\$0	\$0	\$344,076	\$344,076		
					SS4A Grant Total	\$2,185,000	\$1,540,500	\$17,371,250	\$0	\$0	\$21,096,750	\$3,810,366	\$24,907,116	
					State STBG	\$0	\$0	\$0	\$0	\$0	\$3,898,166	\$3,898,166		
					Y240 STBG	\$709,566	\$0	\$0	\$0	\$0	\$709,566	\$974,542	\$1,684,108	
					WCPP Grant	\$0	\$0	\$0	\$0	\$0	\$4,872,708	\$4,872,708		
					PROTECT Grant	\$363,880	\$0	\$363,880	\$300,201	\$1,701,139	\$1,027,961	\$0	\$2,729,100	
					RTA Grant	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
					MOA Match for Earmark Total	\$222,138	\$0	\$0	\$0	\$0	\$222,138	\$0	\$222,138	
					MOA Match for PROTECT Grant	\$36,120	\$0	\$36,120	\$29,799	\$168,861	\$102,039	\$0	\$270,900	
					State Match for Y240 STBG	\$70,434	\$0	\$0	\$0	\$0	\$70,434	\$0	\$70,434	
					MOA Match for SS4A Grant Total	\$546,250	\$385,125	\$4,342,813	\$0	\$0	\$5,274,188	\$0	\$5,274,188	

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

APPENDIX B

Computation of PM₁₀ Design Value Concentration for Eagle River

Computation of PM₁₀ Design Value Concentrations for Eagle River

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

The empirical frequency distribution method was used to compute the Eagle River PM₁₀ DV for the most recent five-year period, 2020-2024, in accordance with the EPA's Wegman memo guidance to determine qualification for the PM₁₀ limited maintenance plan option (Lydia Wegman, Director, EPA-AQSSD, Aug 9, 2001). During this period, the number of valid 24-hour average PM₁₀ measurements (n) was 1704. These concentrations were arranged in order of magnitude and were assigned rank, where the highest concentration was rank = 1, and the lowest was rank = 1704. An abbreviated version of this table is shown below. During this period, the lowest PM₁₀ concentration measured was 0 µg/m³ (rank = 1704) and the highest was 125.9 µg/m³ (rank = 1).

Table 1

Date	PM10 (µg/m³)	<i>i</i> rank	<i>P</i> = <i>i</i>/<i>n</i> Proportion of observations with equal or higher concentration
2021-04-23	125.9	1	0.0006
2022-04-04	77.2	2	0.0012
2021-11-10	67	3	0.0018
2022-03-31	65.7	4	0.0023
2022-10-29	61.8	5	0.0029
2021-04-19	61.2	6	0.0035
2021-04-07	61	7	0.0041
2021-04-26	60.2	8	0.0047
2023-04-03	59.7	9	0.0053
2023-04-04	59.7	10	0.0059
2021-07-09	0	1695	0.9947
2021-08-08	0	1696	0.9953
2021-08-14	0	1697	0.9959
2021-08-20	0	1698	0.9965
2021-08-26	0	1699	0.9971
2021-09-01	0	1700	0.9977
2021-09-07	0	1701	0.9982
2021-09-13	0	1702	0.9988
2021-09-19	0	1703	0.9994
2021-09-25	0	1704	1

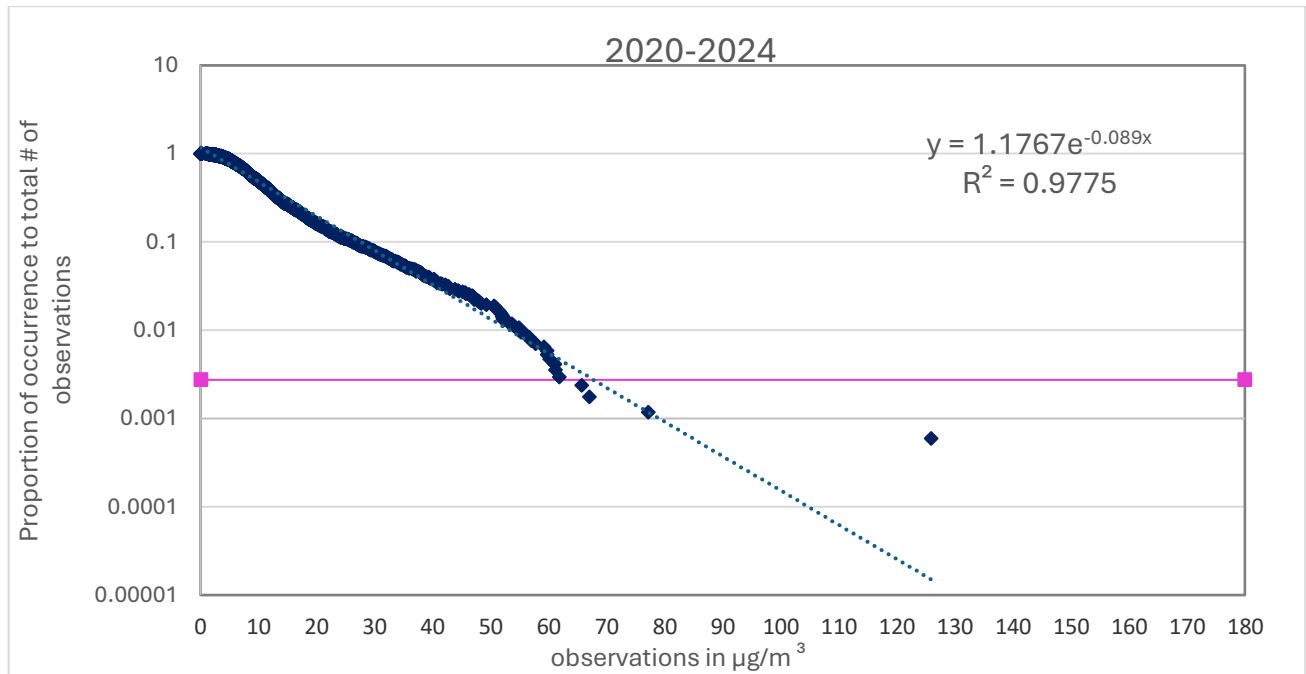
The Eagle River PM₁₀ Design Value for comparison to the PM₁₀ LMP eligibility criteria was determined from the empirical frequency plot of 24-hour PM₁₀ data and was calculated as the concentration that corresponds to $P = 1/365$. This resulting concentration represents the highest expected concentration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

The best-fit, natural logarithm plot is $y = 1.1767 e^{-0.08949x}$

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

$$y = 1/365 = 0.00274 = 1.1767 e^{-0.08949x}$$

Solving for x yields $x = 67.7 \mu\text{g}/\text{m}^3$



Inputting the value of 0.00274 (equivalent to $1/365$) into the best-fit line equation and solving for the corresponding concentration yields a PM₁₀ concentration of $67.7 \mu\text{g}/\text{m}^3$.

Per EPA data handling rules for PM₁₀ data, decimal values are truncated. Hence, the Eagle River PM₁₀ DV for 2020-2024 is properly truncated to $67 \mu\text{g}/\text{m}^3$.

This design value is compliant with EPA's primary, PM₁₀ LMP Qualification Criteria: $\leq 98 \mu\text{g}/\text{m}^3$.