



**MUNICIPALITY OF ANCHORAGE**  
**Traffic Department**



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**MEMORANDUM**

DATE: October 10, 2003  
TO: Air Quality Consultation Team  
FROM: Jon Spring, Senior Transportation Planner  
SUBJECT: 2004-2006 Transportation Improvement Program Revisions

Since the 2004-2006 TIP Air Quality Conformity Report was approved by the AMATS Policy Committee in July 2003, budgetary changes have forced AMATS staff to propose revisions to the TIP. As requested by the air quality consultation team during the October 9, 2003 teleconference, I have prepared a table showing the changes to the TIP since the original approval.

None of the projects that could have an impact on the conformity determination (such as roadway expansion projects or transportation control measures) were dropped from the new TIP. As shown below, the completion dates of several projects were delayed. However, these will not have an impact on the conformity determination unless they change the network assumptions utilized for the analysis years 2003, 2013, 2023.

Project Description	Revisions	Air Quality Conformity Determination Impact
Dowling Road Extension/ Reconstruction from Minnesota Drive to Old Seward Hwy.	Moved ROW and utility funding from 2005 to 2007. Construction funding remains the same.	No Impact.
O'Malley Road Reconstruction from Seward Highway to Hillside Drive	Moved construction out from 2006 to 2007.	No impact
Glenn Highway Reconstruction from Gambell Street to McCarrey Street.	Construction advanced from 2007/2008 to 2005 with construction funding reduced from \$37.3 million to \$20.3 million. Interchanges at Bragaw and Airport Heights eliminated.	Elimination of interchanges in 2013 analysis year will have minimum impact. Assume that intersections will be built by 2023 since it is still in the LRTP.

O'Malley Road/C Street Interchange	Construction funding advanced from 2006 to 2005.	No impact.
New Seward Hwy. from Rabbit Creek to 36 <sup>th</sup> Avenue.	Design moved from 2004 to 2005 and ROW moved from 2005 to 2006. Construction funding for 2007 and 2008 is eliminated.	No impact since it is assumed that construction funding will be available between 2009 and 2013.
New Seward Highway from 36 <sup>th</sup> to 20 <sup>th</sup> Avenue.	Eliminated design in 2004 and 2006.	No impact. Original TIP conformity assumed that it would not be completed until after 2013. That assumption is still valid.

The table above demonstrates that revisions to the 2004-2006 TIP only effects one of the network assumption used for the 2013 analysis year (Glenn Highway Interchanges at Airport Heights and Bragaw Street). The modeling results for 2013 show an 8.5 ton/day surplus between the CO emissions budget and the total mobile source emission estimate. Changing the 2013 network assumptions to eliminate the interchanges are expected to have a negligible effect on overall vehicle speed and consequently will not have a tangible effect on the overall mobile source emissions estimate. As a result, the conclusion of the conformity determination regarding conformity with the Federal Clean Air Act as amended in 1990 remains the same.