



U.S. DEPARTMENT OF TRANSPORTATION

FEDERAL HIGHWAY ADMINISTRATION
ALASKA DIVISION
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FEDERAL TRANSIT ADMINISTRATION
915 SECOND AVENUE, SUITE 3142
SEATTLE, WASHINGTON 98174

November 18, 2020

John MacKinnon, Commissioner
Alaska Department of Transportation and Public Facilities
PO Box 112500
3132 Channel Drive
Juneau, AK 99811

Dear Mr. MacKinnon:

Your transmittal of October 28, 2020 requested approval to incorporate Amendment 1 and Administrative Modification 4 of the 2019 – 2022 Anchorage Metropolitan Area Transportation Solutions (AMATS) Transportation Improvement Program (TIP) into the Statewide Transportation Improvement Program (STIP). Interagency consultation on September 23 confirmed that the changes to the TIP are exempt from conformity and an air quality conformity determination is not required per 40 CFR 93.104(c). The STIP remains fiscally constrained.

Incorporation of AMATS TIP Amendment 1 into the 2020 – 2023 STIP is approved. Federal approvals of administrative modifications are not required, but we acknowledge that the changes from AMATS Administrative Modification 4 will be incorporated into the STIP.

If you have any questions, please contact Mr. John Lohrey, FHWA Transportation Planner at (907) 586-7428, or Mr. Ned Conroy, FTA Community Planner at (206) 220-4318.

Sincerely,

SANDRA A
GARCIA-ALINE

Digitally signed by
SANDRA A GARCIA-ALINE
Date: 2020.11.18 13:04:24
-09'00'

Sandra A. Garcia-Aline
Division Administrator
Federal Highway Administration

NED P
CONROY

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NED P CONROY
Date: 2020.11.18
13:33:45 -08'00'

Linda M. Gehrke
Regional Administrator
Federal Transit Administration

Electronically cc:

Ben White, Director Program Development

Maren Brantner, STIP Manager, Headquarters DOT&PF


Ned Conroy, FTA

MEMORANDUM


State of Alaska Department of Transportation & Public Facilities Program Development and Statewide Planning

TO: John MacKinnon
Commissioner

DATE: October 16, 2020

THRU: Benjamin White, Director 
Program Development

PHONE NO: (907) 465-4070

FROM: Maren Brantner 
STIP Manager

SUBJECT: Recommend Approval of
AMATS Amendment 1 &
Administrative Mod 4

The Anchorage Metropolitan Area Transportation Solutions (AMATS) Policy Committee approved Administrative Modification #4 and Amendment #1 to the AMATS 2019-2022 Transportation Improvement (TIP) on September 24, 2020.

In accordance with the agreement between AMATS and Alaska Department of Transportation & Public Facilities (DOT&PF), the AMATS metropolitan planning organization (MPO) coordinator and AMATS Policy Committee has determined Administrative Modification #4 and Amendment #1 to the AMATS 2019-2022 Transportation Improvement Plans (TIP) has met all the requirements of US Code Title 23, Section 134 and is fiscally constrained by the allocations made in the 2020-2023 Statewide Transportation Improvement Program (STIP). These changes are exempt from conformity and a conformity determination is not required per 40 CFR 93.104(c).

Your approval of Administrative Modification #4 and Amendment #1 to the AMATS 2019-2022 TIP is recommended and required as the statutory designee for all state transportation planning matters.

Approved: _____


John MacKinnon, Commissioner

Date: 10.26.20

Attachment: AMATS 2019-2022 TIP Admin Mod 4 & Amendment 1 Financial Tables
AMATS 2019-2022 TIP Admin Mod 4 & Amendment 1 Approval & Submittal Memos
AMATS 2019-2022 TIP Amendment 1 AQ Memo

Cc: Ned Conroy, Community Planner, FTA
John Lohrey, Statewide Programs Team Leader, FHWA
Craig Lyon, Planner AMATS Coordinator, MOA
James Marks, Division Operations Manager, DOT&PF
James Starzec, AMATS Area Transportation Planner, DOT&PF
Todd VanHove, Planning Chief, Anchorage Field Office, DOT&PF



ITEM: 5B
DATE: 24 September 2020
TO: Policy Committee
FROM: Craig Lyon, AMATS Coordinator
SUBJECT: AMATS TIP Amendment #1

BACKGROUND:

An amendment to the AMATS 2019-2022 Transportation Improvement Program (TIP) is needed to update Table 2 Roadway, Table 3 Non-Motorized, Table 5 CMAQ, Table 6 TAP, Table 7 Pavement Replacement, Table 10 Transit, and delete Table 12. Additionally, the AMATS 2019-2022 TIP allocation is updated to reflect the recently approved 2020-2023 STIP, which shows a slight reduction in the STBG and CMAQ funding for AMATS in 2021 and 2022. This reduction in STIP funding has been reflected in this amendment. Below are the specific table changes in red.

The AMATS Technical Advisory Committee reviewed and recommended release of the 2019-2022 TIP Amendment #1 for a 30-day public comment period to the Policy Committee. The comment period was from July 19-August 20, 2020 and no comments were received. The Anchorage Assembly recommended approval of the TIP Amendment at their August 26, 2020 meeting.

Table 2 – Roadway

- Updated Table 2 to reflect the addition of Academy Drive and Vanguard Driver Area Traffic Circulation Improvements project in 2021, update the termini of Mountain Air Drive and East 4th Ave Signal and Lighting Upgrade, update the cost for East 4th Ave Signal and Lighting Upgrades, move the ROW funding for Dr. Martin Luther King Jr Avenue Extension from 2021 to 2022, and balance the program with O’Malley Road, TDM Projects, and Pavement Replacement cost adjustments.

| Current FFY 2019-22 TIP (Admin Mod #2) | | | | | |
|--|----------------|-----------------|-----------------|-----------------|--------------------|
| Project | 2019 | 2020 | 2021 | 2022 | Beyond 2022 |
| O’Malley Road Reconstruction | \$3,500 | \$18,320 | \$8,580 | \$0 | \$0 |
| Fireweed Lane Rehabilitation | \$1,000 | \$0 | \$2,500 | \$0 | \$6,000 |
| Dr. Martin Luther King Jr Avenue Extension | \$1,500 | \$0 | \$1,500 | \$0 | \$13,000 |
| East 4 th Ave Signal and Lighting Upgrade | \$500 | \$324 | \$0 | \$7,000 | \$0 |
| Transportation Demand Management Projects | \$0 | \$0 | \$0 | \$5,003 | \$0 |
| Pavement Replacement Program | \$4,050 | \$3,020 | \$8,431 | \$2,170 | \$20,000 |
| Total | \$9,550 | \$21,644 | \$17,161 | \$14,173 | \$33,000 |
| Draft FFY 2019-22 TIP (Amendment #1) | | | | | |
| Project | 2019 | 2020 | 2021 | 2022 | Beyond 2022 |
| O’Malley Road Reconstruction | \$3,500 | \$18,094 | \$12,906 | \$0 | \$0 |
| Fireweed Lane Rehabilitation | \$1,000 | \$0 | \$0 | \$2,500 | \$6,000 |
| Dr. Martin Luther King Jr Avenue Extension | \$0 | \$0 | \$500 | \$0 | \$14,500 |
| East 4 th Ave Signal and Lighting Upgrade | \$500 | \$224 | \$100 | \$4,950 | \$0 |
| Transportation Demand Management Projects | \$0 | \$0 | \$0 | \$4,124 | \$0 |

| | | | | | |
|--|----------------|-----------------|-----------------|-----------------|-----------------|
| Pavement Replacement Program | \$4,050 | \$3,487 | \$7,579 | \$1,440 | \$20,000 |
| Academy Drive/Vanguard Drive Area Traffic Circulation Improvements | \$0 | \$0 | \$3,000 | \$0 | \$17,735 |
| Pavement Replacement Program | \$4,050 | \$3,503 | \$6,463 | \$1,440 | \$20,000 |
| Total | \$8,050 | \$21,821 | \$19,969 | \$13,014 | \$58,235 |

Termini Update for Mountain Air Drive and East 4th Ave Signal and Lighting Upgrade:

- **Mountain Air Drive** [Rabbit Creek Road to ~~E-164th Sandpiper Drive~~] - Extend Mountain Air Drive from Rabbit Creek Road to ~~E-164th Sandpiper Drive~~. Recommend separated pathway. Purpose: Circulation, access, and safety.
- **East 4th Ave Signal and Lighting Upgrade** [~~Cordova St A-St~~ to Ingra St] - Reconstruct the traffic signal and street lighting system along 4th Ave between ~~Cordova St A-St~~ and Ingra St. Sidewalk and curb ramps will also be replaced.

Table 3 – Non-Motorized

- Updated Table 3 to remove project NMO00007 Old Seward Highway Pathway from the 2019-2022 TIP, upgrade the cost estimate for the Bicycle Pedestrian Project Implementation in FY2020, update the cost estimate for NMO00006 Potter Marsh Improvements in FY20 and FY22, and upgrade the cost estimate for NMO00008 Anchorage Areawide Pathway and Trails Pavement Replacement project in FY20 and FY21.

| Current FFY 2019-22 TIP (Admin Mod #2) | | | | |
|--|----------------|-----------------|-----------------|-----------------|
| Project | 2019 | 2020 | 2021 | 2022 |
| Bicycle Plan Project Implementation | \$0 | \$0 | \$0 | \$0 |
| Potter Marsh Improvements | \$0 | \$250 | \$0 | \$1,250 |
| Old Seward Highway Pathway | \$500 | \$0 | \$1,000 | \$0 |
| Anchorage Areawide Pathway and Trails Pavement Replacement | \$300 | \$1,350 | \$2,700 | \$5,500 |
| Total | \$9,550 | \$21,644 | \$17,161 | \$14,173 |
| Draft FFY 2019-22 TIP (Amendment #1) | | | | |
| Project | 2019 | 2020 | 2021 | 2022 |
| Bicycle Plan Project Implementation | \$0 | \$200 | \$0 | \$0 |
| Potter Marsh Improvements | \$0 | \$250 | \$0 | \$1,250 |
| Old Seward Highway Pathway | \$500 | \$0 | \$1,000 | \$0 |
| Anchorage Areawide Pathway and Trails Pavement Replacement | \$300 | \$1,350 | \$2,700 | \$5,500 |
| Total | \$8,050 | \$21,821 | \$21,221 | \$14,383 |

Table 5 – CMAQ

- Updated Table 5 to reflect new project CMQ00008 Demo Operations/Expansion, update project CMQ00007 to reflect a new project name and cost estimate changes for FY19, FY20, FY21, and FY22, and updated project CMQ00005 project estimate in FY19.

| Current FFY 2019-22 TIP (Admin Mod #2) | | | | | |
|---|------------------|-------------|-------------|-------------|-------------|
| Project | Carryover | 2019 | 2020 | 2021 | 2022 |
| Bus Stop and Facility Improvements | \$0 | \$2,989 | \$1,265 | \$1,321 | \$1,379 |

| | | | | | |
|---|------------------|----------------|----------------|----------------|----------------|
| Transit Fleet Replacement Operations | \$0 | \$5,536 | \$2,000 | \$2,000 | \$2,000 |
| Total | \$0 | \$8,525 | \$3,265 | \$3,321 | \$3,379 |
| Draft FFY 2019-22 TIP (Amendment #1) | | | | | |
| Project | Carryover | 2019 | 2020 | 2021 | 2022 |
| Bus Stop & Facility Improvements | \$0 | \$3,286 | \$1,265 | \$1,321 | \$1,379 |
| Transit Fleet Replacement Operations Capital Vehicles | \$418 | \$3,458 | \$0 | \$2,210 | \$2,210 |
| Demo Operations/Expansion | \$2,210 | \$2,210 | \$2,210 | \$0 | \$0 |
| Total | \$2,628 | \$8,954 | \$2,210 | \$2,210 | \$2,210 |

Table 6 – TAP

- Updated Table 6 to reflect cost estimate changes for projects TAP00001 and TAO00002.

| | | | | |
|--|-------------|----------------|----------------|----------------|
| Current FFY 2019-22 TIP (Admin Mod #2) | | | | |
| Project | 2019 | 2020 | 2021 | 2022 |
| Chugach Foothills Connector, Phase II | \$0 | \$0 | \$0 | \$0 |
| AMATS Mountain View Drive Pathway Reconstruction | \$0 | \$250 | \$0 | \$1,250 |
| Total | \$0 | \$250 | \$0 | \$1,250 |
| Draft FFY 2019-22 TIP (Amendment #1) | | | | |
| Project | 2019 | 2020 | 2021 | 2022 |
| Chugach Foothills Connector, Phase II | \$0 | \$483 | \$3,200 | \$0 |
| AMATS Mountain View Drive Pathway Reconstruction | \$0 | \$810 | \$0 | \$1,250 |
| Total | \$0 | \$1,293 | \$3,200 | \$1,250 |

Table 7 – Pavement Replacement

Updated Table 7 to reflect a change in termini to a roadway pavement replacement project and add in new Pathway and Trail pavement replacement projects.

Roadway:

| | |
|----|---|
| 5 | Fireweed Ln - Spenard Road to Arctic Blvd Seward Highway |
| 12 | Old Seward Highway Spur – Old Seward Highway to Potter Valley Road |
| 13 | Muldoon Road – Golden Bear Drive to JBER Gate |
| 14 | Muldoon Road – Debarr Road to Boundary Avenue |
| 15 | Eagle River Loop Road – Old Glenn Highway to Eagle River Road |
| 16 | Hillside Drive – DeArmoun Road to Abbott Road |
| 17 | VFW Road – Eagle River Road to Hidden Haven Drive |
| 18 | 88 th Avenue – Lake Otis Parkway to Abbott Road |

Pathway and Trail

| | |
|----|---|
| 6 | A Street - East 36th Avenue to West Fireweed Lane |
| 7 | Eagle River Road - Old Glenn Highway to Fire House Lane |
| 8 | Northern Lights Boulevard - Seward Highway to Minnesota Drive |
| 9 | Eagle River Road - Old Glenn Highway to Fire House Lane |
| 10 | Minnesota Drive - Hillcrest Drive to W. Northern Lights Boulevard |
| 11 | Minnesota Drive - Hillcrest Drive to Spenard Road |
| 12 | Post Road - East 3rd Avenue to Viking Drive |

Table 10 – Transit

Updated Table 10 to reflect changes in transit project cost estimates as provided by the MOA Public Transportation Department.

| Current FFY 2019-22 TIP (Admin Mod #2) | | | | | | |
|---|------------------|----------------|----------------|----------------|-----------------|--------------------|
| Project | Carryover | 2019 | 2020 | 2021 | 2022 | Beyond 2022 |
| Preventative Maintenance/Capital Maintenance | \$0 | \$4,500 | \$4,500 | \$4,500 | \$4,500 | \$13,500 |
| Fleet Replacement/Expansion | \$0 | \$200 | \$200 | \$200 | \$200 | \$600 |
| ADA Complementary Paratransit Service | \$0 | \$400 | \$400 | \$400 | \$400 | \$1,200 |
| Bus Stop Improvements/1% Section 5307 Transit Improvements | \$0 | \$25 | \$25 | \$25 | \$25 | \$75 |
| ITS/Automated Operating System/Management Information Systems | \$0 | \$1,700 | \$1,700 | \$0 | \$0 | \$0 |
| Fleet Improvement/Support Equipment/Support Vehicle | \$0 | \$145 | \$500 | \$500 | \$500 | \$1,500 |
| Transit Centers/Support Facilities | \$0 | \$150 | \$750 | \$750 | \$750 | \$2,250 |
| Operating Assistance | \$0 | \$300 | \$1,000 | \$1,000 | \$1,000 | \$3,000 |
| Section 5310 Enhanced Mobility of Seniors & Individuals w/ Disabilities | \$0 | \$208 | \$208 | \$208 | \$208 | \$624 |
| Section 5339 Bus and Bus Facilities Program | \$1,380 | \$538 | \$538 | \$538 | \$538 | \$1,614 |
| Total | \$1,380 | \$8,238 | \$9,821 | \$7,122 | \$8,121 | \$24,363 |
| Draft FFY 2019-22 TIP (Amendment #1) | | | | | | |
| Project | Carryover | 2019 | 2020 | 2021 | 2022 | Beyond 2022 |
| Preventative Maintenance/Capital Maintenance | \$0 | \$4,600 | \$4,600 | \$4,600 | \$4,600 | \$13,500 |
| Fleet Replacement/Expansion | \$0 | \$175 | \$344 | \$200 | \$200 | \$600 |
| ADA Complementary Paratransit Service | \$0 | \$0 | \$0 | \$400 | \$400 | \$1,200 |
| Bus Stop Improvements/1% Section 5307 Transit Improvements | \$0 | \$0 | \$0 | \$25 | \$25 | \$75 |
| ITS/Automated Operating System/Management Information Systems | \$0 | \$0 | \$0 | \$50 | \$50 | \$0 |
| Fleet Improvement/Support Equipment/Support Vehicle | \$0 | \$175 | \$344 | \$500 | \$500 | \$1,500 |
| Transit Centers/Support Facilities | \$0 | \$567 | \$708 | \$750 | \$750 | \$2,250 |
| Operating Assistance | \$0 | \$300 | \$2,210 | \$2,210 | \$2,210 | \$3,000 |
| Section 5310 Enhanced Mobility of Seniors & Individuals w/ Disabilities | \$0 | \$219 | \$231 | \$230 | \$230 | \$624 |
| Section 5339 Bus and Bus Facilities Program | \$1,380 | \$727 | \$776 | \$775 | \$775 | \$1,614 |
| Section 5309(b) Bus and Bus Facilities Competitive Program | \$5,313 | \$0 | \$0 | \$0 | \$2,188 | \$1,614 |
| Total | \$6,693 | \$6,763 | \$9,213 | \$9,740 | \$11,928 | \$25,977 |

ACTION REQUESTED

AMATS staff and the Technical Advisory Committee recommend approval of the 2019-22 TIP Amendment #1 to the Policy Committee.

Attachments:

2019-22 AMATS TIP Major Amendment #1 (Tables)

**Table 1. Four-Year Program Summary
AMATS FFY 2019-2022 TIP Amendment 1**

| PROJECT LOCATION | FEDERAL FISCAL PROGRAMMING YEAR (\$ in Thousands) | | | | 4-year total | % of 4-year Non-NHS \$ |
|---|--|-----------|-----------|-----------|--------------|---------------------------|
| | October 1 - September 30 | | | | | |
| | 2019 | 2020 | 2021 | 2022 | | |
| Non-National Highway System (Table 2) | | | | | | |
| Roadway Improvements without Pavement Replacement Projects | \$10,015 | \$20,438 | \$15,881 | \$19,204 | \$65,538 | 54.8% |
| Pavement Replacement Projects (Table 7) | \$4,050 | \$3,503 | \$6,463 | \$1,440 | \$15,456 | 12.9% |
| | \$14,065 | \$23,941 | \$22,344 | \$20,644 | \$80,994 | |
| Non-motorized (Table 3) | \$600 | \$1,733 | \$4,530 | \$6,480 | \$13,343 | 11.2% |
| Plans and Studies (Table 4) | \$6,050 | \$1,450 | \$250 | \$0 | \$7,750 | 6.5% |
| Congestion Mitigation & Air Quality (Table 5) | \$8,574 | \$2,970 | \$2,970 | \$2,970 | \$17,484 | 14.6% |
| Non-National Highway System Subtotal for Non-NHS roads, non-motorized & CMAQ projects | \$29,360 | \$30,094 | \$30,094 | \$30,094 | \$119,642 | 100.0% |
| STIP Non-National Highway System Allocation from ADOT&PF's CTP programs [as of 3/14] | \$29,360 | \$30,094 | \$30,094 | \$30,094 | \$119,642 | |
| AMATS CMAQ program set aside [as of 3/14] | \$2,255 | \$2,311 | \$2,311 | \$2,311 | \$9,188 | |
| <i>STIP Non-NHS Allocation for all projects (including CTP and CMAQ allocation)</i> | \$31,615 | \$32,405 | \$32,405 | \$32,405 | \$128,830 | |
| | | | | | | |
| Other Funded Projects within the Municipality of Anchorage | | | | | | |
| Highway Safety Improvement Program (Table 8) | \$12,640 | \$7,323 | \$14,175 | \$0 | \$34,138 | |
| National Highway System (Table 9) | \$26,000 | \$45,000 | \$25,000 | \$25,000 | \$115,500 | |
| Transit Capital FTA Section 5307 to MOA (Table 10) | \$6,763 | \$9,213 | \$9,740 | \$11,928 | \$37,644 | |
| Transit Capital FTA Section 5307 to ARRC (Table 10) | \$3,890 | \$3,940 | \$4,180 | \$4,330 | \$16,340 | |
| Transit Capital FTA Section 5337 [State of Good Repair] to ARCC (Table 10) | \$600 | \$1,700 | \$4,300 | \$4,300 | \$10,900 | |
| TOTAL PROGRAM ALLOCATION = (Non-NHS + NHS + HSIP Set Aside +AMATS Pave./Bridge Refurbish.+ all FTA 5307, 5337, and 5309) | \$79,253 | \$97,270 | \$87,489 | \$75,652 | \$339,664 | |
| Other Federal Funded Projects within AMATS (Table 11) | \$71,504 | \$111,280 | \$77,238 | \$863,000 | \$1,123,022 | |
| TOTAL FEDERAL FUNDING For Transportation Improvements within AMATS & the MOA | \$150,757 | \$208,550 | \$164,727 | \$938,652 | \$1,462,686 | |

Notice to MOA Project Managers / Project Sponsors! If your project includes ITS elements and uses funds from the federal highway trust fund, prior to acquisition, construction, or implementation, you must demonstrate compliance with federal Systems Engineering Analysis requirements. Complete the ADOT&PF Systems Engineering Analysis Checklist, link below, and submit to FHWA through ADOT&PF Central Region Planning.

* Totals include match. The match is funded with State or Local funding.

**Table 2. Roadway Improvements
AMATS FFY 2019-2022 TIP Amendment 1**

| Grandfathered Project | TIP Need ID* | PROJECT LOCATION | PROJECT PHASING PLAN | FEDERAL FISCAL PROGRAMMING | | | | Estimated funding needs after 2022 | Est project cost 2019-2022 | Est total project cost |
|-----------------------|--------------|--|--|----------------------------|----------|----------|---------|------------------------------------|----------------------------|------------------------|
| | | | | YEAR (\$in Thousands) | | | | | | |
| | | | | October 1 - September 30 | | | | | | |
| 2019 | 2020 | 2021 | 2022 | | | | | | | |
| G | 2159 | O'Malley Road Reconstruction [Seward Highway to Hillside Drive] - Reconstruct the roadway to improve safety and capacity at intersections and improve pedestrian facilities and 3 lane section east of Lake Otis Pkwy, and 5 lane section between Seward Hwy and Lake Otis Pkwy. Landscaping @ 5% of Construction \$ = to be determined. \$1.0M in Design and \$4.3M ROW funding for Phase I in 2015. \$500,000 ROW in 2016 for Phase II. \$12.2M in U/C funding for Phase I in 2017 is A/C into 2016 for a total of \$26.7M. Phase I will receive additional funds of \$4.2M from FFY 2013 GO Bond or other non-AMATS sources of funding such as NHPP or statewide STP funds. Phase II is funded with the remainder of the FFY 2013 GO Bond supplemented by TIP funds. | 2019 - ROW/C 2020 - U/C | \$3,500 | \$18,094 | \$12,906 | \$0 | \$0 | \$34,500 | \$34,500 |
| | | | | | ← A/C → | | | | | |
| G | 29252 | Glenn Highway Integrated Corridor Management Study [ICM] - Project will produce a final Concept of Operations for a comprehensive ICM approach to the Glenn Highway operations, to address traffic congestion, including congestion caused by crashes. | 2019 - Study | \$400 | \$0 | \$0 | \$0 | \$0 | \$400 | \$400 |
| G | 2174 | Abbott Road Rehabilitation [Lake Otis Parkway to Birch Road] - project will increase from 2 to 4 lanes and improve intersections and pedestrian facilities. Project recommended to be developed as a 3R per ADOT's Pre-Construction Manual. \$1.5M in ROW funding is A/C from 2015 into 2014. \$7.7M in U/C funding is A/C from 2017 into 2016. | 2019 - U/C | \$500 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | 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 3 lanes (2 with a center turn lane). This project would also include non-motorized improvements. | 2019 - D 2022 - ROW | \$1,000 | \$0 | \$0 | \$2,500 | \$6,000 | \$3,500 | \$9,500 |
| | RDY00002 | C Street/Ocean Dock Road Ramp and Intersection Improvements - This project would rehabilitate the C Street/Ocean Dock Road Intersection based on the alternative #3 produced from the C Street/Ocean Dock Road Reconnaissance Study completed in 2018. Project would include non-motorized and drainage improvements. | 2019 - D 2021 - ROW | \$500 | \$0 | \$1,000 | \$0 | \$6,000 | \$1,500 | \$7,500 |
| | RDY00003 | Spenard Road Rehab [Benson Blvd to Minnesota Dr] - Project will rehabilitate to improve traffic flow. This project would also include non-motorized improvements. Project shall not include improvements to the Minnesota Intersection except ADA requirements on the east side. | 2019 - D 2022 - ROW | \$1,500 | \$0 | \$0 | \$2,500 | \$40,000 | \$4,000 | \$44,000 |
| | RDY00004 | Dr. Martin Luther King Jr Avenue Extension - Extend Dr. Martin Luther King Jr Avenue from Elmore Road to the south end of Piper Drive. The new roadway would include non-motorized improvements. | 2019 - D 2021 - D 2022 - ROW | \$1,500 | \$0 | \$500 | \$0 | \$14,500 | \$2,000 | \$16,500 |
| | RDY00005 | Rabbit Creek Road Reconstruction [Seward Highway to Goldenview Drive] - Project would reconstruction Rabbit Creek Road from the Seward Highway to Goldenview Drive with a center turn lane and includes non-motorized improvements. | 2022 - D | \$0 | \$0 | \$0 | \$1,500 | \$10,300 | \$1,500 | \$11,800 |
| | RDY00006 | East 4th Ave Signal and Lighting Upgrade [Cordova St A St to Ingra St] - Reconstruct the traffic signal and street lighting system along 4th Ave between Cordova St A St and Ingra St. Sidewalk and curb ramps will also be replaced. | 2019 - D 2020 - D/ROW 2021 - ROW 2022 - U/C | \$500 | \$224 | \$100 | \$4,950 | \$0 | \$5,774 | \$5,774 |

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

**Table 2. Roadway Improvements
AMATS FFY 2019-2022 TIP Amendment 1**

| Grandfathered Project | TIP Need ID* | PROJECT LOCATION | PROJECT PHASING PLAN | FEDERAL FISCAL PROGRAMMING | | | | Estimated funding needs after 2022 | Est project cost 2019-2022 | Est total project cost |
|-----------------------|-----------------|---|-----------------------------------|----------------------------|-----------------|-----------------|-----------------|------------------------------------|----------------------------|------------------------|
| | | | | YEAR (\$in Thousands) | | | | | | |
| | | | | October 1 - September 30 | | | | | | |
| 2019 | 2020 | 2021 | 2022 | | | | | | | |
| | RDY00007 | Potter Drive Rehabilitation [Arctic Blvd to Dowling Road] - This project would rehabilitate Potter Drive from Arctic Boulevard to Dowling Road and include non-motorized improvements. | 2020 -D 2021 - D 2022 - ROW | \$0 | \$500 | \$750 | \$500 | \$6,500 | \$1,750 | \$8,250 |
| | RDY00008 | Transportation Demand Management Projects - Funding for implementation of project #PLN0008 the Transportation Demand Management study of the University Medical District. | 2022 - Implementation | \$0 | \$0 | \$0 | \$4,124 | \$0 | \$4,124 | \$4,124 |
| | RDY00009 | Seward Highway to Glenn Highway Connection PEL Design - Implement the projects identified as part of the PEL done for the Seward Highway to Glenn Highway Connection. | 2022 - D | \$0 | \$0 | \$0 | \$1,000 | \$1,000 | \$1,000 | \$2,000 |
| | RDY00010 | Mountain Air Drive [Rabbit Creek Road to E-164th Sandpiper Drive] - Extend Mountain Air Drive from Rabbit Creek Road to E-164th Sandpiper Drive . Recommend separated pathway. Purpose: Circulation, access, and safety. | 2020 - D 2022 - ROW | \$0 | \$1,000 | \$0 | \$1,500 | \$11,000 | \$2,500 | \$13,500 |
| | RDY00011 | Safety Improvement Program (Traffic Count Support) 2019-2022 - Collect traffic data within the AMATS area completed by the ADOT&PF Central Region Highway Data Section and MOA Traffic Department Data Section. | 2019-22 Programming | \$615 | \$620 | \$625 | \$630 | \$0 | \$2,490 | \$2,490 |
| | RDY00012 | 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 7 or other priorities. | 2019-22 Programming | \$4,050 | \$3,503 | \$6,463 | \$1,440 | \$20,000 | \$15,456 | \$35,456 |
| | | The contingency list of projects for each year will consist of the following year's projects. | ANNUAL TOTALS | \$14,065 | \$23,941 | \$22,344 | \$20,644 | \$115,300 | \$80,494 | \$195,794 |
| | | STIP ALLOCATIONS FOR ALL TYPES OF NON-NHS PROJECTS = CTP. | | \$29,360 | \$30,094 | \$30,094 | \$30,094 | \$24,955 | \$119,642 | |
| | | Approximate percentage (%) for roadways | | 34% | 68% | 53% | 64% | 4-year average | 55% | |
| | | Approximate percentage (%) for pavement replacement projects | | 14% | 12% | 21% | 5% | 4-year average | 13% | |

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

**Table 3. Non-Motorized
AMATS FFY 2019-2022 TIP Amendment 1**

| Grandfathered Project | TIP Need ID* | PROJECT LOCATION | PROJECT PHASING PLAN | FEDERAL FISCAL PROGRAMMING YEAR (\$in Thousands) | | | | | Estimated funding needs after 2022 | Est project cost 2019-2022 | Est total project cost |
|-----------------------|--------------|---|------------------------------------|--|------------------|----------------|--------------------|----------------|------------------------------------|----------------------------|------------------------|
| | | | | October 1 - September 30 | | | | | | | |
| | | | | Carryover | 2019 | 2020 | 2021 | 2022 | | | |
| G | 29257 | Dimond Center Pedestrian and Transit Improvements - Multiphase effort focusing on pedestrian, bicycle, transit and travel way improvements. Primary improvements includes sidewalk connectivity, bicycle infrastructure, pedestrian and bicycle signals/signage, traffic calming techniques, lighting and other safety related infrastructure to ensure compliance with ADA. | | \$2,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| G | 26628 | Bicycle Plan Project Implementation - Project would sign, stripe, and mark bike lanes or shoulders on existing roadways within the AMATS boundary area to create a safe, connected network of bicycle facilities as identified in the Anchorage Bicycle plan. Project consists of nominated projects Core Bicycle Network Phase I-III. | | \$0 | \$0 | \$200 | \$0 | \$0 | \$0 | \$200 | \$200 |
| G | 26629 | Pedestrian Plan Project Implementation - Project would improve pedestrian safety and construct missing links as identified in 2007 Anchorage Pedestrian Plan. FFY16 funded with non-AMATS sources. | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | NMO00001 | Downtown Trail Connection - Project will construct a connection between the Tony Knowles Coastal Trail to the Ship Creek Trail in downtown Anchorage. | 2019 - D 2021 - ROW | \$0 | \$300 | \$0 | \$1,000 | \$0 | \$4,000 | \$1,300 | \$5,300 |
| | 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. | 2020 - D 2022 - ROW | \$0 | \$0 | \$500 | \$0 | \$500 | \$3,000 | \$1,000 | \$4,000 |
| | NMO00003 | Tudor Road Pathway Connection [Chugach Foothills Connector Phase II to Regal Mountain Drive] - This project would construct a connection from the phase II of the Chugach Foothills Connector to Regal Mountain Drive. | 2019 - D 2021 - C | \$0 | \$0 | \$0 | \$500 | \$0 | \$0 | \$500 | \$500 |
| | NMO00006 | Potter Marsh Improvements - This project would make improvements to the Potter Marsh southern parking facility. | 2020 - D 2022 - U/C | \$0 | \$0 | \$123 | \$0 | \$480 | \$0 | \$603 | \$603 |
| | NMO00007 | Old Seward Highway Pathway [DeArmoun Road to Rabbit Creek Road] - This project would construct a pathway along Old Seward Highway from DeArmoun Road and connect to the termini of the non-motorized improvement(s) done as part of the Rabbit Creek Road [Seward Highway to Goldenview Drive] Reconstruction project. | 2019 - D 2021 - ROW | \$0 | \$500 | \$0 | \$1,000 | \$0 | \$2,500 | \$1,500 | \$0 |
| | NMO00008 | Anchorage Areawide Pathway and Trails Pavement Replacement - This program will provide a single funding source for several pathway/trail pavement replacement projects. May include those projects listed in Table 7 or other priorities. | 2019-22 - D/U/C | \$0 | \$300 | \$910 | \$3,030 | \$5,500 | \$10,000 | \$9,740 | \$19,740 |
| | | The contingency list of projects for each year will consist of the following year's projects. | Section Totals | \$2,000 | \$600 | \$1,733 | \$4,530 | \$6,480 | \$17,000 | \$13,343 | \$30,343 |
| | | STIP ALLOCATIONS FOR ALL TYPES OF NON-NHS PROJECTS = CTP | | | \$29,360 | \$30,094 | \$30,094 | \$30,094 | 4 year total= | \$119,642 | |
| | | Approximate percentage (%) for all Non-Motorized projects | | | 2% | 6% | 15% | 22% | 4-year Avg= | 11.2% | |

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

Table 4. Plans and Studies
AMATS FFY 2019-2022 TIP Amendment 1

| Grandfathered Project | TIP Need ID* | PROJECT LOCATION | PROJECT PHASING PLAN | FEDERAL FISCAL PROGRAMMING YEAR (\$in Thousands) | | | | Estimated funding needs after 2022 | Est project cost 2019-2022 | Est total project cost |
|---|--------------|--|--|--|----------|----------|----------|------------------------------------|----------------------------|------------------------|
| | | | | October 1 - September 30 | | | | | | |
| | | | | 2019 | 2020 | 2021 | 2022 | | | |
| Studies and Plans | | | | | | | | | | |
| G | PLN00001 | AMATS MTP - Funding for the Municipality of Anchorage AMATS Metropolitan Transportation Plan. | 2020 - Plan | \$0 | \$800 | \$0 | \$0 | \$800 | \$800 | \$1,600 |
| | PLN00002 | TSMO Strategic Implementation Plan - This study will develop the AMATS Transportation Systems Management & Operations (TSMO) strategic plan, and will provide overall direction, goals, and strategic outcomes for the program. The project will translate AMATS strategic elements (including 2040 MTP Implementation Plan, ITS Implementation Plan, CMP Implementation Plan, and Transportation Demand Management Plan) into a combined Five-Year TSMO implementation plan document that will provide overall direction and strategic outcomes, with specific projects with related cost estimates, services and activities. | 2020 - Study | \$0 | \$500 | \$0 | \$0 | \$0 | \$500 | \$500 |
| | PLN00003 | Seward Highway to Glenn Highway Connection Planning and Environmental Linkages (PEL) Study [20th Ave to Glenn Hwy/Airport Heights Intersection] - The intent of this PEL is to define a vision for the future of this connection, identify environmental and resource concerns and opportunities in the study area, and use the information to develop reasonable alternatives through consultation with the affected agencies and the public. | 2019 - Study | \$5,000 | \$0 | \$0 | \$0 | \$0 | \$5,000 | \$5,000 |
| | PLN00004 | 2040 Secondary Street Deficiency Analysis and Prioritization - This project will conduct an area-specific review of existing collector and local street networks that connect or run parallel to major arterials in the Anchorage Bowl. This review will identify deficiencies and needed additional local and collector street connections, intersection and access improvements, right-of-way widths, and pedestrian connections. | 2019 - Study | \$0 | \$150 | \$0 | \$0 | \$0 | \$150 | \$150 |
| | PLN00005 | Chugach Way Area Transportation Element Study - This project would provide recommendations on the transportation elements developed as part of the Chugach Way Small Area Plan. | 2019 - Study | \$150 | \$0 | \$0 | \$0 | \$0 | \$150 | \$150 |
| | PLN00006 | 92nd Ave Extension Reconnaissance Study - This project will look at the challenges with extending 92nd Ave from Old Seward Highway to King Street and offer recommendations based on safety, congestion, non-motorized improvements, and freight mobility. | 2021 - Study | \$0 | \$0 | \$250 | \$0 | \$0 | \$250 | \$250 |
| | PLN00007 | Port of Alaska Multimodal Improvements Study - This project will study and make recommendations on how to improve the Ocean Dock Road connection to the Port of Alaska. | 2019 - Study | \$400 | \$0 | \$0 | \$0 | \$0 | \$400 | \$400 |
| | PLN00008 | University Medical District Transportation Demand Management (TDM) Study - Project will complete a TDM study, evaluating transportation demand throughout the entire University Medical District and make recommendations for funding future project. | 2019 - Study | \$500 | \$0 | \$0 | \$0 | \$0 | \$500 | \$500 |
| | | The contingency list of projects for each year will consist of the following year's projects. | ANNUAL TOTALS | \$6,050 | \$1,450 | \$250 | \$0 | \$800 | \$7,750 | \$8,550 |
| | | | STIP ALLOCATIONS FOR ALL TYPES OF NON-NHS PROJECTS = CTP | \$29,360 | \$30,094 | \$30,094 | \$30,094 | 4 year total= | \$119,642 | |
| Notice to MOA Project Managers/Project Sponsors! If your project includes ITS elements and uses funds from the federal highway trust fund, <u>prior to acquisition, construction, or implementation</u> , you must demonstrate compliance with federal Systems Engineering Analysis requirements. Complete the ADOT&PF Systems Engineering Analysis Checklist and submit to FHWA through ADOT&PF Central Region Planning. | | | | | | | | | | |

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

Table 5. Congestion Mitigation Air Quality (CMAQ)
AMATS FFY 2019-2022 TIP Amendment 1

| Grandfathered Project | TIP Need ID* | PROJECT LOCATION | PROJECT PHASING PLAN | FEDERAL FISCAL PROGRAMMING YEAR (Sin Thousands) | | | | Estimated funding needs after 2022 | Est project cost 2019 - 2022 | Est total project cost | | |
|--|--------------|--|--|---|----------------|----------------|----------------|------------------------------------|------------------------------|------------------------|----------------|----------|
| | | | | October 1 - September 30 | | | | | | | | |
| | | | | Carryover | 2019 | 2020 | 2021 | | | | 2022 | |
| SIP-Mandated Projects and Programs | | | | | | | | | | | | |
| | CMQ00001 | Anchorage Ridesharing/Transit Marketing 2019-2022 - This project funds the Municipal Share-A-Ride program which promotes, subsidizes, and contract manages an area-wide vanpool commuter service; and a comprehensive public transportation marketing effort. | 2019-2022 Programming | | \$900 | \$900 | \$900 | \$900 | \$0 | \$3,600 | \$3,600 | |
| | CMQ00002 | Air Quality Public & Business Awareness Education Campaign 2019-2022 - The goal of this program is to further inform the public about air quality issues and what steps people may take to reduce pollution. | 2019-2022 Programming | | \$300 | \$300 | \$300 | \$300 | \$0 | \$1,200 | \$1,200 | |
| | | | Section Totals | | \$1,200 | \$1,200 | \$1,200 | \$1,200 | \$0 | \$4,800 | \$4,800 | |
| | | | STIP Non-National Highway System Allocation from ADOT&PF's CMAQ program [as of 3/14] | | \$1,200 | \$1,200 | \$1,200 | \$1,200 | \$0 | \$4,800 | | |
| Programs | | | | | | | | | | | | |
| | CMQ00003 | Arterial Roadway Dust Control 2019-2022 - 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. FFY16 funded with non-AMATS sources. | 2019-2022 Implementation | | \$200 | \$200 | \$200 | \$200 | \$0 | \$800 | \$800 | |
| | CMQ00004 | Traffic Control Signalization 2019-2022 - 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. | 2019-2022 Programming | | \$350 | \$350 | \$350 | \$350 | \$0 | \$1,400 | \$1,400 | |
| | CMQ00005 | Bus Stop & Facility Improvements - This projects funds the upgrade of facility and bus stop sites to meet both the federally mandated Americans with Disabilities Act [ADA] requirements and the operational needs. Typical bus stop improvements include bus shelters, benches, trash receptacles, landscaping, grading, pacing, utility relocations, lighting, curb adjustments, drainage, constructing paths, and construction/reconstruction of turnouts. Typical facility improvements include upgrades, rehabilitation, and construction/reconstruction not limited to safety, security, facility equipment, structures, underground storage tanks, parking lots, sidewalks, and drainage. Table 5 of CMAQ funds supplement FTA funds in project 4, 8, and 11 on Table 10. FFY19-2021 AMATS funding is supplemented with CMAQ funding outside the AMATS allocation. | 2019-2022 Implementation | | \$3,286 | \$1,265 | \$1,321 | \$1,379 | \$4,509 | \$7,251 | \$11,760 | |
| | CMQ00006 | Multimodal Trip Planner and Smartphone Application - project will provide for operation of multimodal trip planner and smartphone app to provide carpool, vanpool, and bicycle commuter matching, transit and shuttle schedules, and multimodal directions. | 2019-2022 Implementation | | \$70 | \$0 | \$0 | \$0 | \$0 | \$70 | \$70 | |
| | CMQ00007 | Transit Fleet Replacement Operations Capital Vehicles - This project provides funding for replacement and potential operational assistance of the Public Transportation Department. The fleet consists of 13-passenger vans, MV-1, 22' and 40' buses that provide service to RideShare, AnchorRIDES, and People Mover. Vehicles will be replaced based on the FTA defined useful life and the People Mover Fleet Management Plan. Table 5 of CMAQ funds supplement FTA funds in project 2, 6, and 10 on Table 10. FFY19-2021 AMATS funding is supplemented with CMAQ funding outside the AMATS allocation. \$1.75M in 2019 funding should be prioritized toward electric fleet vehicles if at all possible. | 2019-2022 - Purchase | \$418 | \$3,458 | \$0 | \$2,210 | \$2,210 | \$6,000 | \$7,878 | \$13,878 | |
| | CMQ00008 | Demo Operations / Expansion - This project will provide for operational assistance and/or operational service expansion for fixed route, demand response, and/or microtransit public transit service. Table 5 of CMAQ funds supplement FTA funds in project 3, 5, 9, and 10 on Table 10. FFY19-2021 AMATS funding is supplemented with CMAQ funding outside of AMATS allocation. | 2019-2022 Programming | \$2,210 | \$2,210 | \$2,210 | \$0 | \$0 | \$0 | \$4,420 | \$4,420 | |
| | | | Section Totals | | \$8,574 | \$2,970 | \$2,970 | \$2,970 | \$9,151 | \$21,819 | \$30,970 | |
| | | | The contingency list of projects for each year will consist of the following year's projects. | | | \$8,574 | \$2,970 | \$2,970 | \$2,970 | \$9,151 | \$21,819 | \$30,970 |
| | | | STIP ALLOCATIONS FOR ALL TYPES OF NON-NHS PROJECTS = CTP | | | \$29,360 | \$30,094 | \$30,094 | \$30,094 | 4 year total= | \$119,642 | |
| | | | Approximate percentage (%) for all Congestion Mitigation/Air Quality (CMAQ) projects | | | 29% | 10% | 10% | 10% | 4-year Avg= | 14.6% | |
| <small>Notice to MOA Project Managers/Project Sponsors! If your project includes ITS elements and uses funds from the federal highway trust fund, prior to acquisition, construction, or implementation, you must demonstrate compliance with federal Systems Engineering Analysis requirements. Complete the ADOT&PF Systems Engineering Analysis Checklist and submit to FHWA through ADOT&PF Central Region Planning.</small> | | | | | | | | | | | | |

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

Table 6. Transportation Alternatives Program
AMATS FFY 2019-2022 TIP Amendment 1

| Grandfathered Project | TIP Need ID* | PROJECT LOCATION | PROJECT PHASING PLAN | FEDERAL FISCAL PROGRAMMING YEAR (in Thousands) | | | | Estimated funding needs after 2022 | Est project cost 2019-2022 |
|-----------------------|--------------|--|----------------------------------|--|----------------|----------------|------------|------------------------------------|----------------------------|
| | | | | October 1 - September 30 | | | | | |
| | | | | 2019 | 2020 | 2021 | 2022 | | |
| G | TAP00001 | Chugach Foothills Connector, Phase II - Project will construct a multi-use path on Tudor Road between Regal Mountain Drive and Campbell Airstrip Road. | 2019 - D 2020 - D 2021 - C | \$200 | \$483 | \$3,200 | \$0 | \$0 | \$3,883 |
| G | TAP00002 | AMATS Mountain View Drive Pathway Reconstruction - Project will reconstruct a multi-use pathway connecting Peterkin Avenue with Mountain View Drive between Bliss Street and North Bunn Street. | 2019 - U/C | \$750 | \$810 | \$0 | \$0 | \$0 | \$1,560 |
| G | TAP00003 | Anchorage Arewide Trails Rehabilitation - Project will rehabilitate the Fish Creek trail from Kiwanis Fish Creek Park to Barbara Street. | 2019 - U/C | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Section Totals | | | | \$950 | \$1,293 | \$3,200 | \$0 | \$0 | \$5,443 |

*Programmed amounts includes a 20% match. *Projects are not listed in priority order. Project totals include match. The match is funded with either State or Local funding.

**Table 7. Pavement Replacement Program
AMATS FFY 2019-2022 TIP Amendment 1**

| 2019 - 2022 TIP, Pavement Replacement Projects | |
|---|---|
| | Project Location |
| 5 | Fireweed Ln - Spenard Road to Aretie Blvd Seward Highway |
| 12 | Old Seward Highway Spur - Old Seward Highway to Potter Valley Road |
| 13 | Muldoon Road - Golden Bear Drive to JBER Gate |
| 14 | Muldoon Road - Debarr Road to Boundary Avenue |
| 15 | Eagle River Loop Road - Old Glenn Highway to Eagle River Road |
| 16 | Hillside Drive - DeArmoun Road to Abbott Road |
| 17 | VFW Road - Eagle River Road to Eagle River Loop Road |
| 18 | 88th Avenue - Lake Otis Parkway to Abbott Road |
| | *Projects not in priority order |
| | Pavement Replacement Annual Totals shown in Table 2 |

| 2019 - 2022 TIP, Pathway and Trail Pavement Replacement Projects | |
|---|---|
| | Project Location |
| 6 | A Street - East 36th Avenue to West Fireweed Lane |
| 7 | Northern Lights Boulevard - Seward Highway to Minnesota Drive |
| 8 | Minnesota Drive - Hillcrest Drive to W. Northern Lights Boulevard |
| 9 | Minnesota Drive - Hillcrest Drive to Spenard Road |
| 10 | Post Road - East 3rd Avenue to Viking Drive |
| | *Projects not in priority order |
| | Pavement Replacement Annual Totals shown in Table 3 |

**Table 8. Highway Safety Improvement Program (HSIP)
AMATS FFY 2019-2022 TIP Amendment 1**

| STIP Need ID | TIP Need ID* | PROJECT LOCATION | PROJECT PHASING PLAN | FEDERAL FISCAL PROGRAMMING YEAR (\$ in Thousands) | | | | Estimated funding needs after 2022 | Est project cost 2019- 2022 | Est total project cost |
|-----------------|-----------------|---|------------------------------------|---|----------------|-----------------|------------|--|-----------------------------------|---------------------------|
| | | | | October 1 - September 30 | | | | | | |
| | | | | 2019 | 2020 | 2021 | 2022 | | | |
| 6087 | HSP0001 | Jewel Lake Road: 88th St to Strawberry TWLTL (Two way left turn lane) | 2015 - D 2017 - R 2018 - U/C | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| 6087 | HSP0002 | CR Traffic Safety Corridor Left Turn Lanes | 2019 - U/C | \$2,700 | \$0 | \$0 | \$0 | \$0 | \$2,700 | \$2,700 |
| 6087 | HSP0003 | Minnesota / Seward Hwy / Tudor / Muldoon Lighting Improvements | 2018 - D/R 2019 - U/C | \$5,590 | \$0 | \$0 | \$0 | \$0 | \$5,590 | \$5,590 |
| 6087 | HSP0004 | Tudor Rd at C St and Dimond Blvd at C St - Right Turn Channelization | 2017 - D/R 2020 - U/C | \$0 | \$6,733 | \$0 | \$0 | \$0 | \$6,733 | \$6,733 |
| 6087 | HSP0005 | Minnesota Dr Weaving Lane | 2017 - D 2019 - U/C | \$3,519 | \$0 | \$0 | \$0 | \$0 | \$3,519 | \$3,519 |
| 6087 | HSP0006 | Minnesota Dr Guide Sign Upgrades | 2017 - D/U 2019 - C | \$321 | \$0 | \$0 | \$0 | \$0 | \$321 | \$321 |
| 6087 | HSP0007 | Seward Hwy Rockfall Mitigation | 2018/2019 - D 2021 - C | \$500 | \$0 | \$14,175 | \$0 | \$0 | \$14,675 | \$14,675 |
| 6087 | HSP0008 | Arctic Blvd Railroad Signal Relocation | 2019 - D 2020 - U | \$10 | \$590 | \$0 | \$0 | \$0 | \$600 | \$600 |
| Total | | | | \$12,640 | \$7,323 | \$14,175 | \$0 | \$0 | \$34,138 | \$34,138 |

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

**Table 9. National Highway System (NHS)
AMATS FFY 2019-2022 TIP Amendment 1**

| STIP Need ID | TIP Need ID* | PROJECT LOCATION | PROJECT PHASING PLAN | FEDERAL FISCAL PROGRAMMING YEAR (\$in Thousands) | | | | Estimated funding needs after 2021 | Est project cost 2018- 2021 | Est total project cost |
|--|-----------------|--|----------------------------|--|-----------------|-----------------|-----------------|---|-----------------------------------|------------------------------|
| | | | | October 1 - September 30 | | | | | | |
| | | | | 2018 | 2019 | 2020 | 2021 | | | |
| 27470 | NHS0001 | Anchorage Glenn Highway Muldoon Road Interchange Reconstruction - Reconstruct interchange at Muldoon and Glenn Highway. | 2018 - C | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| 29730 | NHS0002 | Seward Highway Dowling Road Interchange Rehabilitation - Project will improve the Dowling Road roundabouts, the associated highway ramps, and make other improvements as needed to enhance safety and increase traffic flow. | 2018 - D | \$1,000 | \$0 | \$0 | \$0 | \$14,000 | \$1,000 | \$15,000 |
| 29731 | NHS0003 | Seward Highway O'Malley Road to Dimond Boulevard Reconstruction - This project funds the design and ROW purchase for the final segments of this project reconstructing the Seward Highway from Dimond Boulevard to O'Malley Road and includes an underpass to connect 92nd Avenue (west of the Seward Highway) with Academy Drive (east of the Seward Highway), and construction is funded under Need ID 30691. | 2019 - D/ROW | \$0 | \$20,000 | \$0 | \$0 | \$0 | \$20,000 | \$20,000 |
| 30691 | NHS0004 | Seward Highway O'Malley Road to Dimond Boulevard Reconstruction Phase II - This is the second phase of the Seward Highway project, and will reconstructs the Seward Highway from Dimond Boulevard to O'Malley Road. Project includes an underpass to connect 92nd Avenue (west of the Seward Highway) with Academy Drive (east of the Seward Highway). The design and first construction phase are under Need ID 29731. | | \$0 | \$0 | \$0 | \$0 | \$76,500 | \$0 | \$76,500 |
| 18924 | NHS0005 | Pavement and Bridge Rehabilitation - Crack sealing, surface treatment drainage, signage, guardrail, illumination, and other refurbishments to prolong the life of road pavement and bridges and their safety related structures. Project includes NHS Lane Delineators, Destination & Distance Signing, Pavement Markings and Signalization, Abandoned Vehicle Program, Road Surfacing and Transfer, Road Surface Treatments, and improve curb ramps to meet ADA standards (in coordination with Need ID 30397). The scope does not include landscaping or other elements inconsistent with a pavement preservation focus. This is a DOT&PF central region wide program with approximately \$25M going to projects within the AMATS area on an annual basis with a majority going to the NHS. | 2018-2021+ - All Phases | \$25,000 | \$25,000 | \$25,000 | \$25,000 | \$25,000 | \$100,000 | \$125,000 |
| The contingency list of projects for each year will consist of the following year's projects. | | | | \$26,000 | \$45,000 | \$25,000 | \$25,000 | \$115,500 | \$121,000 | \$236,500 |

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

**Table 10. Transit
AMATS FFY 2019-2022 TIP Amendment 1**

| STIP Need ID | TIP Need ID* | PROJECT LOCATION | PROJECT PHASING PLAN | FEDERAL FISCAL PROGRAMMING YEAR (\$in Thousands) | | | | | Estimated funding needs after 2022 | Est project cost 2019- 2022 | Est total project cost |
|-----------------|--------------|---|---------------------------------|--|----------------|----------------|----------------|----------------|---|-----------------------------------|---------------------------|
| | | | | October 1 - September 30 | | | | | | | |
| | | | | Carryover | 2019 | 2020 | 2021 | 2022 | | | |
| 19458 | 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. | 2019 - 2022 - Implementation | \$0 | \$4,600 | \$4,600 | \$4,600 | \$4,600 | \$13,500 | \$18,400 | \$31,900 |
| 19462 | TRN00002 | Fleet Replacement/Expansion - This project funds the fleet expansion and replacement for the AnchorRIDES paratransit service, as well as the fixed route fleet. | 2019 - 2022 - Implementation | \$0 | \$175 | \$344 | \$200 | \$200 | \$600 | \$919 | \$1,519 |
| 19464 | 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 Moved buses. May also be used to purchase AnchorRIDES trips. | 2019 - 2022 - Implementation | \$0 | \$0 | \$0 | \$400 | \$400 | \$1,200 | \$800 | \$2,000 |
| 19457 | 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. | 2019 - 2022 - Implementation | \$0 | \$0 | \$0 | \$25 | \$25 | \$75 | \$50 | \$125 |
| 19463 | 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. | 2019 - 2022 - Purchase | \$0 | \$0 | \$0 | \$50 | \$50 | \$0 | \$100 | \$100 |
| 19459 | TRN00006 | Fleet Improvement/Support Equipment/Support Vehicle - This project funds improvements to existing transit and paratransit fleets. Typical projects include a ticket reader and issue attachment, which issues passenger passes on the bus; security systems; transit/signal improvements for headway enhancements; mechanical equipment and other improvements for facilities; mobile display terminals' and vehicle communications, radios and locations systems. This project also funds the purchase of replacement vehicles and equipment to support operation of the transit system. Typical purchases include pickup racks, maintenance trucks with special equipment, supervisor vehicles, shift change vehicles, fork lifts, sweepers, and bus access snow removal equipment. | 2019 - 2022 - Purchase | \$0 | \$175 | \$344 | \$500 | \$500 | \$1,500 | \$1,519 | \$3,019 |
| 29264 | TRN00007 | Transit Centers/Support Facilities - This project supports an on-going effort to provide major transit facilities 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 and Muldoon, are vital to the implementation of these community planning documents. | 2019 - 2022 - Implementation | \$0 | \$567 | \$708 | \$750 | \$750 | \$2,250 | \$2,775 | \$5,025 |
| | TRN00008 | Operating Assistance - Section 5307 operating assistance for fixed route, demand responsive, and/or Microtransit public transit service. | 2019 - 2022 - Implementation | \$0 | \$300 | \$2,210 | \$2,210 | \$2,210 | \$3,000 | \$6,930 | \$9,930 |
| | | subtotal FTA Section 5307 & 5340 | | \$0 | \$5,817 | \$8,206 | \$8,735 | \$8,735 | \$22,125 | \$31,493 | \$53,618 |

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

Table 10. Transit
AMATS FFY 2019-2022 TIP Amendment 1

| STIP Need ID | TIP Need ID* | PROJECT LOCATION | PROJECT PHASING PLAN | FEDERAL FISCAL PROGRAMMING YEAR (\$in Thousands) | | | | | Estimated funding needs after 2022 | Est project cost 2019-2022 | Est total project cost |
|--------------|--------------|--|------------------------------|--|----------|----------|----------|----------|------------------------------------|----------------------------|------------------------|
| | | | | October 1 - September 30 | | | | | | | |
| | | | | Carryover | 2019 | 2020 | 2021 | 2022 | | | |
| 19119 | 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; volunteer driver programs; 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 accessible taxi, ride-sharing and/or vanpooling programs; and mobility management programs. | | \$0 | \$219 | \$231 | \$230 | \$230 | \$624 | \$910 | \$1,534 |
| 27969 | 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. | | \$1,380 | \$727 | \$776 | \$775 | \$775 | \$1,614 | \$3,053 | \$4,667 |
| | TRN00011 | Section 5339(b) Bus and Bus Facilities Competitive Program - This competitive program addresses significant repair and maintenance needs, improves the safety of transit systems, and deploys connective projects that include advanced technologies. Examples include projects to replace, rehabilitate and purchase buses, vans, and related equipment; to replace, rehabilitate, and construct bus-related facilities; including technological changes or innovations to modify vehicles and/or facilities. | | \$5,313 | \$0 | \$0 | \$0 | \$2,188 | \$1,614 | \$2,188 | \$3,802 |
| | | subtotal FTA section 5307, 5310, 5316, 5317, 5340 Transit funding to the MOA | | \$6,693 | \$6,763 | \$9,213 | \$9,740 | \$11,928 | \$25,977 | \$37,644 | \$63,621 |
| | | Alaska Railroad - FTA Section 5307 (Rail Tier) Funds | | | | | | | | | |
| 19634 | 10 | 1% Transit Security on the Alaska Railroad Corporation projects | 2019 - 2022 - Implementation | \$0 | \$120 | \$120 | \$150 | \$150 | \$450 | \$540 | \$990 |
| 19634 | 11 | 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 | \$0 | \$3,450 | \$3,500 | \$3,500 | \$3,500 | \$87,500 | \$13,950 | \$101,450 |
| 19634 | 12 | 1% Associated Transit Enhancements - can include benches, landscaping, and other transit related amenities. | 2019 - 2022 - Implementation | \$0 | \$120 | \$120 | \$130 | \$130 | \$410 | \$500 | \$910 |
| 19634 | 13 | Track Rehab - Rail and tie rehabilitation within AMATS boundaries. | 2019 - 2022 - Implementation | \$0 | \$200 | \$200 | \$400 | \$550 | \$1,500 | \$1,350 | \$2,850 |
| 19634 | | Radio System - Replace and/or upgrade radio system equipment and communication components. | 2019 - 2022 - Implementation | \$0 | \$0 | \$0 | \$0 | \$290 | \$750 | \$290 | \$1,040 |
| | | subtotal FTA Section 5307 (Rail Tier) Transit funding to Railroad | | \$0 | \$3,890 | \$3,940 | \$4,180 | \$4,330 | \$90,610 | \$16,340 | \$106,950 |
| | | Alaska Railroad - FTA Section 5337 (State of Good Repair) Funds | | | | | | | | | |
| 19634 | 14 | Track Rehab - Rail and tie rehabilitation within AMATS boundaries. | 2019 - 2022 - Implementation | \$0 | \$100 | \$0 | \$400 | \$400 | \$1,200 | \$900 | \$2,100 |
| 19634 | 15 | 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 | \$0 | \$500 | \$1,700 | \$3,900 | \$3,900 | \$9,500 | \$10,000 | \$19,500 |
| | | subtotal FTA Section 5337 (SGR) funding to Railroad | | \$0 | \$600 | \$1,700 | \$4,300 | \$4,300 | \$10,700 | \$10,900 | \$21,600 |
| | | Alaska Railroad - FTA Section 5337 (SGR) Funds | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | subtotal FTA Section 5337 funding to Railroad | | \$0 | \$600 | \$800 | \$4,300 | \$4,300 | \$17,400 | \$10,000 | \$27,400 |
| | | subtotal FTA Sections 5307 (Rail Tier) & 5337 Transit funding to ARRC | | \$0 | \$4,490 | \$5,640 | \$8,480 | \$8,630 | \$101,310 | \$27,240 | \$128,550 |
| | | Total Transit Program (FTA {5307+5337}) | | \$6,693 | \$11,253 | \$14,853 | \$18,220 | \$20,558 | \$127,287 | \$64,884 | \$192,171 |

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

Table 10. Transit
AMATS FFY 2019-2022 TIP Amendment 1

| STIP Need ID | TIP Need ID* | PROJECT LOCATION | PROJECT PHASING PLAN | FEDERAL FISCAL PROGRAMMING YEAR (\$in Thousands) | | | | | Estimated funding needs after 2022 | Est project cost 2019- 2022 | Est total project cost |
|-----------------|--------------|---|-------------------------|--|------|------|------|------|---|-----------------------------------|---------------------------|
| | | | | October 1 - September 30 | | | | | | | |
| | | | | Carryover | 2019 | 2020 | 2021 | 2022 | | | |
| | | <i>The Municipality of Anchorage's Transportation Improvement Program (TIP) process is used to satisfy the public participation process of the Program of Projects (POP) that is required in U.S.C. Section 5307. The POP as presented is the proposed Program of Projects and will also be the final Program of Projects unless amended.</i> | | | | | | | | | |

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

Table 11. Other Federal, State, and Local Funded Projects within the AMATS Area
AMATS FFY 2019-2022 TIP Amendment 1

| STIP Need ID | TIP Need ID* | PROJECT LOCATION | PROJECT PHASING PLAN | Funding Source | FEDERAL FISCAL PROGRAMMING YEAR (Sin Thousands) | | | | | Estimated funding needs after 2021 | Est project cost 2018 - 2021 | Est total project cost |
|-----------------|--------------|--|--------------------------------------|---------------------|---|-----------------|------------------|-----------------|------------------|---|------------------------------------|---------------------------|
| | | | | | October 1 - September 30 | | | | | | | |
| | | | | | Carryover | 2018 | 2019 | 2020 | 2021 | | | |
| | OFS00001 | Anchorage Port Modernization Project (APMP). Deducted from the 2019 number is \$20M received from the state. | 2018-2021 Programming | State GF GO Bond | \$108 | \$70,000 | \$53,000 | \$74,000 | \$863,000 | \$0 | \$1,060,108 | \$1,060,108 |
| 19482 | OFS00002 | AK094 & AK105 - Construction & Road Improvements @ APU. | 2018 - D 2019 - ROW/U 2020 - C | Earmark | \$0 | \$1,004 | \$1,030 | \$3,238 | \$0 | \$0 | \$5,272 | \$5,272 |
| 26849 | OFS00003 | People Mover Transportation, Community, and System Preservation Program Winter City Pedestrian Safety & Bus Stop Improvements- project will improve safety, accessibility, and maintenance of existing pedestrian facilities and bus stops during winter months. [Federal share only] | | FHWA Grant | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| 28471 | OFS00004 | Campbell Tract Facility Alternate Entrance Alignment - Relocate the CTF entrance road 260' to align with East 68th Avenue. | 2018/19 - D 2019 - C | FLAP | \$0 | \$500 | \$3,000 | \$0 | \$0 | \$0 | \$3,500 | \$3,500 |
| 33008 | OFS00005 | Buses and Bus Facilities Infrastructure Investment Project - Replace and upgrade the information technology system for the Public Transportation Department. This project will improve the reliability of the bus system and help the city meet growing demand for transit. | | FTA GRant | \$0 | \$0 | \$4,250 | \$0 | \$0 | \$0 | \$4,250 | \$4,250 |
| | OFS00006 | Glenn Highway/Hiland Road to Artillery Road Reconstruction - Add a 3rd lane to both northbound and southbound Glenn Highway. Improvements at Hiland Road and Artillery Road Interchanges on the Glenn Highway. Replace Eagle River bridges with capacity for pathway and future HOV lanes. First construction phase will be northbound improvements. FFY 2013 GO Bond funding = \$35M. | 2019 - C | State Fund | \$0 | \$0 | \$50,000 | \$0 | \$0 | \$0 | \$50,000 | \$50,000 |
| | | | | | \$108 | \$71,504 | \$111,280 | \$77,238 | \$863,000 | \$0 | \$1,123,022 | \$1,123,022 |

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

Table 12. NHS/Non-NHS Improvements outside AMATS within the MOA
AMATS FFY 2019-2022 TIP Amendment 1

| STIP-Need ID | TIP Need ID* | PROJECT LOCATION | PROJECT PHASING PLAN | Funding Source | FEDERAL FISCAL PROGRAMMING YEAR (\$in Thousands) | | | | | Est total funding needs after 2021 | Est project cost 2018-2021 | Est total project cost |
|----------------------|--------------|--|----------------------|----------------|--|------------------|-----------------|----------------|----------------|------------------------------------|----------------------------|------------------------|
| | | | | | October 1 - September 30 | | | | | | | |
| | | | | | Carryover | 2018 | 2019 | 2020 | 2021 | | | |
| 11439 | OUT0001 | Whittier Tunnel: Maintenance and Operations - Federal aid-eligible portion of Whittier tunnel and approaches, maintenance and operations. | 2018-2021 - C | NHS | \$0 | \$4,150 | \$4,150 | \$4,150 | \$4,150 | \$4,150 | \$16,600 | \$20,750 |
| 28330 | OUT0002 | Drainage Improvements for the Anton Anderson Memorial (Whittier) Tunnel - This project will provide driving surface and drainage improvements and install traffic control devices. | 2018 - U/C | NHS | \$0 | \$14,600 | \$0 | \$0 | \$0 | \$0 | \$14,600 | \$14,600 |
| 31496 | OUT0003 | Anton Anderson Memorial (Whittier) Tunnel - Project consists of improvement to the driving surface and rail bed as well as replacement of toll facility and other equipment. | 2019 - D 2021 - C | NHS | \$0 | \$0 | \$500 | \$0 | \$5,000 | \$0 | \$5,500 | \$5,500 |
| 11925 | OUT0004 | Seward Highway MP 75-90 Ingram Creek to Girdwood Road and Bridge Rehabilitation - The project includes rehabilitation of the highway including passing lanes, and parking accommodations from just north of Twenty Mile River to the Alyeska Highway and construction of three replacement bridges within this segment at Glacier Creek (bridge #639), Virgin Creek (bridge #638), and Petersen Creek (bridge #636). Project also includes rehabilitation of three miles of highway near the southern termini of the Project including construction of passing lanes and the rehabilitation of the Ingram Creek Bridge near the southern termini of the project. Final construction of middle segment will occur as project Need ID 30569 | 2018 - U/C | NHS | \$0 | \$89,500 | \$0 | \$0 | \$0 | \$0 | \$89,500 | \$89,500 |
| 30689 | OUT0005 | INHT PORTAGE CURVE MULTI-MODAL CONNECTOR (FLAP) - The United States Forest Service (USFS) in cooperation with the State of Alaska Department of Transportation & Public Facilities (DOT&PF) & the Federal Highway Administration (FHWA) is proposing construction of a multi-modal pathway adjacent to the Seward Highway from Ingram Creek (MP 75) through the Portage Curve to the Twentymile River (MP 82). The proposed pathway will improve the health and quality of life for both residents and Alaska visitors by providing separated pathways that connect to the Iditarod National Historic Trail (INHT), Portage Valley trail of Blue Ice, and many other recreation opportunities. | 2018 - D 2019 - C | FLAP/TAP | \$0 | \$2,000 | \$10,082 | \$0 | \$0 | \$0 | \$12,082 | \$12,082 |
| 30400 | OUT0006 | Crow Creek Road Mile Point 4-5 (Milepost 4.3 - 4.95) - Both road and bridge improvements to address identified deficiencies and arrest further degradation of the facilities. Road improvements will include stabilizing with highly frost susceptible material, reshaping and regrade, drainage. Bridge improvements will consist of replacing timber planks at abutments, reinforce concrete footings, rip rap armoring, replacement/repair of approach rails, bridge signage, and clearing of brush to restore safe sight distance. | 2018 - D/C | FLAP/TAP | \$0 | \$762 | \$0 | \$0 | \$0 | \$0 | \$762 | \$762 |
| 12640 | OUT0007 | Seward Highway MP 99-105 Bird and Indian Improvements - Design and construct Seward Highway improvements. May include possible bypass of Bird and Indian. Project includes passing lanes and bike/ped trail. | 2018 - U/C | NHS | \$0 | \$30,100 | \$0 | \$0 | \$0 | \$0 | \$30,100 | \$30,100 |
| 12641 | OUT0008 | Seward Highway MP 105-115 Passing Lanes Indian to Potter - The project includes improvements in the Windy Corner area of the Seward Highway to consisting of highway realignment, wildlife viewing turnouts, and railroad relocation as needed. Project would coordinate construction of auxiliary lanes and other safety improvements funded through HSIP. | 2018 - D | NHS | \$0 | \$1,600 | \$0 | \$0 | \$0 | \$71,500 | \$1,600 | \$73,100 |
| | OUT0009 | Seward Highway: Seward at Alyeska Highway Improvements - Construct a divided intersection on the Seward Hwy at the Alyeska Hwy to allow queuing for left turning vehicles. | | OSF | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| ANNUAL TOTALS | | | | | \$0 | \$142,712 | \$14,732 | \$4,150 | \$9,150 | \$75,650 | \$170,744 | \$246,394 |

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



ITEM: 5A
DATE: 10 September 2020
TO: Technical Advisory Committee
THRU: Craig Lyon, AMATS Coordinator
FROM: Matthew Stichick, Air Quality Specialist, Anchorage Health Department
SUBJECT: AMATS 2019-2022 TIP Amendment #1 Air Quality Conformity Determination

BACKGROUND:

The Municipality of Anchorage contains a limited maintenance area for carbon monoxide (CO) in Anchorage and contains a limited maintenance area for PM10 in Eagle River. Consequently, federal regulations require that AMATS make an air quality conformity determination on all transportation plans and programs to assure that they will not jeopardize compliance with federal air quality standards for CO and PM10 within the Municipality of Anchorage. These regulations require AMATS to determine that future emissions from the transportation network envisioned in these plans and programs remain under the allowable emissions budget established in the State Implementation Plan for air quality; or in the case of a limited maintenance plan, have a future projected pollutant design value low enough to be reasonably unlikely to exceed a national air quality standard including projected traffic increases over a 20-year planning horizon.

Planning assumptions for the growth in population, employment, and vehicle travel over a 20-year planning horizon are unchanged as a result of the project adjustments proposed in Amendment #1 to the 2019-2022 TIP. Because implementation of Amendment #1 does not change anticipated traffic growth over the long-range planning horizon, current and projected CO and PM10 air pollutant concentration levels as presented in the original 2019-2022 TIP conformity determination report remain unchanged.

ACTION REQUESTED

AMATS staff affirm and recommend to the AMATS Policy Committee a finding that Amendment #1 is consistent with the original air quality conformity determination for the 2019 – 2022 TIP and does not undermine the ability of the MOA to maintain current or future compliance with national air quality standards.

MEMORANDUM

STATE OF ALASKA

Department of Transportation and Public Facilities
Central Region

TO: James Marks
Division Operations Manager
Program Development

DATE: September 29, 2020

FAX: 907-269-0521

PHONE: 907-269-0507

FROM: James Starzec
AMATS Transportation
Planner, DOT&PF

SUBJECT: AMATS 2019-2022 TIP
Administrative Modification #4

The Anchorage Metropolitan Area Transportation Solutions (AMATS) Policy Committee (PC) approved the Administrative Modification #4 to the AMATS FFY 2019-2022 Transportation Improvement Program (TIP) on September 24, 2020. Attached as separate documents are the FFY 2019-2022 TIP tables with Administrative Modification #4 adjustments highlighted and the accompanying PC memo.

We find this Administrative Modification to be in conformance with 23 USC 134 and all applicable federal requirements for Metropolitan Planning Organizations and is financially constrained. An administrative modification does not require a new conformity determination per 23 CFR 450.104.

This Admin Mod does not meet the threshold established for Major Amendment as it does not impact air quality conformity and does not impact the fiscal constraint for AMATS.

AMATS requests that appropriate action be taken to incorporate the 2019-2022 TIP Administrative Modification #4 into the STIP.

Attachments (2)

cc: Maren Brantner, STIP Manager, Program Development, DOT&PF
Liz Balstad, Transportation Planner, DOT&PF
Todd VanHove, Chief of Planning, Anchorage Field Office, DOT&PF
Jennifer Coisman, Project Control Chief, Central Region, DOT&PF
Craig Lyon, AMATS Coordinator, MOA



ITEM: 5C
DATE: 24 September 2020
TO: AMATS Policy Committee
FROM: Craig Lyon, AMATS Coordinator
SUBJECT: AMATS TIP Administrative Modification #4

BACKGROUND:

An administrative modification to the AMATS 2019-2022 Transportation Improvement Program (TIP) is needed to update Table 2 Roadway, Table 3 Non-motorized, and Table 4 Plans and Studies. Below are the specific table changes in red.

Table 2 – Roadway

- Updated Table 2 to reflect an increase for construction funding for 2159 O’Malley Road Reconstruction Phase II and a balance the program with RDY00012 Pavement Replacement based on the changes to project 2150 O’Malley Road.

| FFY 2019-22 TIP (Amendment 1/Modification 3) | | | | |
|--|----------------|-----------------|-----------------|----------------|
| Project | 2019 | 2020 | 2021 | 2022 |
| O’Malley Road Reconstruction | \$3,500 | \$18,094 | \$12,906 | \$0 |
| Pavement Replacement Program | \$4,050 | \$3,503 | \$3,463 | \$1,440 |
| Total | \$7,550 | \$21,597 | \$16,369 | \$1,440 |
| Draft FFY 2019-22 TIP (Modification 4) | | | | |
| Project | 2019 | 2020 | 2021 | 2022 |
| O’Malley Road Reconstruction | \$3,500 | \$19,496 | \$12,906 | \$0 |
| Pavement Replacement Program | \$4,050 | \$2,985 | \$4,839 | \$1,580 |
| Total | \$7,550 | \$22,481 | \$18,745 | \$1,580 |

Table 3 – Non-Motorized

- Updated Table 3 to balance the program with NMO00008 Anchorage Areawide Pathway and Trails Pavement Replacement based on the changes in Table 4.

| FFY 2019-22 TIP (Amendment 1/Modification 3) | | | | |
|--|--------------|--------------|----------------|----------------|
| Project | 2019 | 2020 | 2021 | 2022 |
| Anchorage Areawide Pathway and Trails Pavement Replacement | \$300 | \$910 | \$3,030 | \$5,500 |
| Total | \$300 | \$910 | \$3,030 | \$5,500 |
| Draft FFY 2019-22 TIP (Modification 4) | | | | |
| Project | 2019 | 2020 | 2021 | 2022 |
| Anchorage Areawide Pathway and Trails Pavement Replacement | \$300 | \$910 | \$1,180 | \$5,710 |
| Total | \$300 | \$910 | \$1,180 | \$5,710 |

Table 4 – Plan and Studies

- Updated Table 4 to add \$200K to project PLN00001 AMATS MTP for model update work to get ready for the 2050 MTP update and move projects PLN00002 TSMO Strategic Implementation Plan and PLN00004 2040 Secondary Street Deficiency Analysis and Prioritization to 2021.

| FFY 2019-22 TIP (Amendment 1/Modification 3) | | | | |
|--|-------------|----------------|--------------|-------------|
| Project | 2019 | 2020 | 2021 | 2022 |
| AMATS MTP | \$0 | \$800 | \$0 | \$0 |
| TSMO Strategic Implementation Plan | \$0 | \$500 | \$0 | \$0 |
| 2040 Secondary Street Deficiency Analysis and Prioritization | \$0 | \$150 | \$0 | \$0 |
| Total | \$0 | \$1,450 | \$0 | \$0 |
| Draft FFY 2019-22 TIP (Modification 4) | | | | |
| Project | 2019 | 2020 | 2021 | 2022 |
| AMATS MTP | \$0 | \$800 | \$200 | \$0 |
| TSMO Strategic Implementation Plan | \$0 | \$0 | \$500 | \$0 |
| 2040 Secondary Street Deficiency Analysis and Prioritization | \$0 | \$0 | \$150 | \$0 |
| Total | \$0 | \$800 | \$850 | \$0 |

ACTION REQUESTED

AMATS staff and the Technical Advisory Committee recommend approval of the 2019-22 TIP Administrative Modification #4 to the Policy Committee.

Attachments:

2019-22 AMATS TIP Administrative Modification #4 (Tables)

**Table 1. Four-Year Program Summary
AMATS FFY 2019-2022 TIP Administrative Modification 4**

| PROJECT LOCATION | FEDERAL FISCAL PROGRAMMING YEAR (\$ in Thousands) | | | | 4-year total | % of 4-year Non-NHS \$ |
|---|--|-----------|-----------|-----------|--------------|---------------------------|
| | October 1 - September 30 | | | | | |
| | 2019 | 2020 | 2021 | 2022 | | |
| Non-National Highway System (Table 2) | | | | | | |
| Roadway Improvements without Pavement Replacement Projects | \$10,015 | \$21,616 | \$18,505 | \$18,854 | \$68,990 | 57.7% |
| Pavement Replacement Projects (Table 7) | \$4,050 | \$2,985 | \$4,839 | \$1,580 | \$13,454 | 11.2% |
| | \$14,065 | \$24,601 | \$23,344 | \$20,434 | \$82,444 | |
| Non-motorized (Table 3) | \$600 | \$1,723 | \$2,680 | \$6,690 | \$11,693 | 9.8% |
| Plans and Studies (Table 4) | \$6,050 | \$800 | \$1,100 | \$0 | \$7,950 | 6.6% |
| Congestion Mitigation & Air Quality (Table 5) | \$8,574 | \$2,970 | \$2,970 | \$2,970 | \$17,484 | 14.6% |
| Non-National Highway System Subtotal for Non-NHS roads, non-motorized & CMAQ projects | \$29,360 | \$30,094 | \$30,094 | \$30,094 | \$119,642 | 100.0% |
| STIP Non-National Highway System Allocation from ADOT&PF's CTP programs [as of 3/14] | \$29,360 | \$30,094 | \$30,094 | \$30,094 | \$119,642 | |
| AMATS CMAQ program set aside [as of 3/14] | \$2,255 | \$2,311 | \$2,311 | \$2,311 | \$9,188 | |
| <i>STIP Non-NHS Allocation for all projects (including CTP and CMAQ allocation)</i> | \$31,615 | \$32,405 | \$32,405 | \$32,405 | \$128,830 | |
| | | | | | | |
| Other Funded Projects within the Municipality of Anchorage | | | | | | |
| Highway Safety Improvement Program (Table 8) | \$12,640 | \$7,323 | \$14,175 | \$0 | \$34,138 | |
| National Highway System (Table 9) | \$26,000 | \$45,000 | \$25,000 | \$25,000 | \$115,500 | |
| Transit Capital FTA Section 5307 to MOA (Table 10) | \$6,763 | \$9,213 | \$9,740 | \$11,928 | \$37,644 | |
| Transit Capital FTA Section 5307 to ARRC (Table 10) | \$3,890 | \$3,940 | \$4,180 | \$4,330 | \$16,340 | |
| Transit Capital FTA Section 5337 [State of Good Repair] to ARCC (Table 10) | \$600 | \$1,700 | \$4,300 | \$4,300 | \$10,900 | |
| TOTAL PROGRAM ALLOCATION = (Non-NHS + NHS + HSIP Set Aside +AMATS Pave./Bridge Refurbish.+ all FTA 5307, 5337, and 5309) | \$79,253 | \$97,270 | \$87,489 | \$75,652 | \$339,664 | |
| Other Federal Funded Projects within AMATS (Table 11) | \$71,504 | \$111,280 | \$77,238 | \$863,000 | \$1,123,022 | |
| TOTAL FEDERAL FUNDING For Transportation Improvements within AMATS & the MOA | \$150,757 | \$208,550 | \$164,727 | \$938,652 | \$1,462,686 | |

Notice to MOA Project Managers / Project Sponsors! If your project includes ITS elements and uses funds from the federal highway trust fund, prior to acquisition, construction, or implementation, you must demonstrate compliance with federal Systems Engineering Analysis requirements. Complete the ADOT&PF Systems Engineering Analysis Checklist, link below, and submit to FHWA through ADOT&PF Central Region Planning.

* Totals include match. The match is funded with State or Local funding.

Table 2. Roadway Improvements
AMATS FFY 2019-2022 TIP Administrative Modification 4

| Grandfathered Project | TIP Need ID* | PROJECT LOCATION | PROJECT PHASING PLAN | FEDERAL FISCAL PROGRAMMING | | | | Estimated funding needs after 2022 | Est project cost 2019-2022 | Est total project cost |
|-----------------------|--------------|--|--|----------------------------|----------|----------|---------|------------------------------------|----------------------------|------------------------|
| | | | | YEAR (\$in Thousands) | | | | | | |
| | | | | October 1 - September 30 | | | | | | |
| 2019 | 2020 | 2021 | 2022 | | | | | | | |
| G | 2159 | O'Malley Road Reconstruction [Seward Highway to Hillside Drive] - Reconstruct the roadway to improve safety and capacity at intersections and improve pedestrian facilities and 3 lane section east of Lake Otis Pkwy, and 5 lane section between Seward Hwy and Lake Otis Pkwy. Landscaping @ 5% of Construction \$ = to be determined. \$1.0M in Design and \$4.3M ROW funding for Phase I in 2015. \$500,000 ROW in 2016 for Phase II. \$12.2M in U/C funding for Phase I in 2017 is A/C into 2016 for a total of \$26.7M. Phase I will receive additional funds of \$4.2M from FFY 2013 GO Bond or other non-AMATS sources of funding such as NHPP or statewide STP funds. Phase II is funded with the remainder of the FFY 2013 GO Bond supplemented by TIP funds. | 2019 - ROW/C 2020 - U/C | \$3,500 | \$19,496 | \$12,906 | \$0 | \$0 | \$35,902 | \$35,902 |
| | | | | | | | | | | |
| G | 29252 | Glenn Highway Integrated Corridor Management Study [ICM] - Project will produce a final Concept of Operations for a comprehensive ICM approach to the Glenn Highway operations, to address traffic congestion, including congestion caused by crashes. | 2019 - Study | \$400 | \$0 | \$0 | \$0 | \$0 | \$400 | \$400 |
| G | 2174 | Abbott Road Rehabilitation [Lake Otis Parkway to Birch Road] - project will increase from 2 to 4 lanes and improve intersections and pedestrian facilities. Project recommended to be developed as a 3R per ADOT's Pre-Construction Manual. \$1.5M in ROW funding is A/C from 2015 into 2014. \$7.7M in U/C funding is A/C from 2017 into 2016. | 2019 - U/C | \$500 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | 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 3 lanes (2 with a center turn lane). This project would also include non-motorized improvements. | 2019 - D 2022 - ROW | \$1,000 | \$0 | \$2,500 | \$0 | \$6,000 | \$3,500 | \$9,500 |
| | RDY00002 | C Street/Ocean Dock Road Ramp and Intersection Improvements - This project would rehabilitate the C Street/Ocean Dock Road Intersection based on the alternative #3 produced from the C Street/Ocean Dock Road Reconnaissance Study completed in 2018. Project would include non-motorized and drainage improvements. | 2019 - D 2021 - ROW | \$500 | \$0 | \$1,000 | \$0 | \$6,000 | \$1,500 | \$7,500 |
| | RDY00003 | Spenard Road Rehab [Benson Blvd to Minnesota Dr] - Project will rehabilitate to improve traffic flow. This project would also include non-motorized improvements. Project shall not include improvements to the Minnesota Intersection except ADA requirements on the east side. | 2019 - D 2022 - ROW | \$1,500 | \$0 | \$0 | \$2,500 | \$40,000 | \$4,000 | \$44,000 |
| | RDY00004 | Dr. Martin Luther King Jr Avenue Extension - Extend Dr. Martin Luther King Jr Avenue from Elmore Road to the south end of Piper Drive. The new roadway would include non-motorized improvements. | 2019 - D 2021 - D 2022 - ROW | \$1,500 | \$0 | \$500 | \$0 | \$14,500 | \$2,000 | \$16,500 |
| | RDY00005 | Rabbit Creek Road Reconstruction [Seward Highway to Goldenview Drive] - Project would reconstruction Rabbit Creek Road from the Seward Highway to Goldenview Drive with a center turn lane and includes non-motorized improvements. | 2022 - D | \$0 | \$0 | \$0 | \$1,500 | \$10,300 | \$1,500 | \$11,800 |
| | RDY00006 | East 4th Ave Signal and Lighting Upgrade [Cordova St to Ingra St] - Reconstruct the traffic signal and street lighting system along 4th Ave between Cordova St and Ingra St. Sidewalk and curb ramps will also be replaced. | 2019 - D 2020 - D 2021 - ROW 2022 - U/C | \$500 | \$0 | \$224 | \$7,100 | \$0 | \$7,824 | \$7,824 |

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

Table 2. Roadway Improvements
AMATS FFY 2019-2022 TIP Administrative Modification 4

| Grandfathered Project | TIP Need ID* | PROJECT LOCATION | PROJECT PHASING PLAN | FEDERAL FISCAL PROGRAMMING | | | | Estimated funding needs after 2022 | Est project cost 2019-2022 | Est total project cost |
|-----------------------|-----------------|---|-----------------------------------|----------------------------|-----------------|-----------------|-----------------|------------------------------------|----------------------------|------------------------|
| | | | | YEAR (\$in Thousands) | | | | | | |
| | | | | October 1 - September 30 | | | | | | |
| 2019 | 2020 | 2021 | 2022 | | | | | | | |
| | RDY00007 | Potter Drive Rehabilitation [Arctic Blvd to Dowling Road] - This project would rehabilitate Potter Drive from Arctic Boulevard to Dowling Road and include non-motorized improvements. | 2020 -D 2021 - D 2022 - ROW | \$0 | \$500 | \$750 | \$500 | \$6,500 | \$1,750 | \$8,250 |
| | RDY00008 | Transportation Demand Management Projects - Funding for implementation of project #PLN0008 the Transportation Demand Management study of the University Medical District. | 2022 - Implementation | \$0 | \$0 | \$0 | \$4,124 | \$0 | \$4,124 | \$4,124 |
| | RDY00009 | Seward Highway to Glenn Highway Connection PEL Design - Implement the projects identified as part of the PEL done for the Seward Highway to Glenn Highway Connection. | 2022 - D | \$0 | \$0 | \$0 | \$1,000 | \$1,000 | \$1,000 | \$2,000 |
| | 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. | 2020 - D 2022 - ROW | \$0 | \$1,000 | \$0 | \$1,500 | \$11,000 | \$2,500 | \$13,500 |
| | RDY00011 | Safety Improvement Program (Traffic Count Support) 2019-2022 - Collect traffic data within the AMATS area completed by the ADOT&PF Central Region Highway Data Section and MOA Traffic Department Data Section. | 2019-22 Programming | \$615 | \$620 | \$625 | \$630 | \$0 | \$2,490 | \$2,490 |
| | RDY00012 | 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 7 or other priorities. | 2019-22 Programming | \$4,050 | \$2,985 | \$4,839 | \$1,580 | \$20,000 | \$13,454 | \$33,454 |
| | | The contingency list of projects for each year will consist of the following year's projects. | ANNUAL TOTALS | \$14,065 | \$24,601 | \$23,344 | \$20,434 | \$115,300 | \$81,944 | \$197,244 |
| | | STIP ALLOCATIONS FOR ALL TYPES OF NON-NHS PROJECTS = CTP. | | \$29,360 | \$30,094 | \$30,094 | \$30,094 | \$24,955 | \$119,642 | |
| | | Approximate percentage (%) for roadways | | 34% | 72% | 61% | 63% | 4-year average | 58% | |
| | | Approximate percentage (%) for pavement replacement projects | | 14% | 10% | 16% | 5% | 4-year average | 11% | |

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

**Table 3. Non-Motorized
AMATS FFY 2019-2022 TIP Administrative Modification 4**

| Grandfathered Project | TIP Need ID* | PROJECT LOCATION | PROJECT PHASING PLAN | FEDERAL FISCAL PROGRAMMING YEAR (Sin Thousands) | | | | | Estimated funding needs after 2022 | Est project cost 2019-2022 | Est total project cost |
|-----------------------|--------------|---|------------------------|---|--------------|----------------|----------------|----------------|------------------------------------|----------------------------|------------------------|
| | | | | October 1 - September 30 | | | | | | | |
| | | | | Carryover | 2019 | 2020 | 2021 | 2022 | | | |
| G | 29257 | Dimond Center Pedestrian and Transit Improvements - Multiphase effort focusing on pedestrian, bicycle, transit and travel way improvements. Primary improvements includes sidewalk connectivity, bicycle infrastructure, pedestrian and bicycle signals/signage, traffic calming techniques, lighting and other safety related infrastructure to ensure compliance with ADA. | | \$2,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| G | 26628 | Bicycle Plan Project Implementation - Project would sign, stripe, and mark bike lanes or shoulders on existing roadways within the AMATS boundary area to create a safe, connected network of bicycle facilities as identified in the Anchorage Bicycle plan. Project consists of nominated projects Core Bicycle Network Phase I-III. | | \$0 | \$0 | \$200 | \$0 | \$0 | \$0 | \$200 | \$200 |
| G | 26629 | Pedestrian Plan Project Implementation - Project would improve pedestrian safety and construct missing links as identified in 2007 Anchorage Pedestrian Plan. FFY16 funded with non-AMATS sources. | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | NMO00001 | Downtown Trail Connection - Project will construct a connection between the Tony Knowles Coastal Trail to the Ship Creek Trail in downtown Anchorage. | 2019 - D 2021 - ROW | \$0 | \$300 | \$0 | \$1,000 | \$0 | \$4,000 | \$1,300 | \$5,300 |
| | 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. | 2020 - D 2022 - ROW | \$0 | \$0 | \$500 | \$0 | \$500 | \$3,000 | \$1,000 | \$4,000 |
| | NMO00003 | Tudor Road Pathway Connection [Chugach Foothills Connector Phase II to Regal Mountain Drive] - This project would construct a connection from the phase II of the Chugach Foothills Connector to Regal Mountain Drive. | 2019 - D 2021 - C | \$0 | \$0 | \$0 | \$500 | \$0 | \$0 | \$500 | \$500 |
| | NMO00006 | Potter Marsh Improvements - This project would make improvements to the Potter Marsh southern parking facility. | 2020 - D 2022 - U/C | \$0 | \$0 | \$113 | \$0 | \$480 | \$0 | \$593 | \$593 |
| | NMO00008 | Anchorage Areawide Pathway and Trails Pavement Replacement - This program will provide a single funding source for several pathway/trail pavement replacement projects. May include those projects listed in Table 7 or other priorities. | 2019-22 - D/U/C | \$0 | \$300 | \$910 | \$1,180 | \$5,710 | \$10,000 | \$8,100 | \$18,100 |
| | | The contingency list of projects for each year will consist of the following year's projects. | Section Totals | \$2,000 | \$600 | \$1,723 | \$2,680 | \$6,690 | \$17,000 | \$11,693 | \$28,693 |
| | | STIP ALLOCATIONS FOR ALL TYPES OF NON-NHS PROJECTS = CTP | | | \$29,360 | \$30,094 | \$30,094 | \$30,094 | 4 year total= | \$119,642 | |
| | | Approximate percentage (%) for all Non-Motorized projects | | | 2% | 6% | 9% | 22% | 4-year Avg= | 9.8% | |

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

Table 4. Plans and Studies
AMATS FFY 2019-2022 TIP Administrative Modification 4

| Grandfathered Project | TIP Need ID* | PROJECT LOCATION | PROJECT PHASING PLAN | FEDERAL FISCAL PROGRAMMING YEAR (\$in Thousands) | | | | Estimated funding needs after 2022 | Est project cost 2019-2022 | Est total project cost |
|---|--------------|--|----------------------|--|----------|----------|----------|------------------------------------|----------------------------|------------------------|
| | | | | October 1 - September 30 | | | | | | |
| | | | | 2019 | 2020 | 2021 | 2022 | | | |
| Studies and Plans | | | | | | | | | | |
| G | PLN00001 | AMATS MTP - Funding for the Municipality of Anchorage AMATS Metropolitan Transportation Plan. | 2020 - Plan | \$0 | \$800 | \$200 | \$0 | \$800 | \$1,000 | \$1,800 |
| | PLN00002 | TSMO Strategic Implementation Plan - This study will develop the AMATS Transportation Systems Management & Operations (TSMO) strategic plan, and will provide overall direction, goals, and strategic outcomes for the program. The project will translate AMATS strategic elements (including 2040 MTP Implementation Plan, ITS Implementation Plan, CMP Implementation Plan, and Transportation Demand Management Plan) into a combined Five-Year TSMO implementation plan document that will provide overall direction and strategic outcomes, with specific projects with related cost estimates, services and activities. | 2020 - Study | \$0 | \$0 | \$500 | \$0 | \$0 | \$500 | \$500 |
| | PLN00003 | Seward Highway to Glenn Highway Connection Planning and Environmental Linkages (PEL) Study [20th Ave to Glenn Hwy/Airport Heights Intersection] - The intent of this PEL is to define a vision for the future of this connection, identify environmental and resource concerns and opportunities in the study area, and use the information to develop reasonable alternatives through consultation with the affected agencies and the public. | 2019 - Study | \$5,000 | \$0 | \$0 | \$0 | \$0 | \$5,000 | \$5,000 |
| | PLN00004 | 2040 Secondary Street Deficiency Analysis and Prioritization - This project will conduct an area-specific review of existing collector and local street networks that connect or run parallel to major arterials in the Anchorage Bowl. This review will identify deficiencies and needed additional local and collector street connections, intersection and access improvements, right-of-way widths, and pedestrian connections. | 2019 - Study | \$0 | \$0 | \$150 | \$0 | \$0 | \$150 | \$150 |
| | PLN00005 | Chugach Way Area Transportation Element Study - This project would provide recommendations on the transportation elements developed as part of the Chugach Way Small Area Plan. | 2019 - Study | \$150 | \$0 | \$0 | \$0 | \$0 | \$150 | \$150 |
| | PLN00006 | 92nd Ave Extension Reconnaissance Study - This project will look at the challenges with extending 92nd Ave from Old Seward Highway to King Street and offer recommendations based on safety, congestion, non-motorized improvements, and freight mobility. | 2021 - Study | \$0 | \$0 | \$250 | \$0 | \$0 | \$250 | \$250 |
| | PLN00007 | Port of Alaska Multimodal Improvements Study - This project will study and make recommendations on how to improve the Ocean Dock Road connection to the Port of Alaska. | 2019 - Study | \$400 | \$0 | \$0 | \$0 | \$0 | \$400 | \$400 |
| | PLN00008 | University Medical District Transportation Demand Management (TDM) Study - Project will complete a TDM study, evaluating transportation demand throughout the entire University Medical District and make recommendations for funding future project. | 2019 - Study | \$500 | \$0 | \$0 | \$0 | \$0 | \$500 | \$500 |
| The contingency list of projects for each year will consist of the following year's projects. | | | ANNUAL TOTALS | \$6,050 | \$800 | \$1,100 | \$0 | \$800 | \$7,950 | \$8,750 |
| STIP ALLOCATIONS FOR ALL TYPES OF NON-NHS PROJECTS = CTP | | | | \$29,360 | \$30,094 | \$30,094 | \$30,094 | 4 year total= | \$119,642 | |
| Notice to MOA Project Managers/Project Sponsors! If your project includes ITS elements and uses funds from the federal highway trust fund, <u>prior to acquisition, construction, or implementation</u> , you must demonstrate compliance with federal Systems Engineering Analysis requirements. Complete the ADOT&PF Systems Engineering Analysis Checklist and submit to FHWA through ADOT&PF Central Region Planning. | | | | | | | | | | |

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

**Table 5. Congestion Mitigation Air Quality (CMAQ)
AMATS FFY 2019-2022 TIP Administrative Modification 4**

| Grandfathered Project | TIP Need ID* | PROJECT LOCATION | PROJECT PHASING PLAN | FEDERAL FISCAL PROGRAMMING YEAR (in Thousands) | | | | Estimated funding needs after 2022 | Est project cost 2019 - 2022 | Est total project cost | | |
|--|--------------|--|--|--|--------------------------|----------------|----------------|------------------------------------|------------------------------|------------------------|------------------|----------|
| | | | | Carryover | October 1 - September 30 | | | | | | | |
| | | | | | 2019 | 2020 | 2021 | | | | 2022 | |
| SIP-Mandated Projects and Programs | | | | | | | | | | | | |
| | CMQ00001 | Anchorage Ridesharing/Transit Marketing 2019-2022 - This project funds the Municipal Share-A-Ride program which promotes, subsidizes, and contract manages an area-wide vanpool commuter service; and a comprehensive public transportation marketing effort. | 2019-2022 Programming | | \$900 | \$900 | \$900 | \$900 | \$0 | \$3,600 | \$3,600 | |
| | CMQ00002 | Air Quality Public & Business Awareness Education Campaign 2019-2022 - The goal of this program is to further inform the public about air quality issues and what steps people may take to reduce pollution. | 2019-2022 Programming | | \$300 | \$300 | \$300 | \$300 | \$0 | \$1,200 | \$1,200 | |
| | | | Section Totals | | \$1,200 | \$1,200 | \$1,200 | \$1,200 | \$0 | \$4,800 | \$4,800 | |
| | | | STIP Non-National Highway System Allocation from ADOT&PF's CMAQ program [as of 3/14] | | | \$1,200 | \$1,200 | \$1,200 | \$1,200 | \$0 | \$4,800 | |
| Programs | | | | | | | | | | | | |
| | CMQ00003 | Arterial Roadway Dust Control 2019-2022 - 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. FFY16 funded with non-AMATS sources. | 2019-2022 Implementation | | \$200 | \$200 | \$200 | \$200 | \$0 | \$800 | \$800 | |
| | CMQ00004 | Traffic Control Signalization 2019-2022 - 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. | 2019-2022 Programming | | \$350 | \$350 | \$350 | \$350 | \$0 | \$1,400 | \$1,400 | |
| | CMQ00005 | Bus Stop & Facility Improvements - This projects funds the upgrade of facility and bus stop sites to meet both the federally mandated Americans with Disabilities Act [ADA] requirements and the operational needs. Typical bus stop improvements include bus shelters, benches, trash receptacles, landscaping, grading, pacing, utility relocations, lighting, curb adjustments, drainage, constructing paths, and construction/reconstruction of turnouts. Typical facility improvements include upgrades, rehabilitation, and construction/reconstruction not limited to safety, security, facility equipment, structures, underground storage tanks, parking lots, sidewalks, and drainage. Table 5 of CMAQ funds supplement FTA funds in project 4, 8, and 11 on Table 10. FFY19-2021 AMATS funding is supplemented with CMAQ funding outside the AMATS allocation. | 2019-2022 Implementation | | \$3,286 | \$1,265 | \$1,321 | \$1,379 | \$4,509 | \$7,251 | \$11,760 | |
| | CMQ00006 | Multimodal Trip Planner and Smartphone Application - project will provide for operation of multimodal trip planner and smartphone app to provide carpool, vanpool, and bicycle commuter matching, transit and shuttle schedules, and multimodal directions. | 2019-2022 Implementation | | \$70 | \$0 | \$0 | \$0 | \$0 | \$70 | \$70 | |
| | CMQ00007 | Capital Vehicles - This project provides funding for replacement of the Public Transportation Department. The fleet consists of 13-passenger vans, MV-1, 22' and 40' buses that provide service to RideShare, AnchorRIDES, and People Mover. Vehicles will be replaced based on the FTA defined useful life and the People Mover Fleet Management Plan. Table 5 of CMAQ funds supplement FTA funds in project 2, 6, and 10 on Table 10. FFY19-2021 AMATS funding is supplemented with CMAQ funding outside the AMATS allocation. \$1.75M in 2019 funding should be prioritized toward electric fleet vehicles if at all possible. | 2019-2022 - Purchase | \$418 | \$3,458 | \$0 | \$2,210 | \$2,210 | \$6,000 | \$7,878 | \$13,878 | |
| | CMQ00008 | Demo Operations / Expansion - This project will provide for operational assistance and/or operational service expansion for fixed route, demand response, and/or microtransit public transit service. Table 5 of CMAQ funds supplement FTA funds in project 3, 5, 9, and 10 on Table 10. FFY19-2021 AMATS funding is supplemented with CMAQ funding outside of AMATS allocation. | 2019-2022 Programming | \$ 2,210 | \$2,210 | \$2,210 | \$0 | \$0 | \$0 | \$4,420 | \$4,420 | |
| | | | Section Totals | | \$8,574 | \$2,970 | \$2,970 | \$2,970 | \$9,151 | \$21,819 | \$30,970 | |
| | | | The contingency list of projects for each year will consist of the following year's projects. | | | \$8,574 | \$2,970 | \$2,970 | \$2,970 | \$9,151 | \$21,819 | \$30,970 |
| | | | STIP ALLOCATIONS FOR ALL TYPES OF NON-NHS PROJECTS = CTP | | | \$29,360 | \$30,094 | \$30,094 | \$30,094 | 4 year total= | \$119,642 | |
| | | | Approximate percentage (%) for all Congestion Mitigation/Air Quality (CMAQ) projects | | | 29% | 10% | 10% | 10% | 4-year Avg= | 14.6% | |
| <small>Notice to MOA Project Managers/Project Sponsors! If your project includes ITS elements and uses funds from the federal highway trust fund, prior to acquisition, construction, or implementation, you must demonstrate compliance with federal Systems Engineering Analysis requirements. Complete the ADOT&PF Systems Engineering Analysis Checklist and submit to FHWA through ADOT&PF Central Region Planning.</small> | | | | | | | | | | | | |

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

**Table 6. Transportation Alternatives Program
AMATS FFY 2019-2022 Administrative Modification 4**

| Grandfathered Project | TIP Need ID* | PROJECT LOCATION | PROJECT PHASING PLAN | FEDERAL FISCAL PROGRAMMING YEAR (Sin Thousands) | | | | Estimated funding needs after 2022 | Est project cost 2019-2022 |
|-----------------------|--------------|--|----------------------------------|---|----------------|----------------|------------|------------------------------------|----------------------------|
| | | | | October 1 - September 30 | | | | | |
| | | | | 2019 | 2020 | 2021 | 2022 | | |
| G | TAP00001 | Chugach Foothills Connector, Phase II - Project will construct a multi-use path on Tudor Road between Regal Mountain Drive and Campbell Airstrip Road. | 2019 - D 2020 - D 2021 - C | \$200 | \$483 | \$3,200 | \$0 | \$0 | \$3,883 |
| G | TAP00002 | AMATS Mountain View Drive Pathway Reconstruction - Project will reconstruct a multi-use pathway connecting Peterkin Avenue with Mountain View Drive between Bliss Street and North Bunn Street. | 2019 - U/C | \$750 | \$810 | \$0 | \$0 | \$0 | \$1,560 |
| G | TAP00003 | Anchorage Arewide Trails Rehabilitation - Project will rehabilitate the Fish Creek trail from Kiwanis Fish Creek Park to Barbara Street. | 2019 - U/C | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Section Totals | | | | \$950 | \$1,293 | \$3,200 | \$0 | \$0 | \$5,443 |

*Programmed amounts includes a 20% match. *Projects are not listed in priority order. Project totals include match. The match is funded with either State or Local funding.

**Table 7. Pavement Replacement Program
AMATS FFY 2019-2022 TIP Administrative Modification 4**

| 2019 - 2022 TIP, Pavement Replacement Projects | |
|---|--|
| | Project Location |
| 1 | Airport Heights Road - Debarr Road to Glenn Hwy |
| 2 | Boundary Ave - Boniface Pkwy to Oklahoma |
| 3 | Brayton Drive - Dearmoun Road to - O'Malley Road |
| 4 | Elmore Rd - Huffman Rd to O'Malley Rd |
| 5 | Fireweed Ln - Spenard Road to Arctic Blvd |
| 6 | Hiland Rd - MP 0 to MP 3.2 |
| 7 | Post Rd - 3rd Ave to Reeve Blvd |
| 8 | Rabbit Creek Rd - Old Seward Hwy to Hillside Dr |
| 9 | Upper Huffman - Hillside Dr to Toilsome Hill Dr |
| 10 | Reeve Blvd - 5th Ave to Post Road |
| 11 | DeArmoun Road - Hillside Drive to Canyon Road |
| 12 | Old Seward Highway Spur - Old Seward Highway to Potter Valley Road |
| 13 | Muldoon Road - Golden Bear Drive to JBER Gate |
| 14 | Muldoon Road - Debarr Road to Boundary Avenue |
| 15 | Eagle River Loop Road - Old Glenn Highway to Eagle River Road |
| 16 | Hillside Drive - DeArmoun Road to Abbott Road |
| 17 | VFW Road - Eagle River Road to Eagle River Loop Road |
| 18 | 88th Avenue - Lake Otis Parkway to Abbott Road |
| | *Projects not in priority order |
| | Pavement Replacement Annual Totals shown in Table 2 |

| 2019 - 2022 TIP, Pathway and Trail Pavement Replacement Projects | |
|---|--|
| | Project Location |
| 1 | 20th Ave Sidewalk - Bragaw Street to Tikishla Park |
| 2 | Debarr Road - Boniface to Muldoon (southside sidewalk) |
| 3 | Airport Heights Road - Debarr Road to Glenn Hwy |
| 4 | Northern Lights Blvd - Lois Drive to Minnesota Drive (southside pathway) |
| 5 | Jewel Lake Pathway - Raspberry Road to International Airport Road |
| 6 | A Street - East 36th Avenue to West Fireweed Lane |
| 7 | Northern Lights Boulevard - Seward Highway to Minnesota Drive |
| 8 | Minnesota Drive - Hillcrest Drive to W. Northern Lights Boulevard |
| 9 | Minnesota Drive - Hillcrest Drive to Spenard Road |
| 10 | Post Road - East 3rd Avenue to Viking Drive |
| | *Projects not in priority order |
| | Pavement Replacement Annual Totals shown in Table 3 |

**Table 8. Highway Safety Improvement Program (HSIP)
AMATS FFY 2019-2022 TIP Administrative Modification 4**

| STIP Need ID | TIP Need ID* | PROJECT LOCATION | PROJECT PHASING PLAN | FEDERAL FISCAL PROGRAMMING YEAR (\$ in Thousands) | | | | Estimated funding needs after 2022 | Est project cost 2019- 2022 | Est total project cost |
|-----------------|-----------------|---|------------------------------------|---|----------------|-----------------|------------|--|-----------------------------------|---------------------------|
| | | | | October 1 - September 30 | | | | | | |
| | | | | 2019 | 2020 | 2021 | 2022 | | | |
| 6087 | HSP0001 | Jewel Lake Road: 88th St to Strawberry TWLTL (Two way left turn lane) | 2015 - D 2017 - R 2018 - U/C | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| 6087 | HSP0002 | CR Traffic Safety Corridor Left Turn Lanes | 2019 - U/C | \$2,700 | \$0 | \$0 | \$0 | \$0 | \$2,700 | \$2,700 |
| 6087 | HSP0003 | Minnesota / Seward Hwy / Tudor / Muldoon Lighting Improvements | 2018 - D/R 2019 - U/C | \$5,590 | \$0 | \$0 | \$0 | \$0 | \$5,590 | \$5,590 |
| 6087 | HSP0004 | Tudor Rd at C St and Dimond Blvd at C St - Right Turn Channelization | 2017 - D/R 2020 - U/C | \$0 | \$6,733 | \$0 | \$0 | \$0 | \$6,733 | \$6,733 |
| 6087 | HSP0005 | Minnesota Dr Weaving Lane | 2017 - D 2019 - U/C | \$3,519 | \$0 | \$0 | \$0 | \$0 | \$3,519 | \$3,519 |
| 6087 | HSP0006 | Minnesota Dr Guide Sign Upgrades | 2017 - D/U 2019 - C | \$321 | \$0 | \$0 | \$0 | \$0 | \$321 | \$321 |
| 6087 | HSP0007 | Seward Hwy Rockfall Mitigation | 2018/2019 - D 2021 - C | \$500 | \$0 | \$14,175 | \$0 | \$0 | \$14,675 | \$14,675 |
| 6087 | HSP0008 | Arctic Blvd Railroad Signal Relocation | 2019 - D 2020 - U | \$10 | \$590 | \$0 | \$0 | \$0 | \$600 | \$600 |
| Total | | | | \$12,640 | \$7,323 | \$14,175 | \$0 | \$0 | \$34,138 | \$34,138 |

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

**Table 9. National Highway System (NHS)
AMATS FFY 2019-2022 TIP Administrative Modification 4**

| STIP Need ID | TIP Need ID* | PROJECT LOCATION | PROJECT PHASING PLAN | FEDERAL FISCAL PROGRAMMING YEAR (\$in Thousands) | | | | Estimated funding needs after 2021 | Est project cost 2018- 2021 | Est total project cost |
|---|-----------------|--|----------------------------|--|-----------------|-----------------|-----------------|---|-----------------------------------|------------------------------|
| | | | | October 1 - September 30 | | | | | | |
| | | | | 2018 | 2019 | 2020 | 2021 | | | |
| 27470 | NHS0001 | Anchorage Glenn Highway Muldoon Road Interchange Reconstruction - Reconstruct interchange at Muldoon and Glenn Highway. | 2018 - C | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| 29730 | NHS0002 | Seward Highway Dowling Road Interchange Rehabilitation - Project will improve the Dowling Road roundabouts, the associated highway ramps, and make other improvements as needed to enhance safety and increase traffic flow. | 2018 - D | \$1,000 | \$0 | \$0 | \$0 | \$14,000 | \$1,000 | \$15,000 |
| 29731 | NHS0003 | Seward Highway O'Malley Road to Dimond Boulevard Reconstruction - This project funds the design and ROW purchase for the final segments of this project reconstructing the Seward Highway from Dimond Boulevard to O'Malley Road and includes an underpass to connect 92nd Avenue (west of the Seward Highway) with Academy Drive (east of the Seward Highway), and construction is funded under Need ID 30691. | 2019 - D/ROW | \$0 | \$20,000 | \$0 | \$0 | \$0 | \$20,000 | \$20,000 |
| 30691 | NHS0004 | Seward Highway O'Malley Road to Dimond Boulevard Reconstruction Phase II - This is the second phase of the Seward Highway project, and will reconstructs the Seward Highway from Dimond Boulevard to O'Malley Road. Project includes an underpass to connect 92nd Avenue (west of the Seward Highway) with Academy Drive (east of the Seward Highway). The design and first construction phase are under Need ID 29731. | | \$0 | \$0 | \$0 | \$0 | \$76,500 | \$0 | \$76,500 |
| 18924 | NHS0005 | Pavement and Bridge Rehabilitation - Crack sealing, surface treatment drainage, signage, guardrail, illumination, and other refurbishments to prolong the life of road pavement and bridges and their safety related structures. Project includes NHS Lane Delineators, Destination & Distance Signing, Pavement Markings and Signalization, Abandoned Vehicle Program, Road Surfacing and Transfer, Road Surface Treatments, and improve curb ramps to meet ADA standards (in coordination with Need ID 30397). The scope does not include landscaping or other elements inconsistent with a pavement preservation focus. This is a DOT&PF central region wide program with approximately \$25M going to projects within the AMATS area on an annual basis with a majority going to the NHS. | 2018-2021+ - All Phases | \$25,000 | \$25,000 | \$25,000 | \$25,000 | \$25,000 | \$100,000 | \$125,000 |
| The contingency list of projects for each year will consist of the following year's projects. | | | | \$26,000 | \$45,000 | \$25,000 | \$25,000 | \$115,500 | \$121,000 | \$236,500 |

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

**Table 10. Transit
AMATS FFY 2019-2022 TIP Administrative Modification 4**

| STIP Need ID | TIP Need ID* | PROJECT LOCATION | PROJECT PHASING PLAN | FEDERAL FISCAL PROGRAMMING YEAR (\$in Thousands) | | | | | Estimated funding needs after 2022 | Est project cost 2019-2022 | Est total project cost |
|--------------|--------------|---|------------------------------|--|----------------|----------------|----------------|----------------|------------------------------------|----------------------------|------------------------|
| | | | | October 1 - September 30 | | | | | | | |
| | | | | Carryover | 2019 | 2020 | 2021 | 2022 | | | |
| 19458 | 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. | 2019 - 2022 - Implementation | \$0 | \$4,600 | \$4,600 | \$4,600 | \$4,600 | \$13,500 | \$18,400 | \$31,900 |
| 19462 | TRN00002 | Fleet Replacement/Expansion - This project funds the fleet expansion and replacement for the AnchorRIDES paratransit service, as well as the fixed route fleet. | 2019 - 2022 - Implementation | \$0 | \$175 | \$344 | \$200 | \$200 | \$600 | \$919 | \$1,519 |
| 19464 | 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 Moved buses. May also be used to purchase AnchorRIDES trips. | 2019 - 2022 - Implementation | \$0 | \$0 | \$0 | \$400 | \$400 | \$1,200 | \$800 | \$2,000 |
| 19457 | 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. | 2019 - 2022 - Implementation | \$0 | \$0 | \$0 | \$25 | \$25 | \$75 | \$50 | \$125 |
| 19463 | 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. | 2019 - 2022 - Purchase | \$0 | \$0 | \$0 | \$50 | \$50 | \$0 | \$100 | \$100 |
| 19459 | TRN00006 | Fleet Improvement/Support Equipment/Support Vehicle - This project funds improvements to existing transit and paratransit fleets. Typical projects include a ticket reader and issue attachment, which issues passenger passes on the bus; security systems; transit/signal improvements for headway enhancements; mechanical equipment and other improvements for facilities; mobile display terminals' and vehicle communications, radios and locations systems. This project also funds the purchase of replacement vehicles and equipment to support operation of the transit system. Typical purchases include pickup racks, maintenance trucks with special equipment, supervisor vehicles, shift change vehicles, fork lifts, sweepers, and bus access snow removal equipment. | 2019 - 2022 - Purchase | \$0 | \$175 | \$344 | \$500 | \$500 | \$1,500 | \$1,519 | \$3,019 |
| 29264 | TRN00007 | Transit Centers/Support Facilities - This project supports an on-going effort to provide major transit facilities 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 and Muldoon, are vital to the implementation of these community planning documents. | 2019 - 2022 - Implementation | \$0 | \$567 | \$708 | \$750 | \$750 | \$2,250 | \$2,775 | \$5,025 |
| | TRN00008 | Operating Assistance - Section 5307 operating assistance for fixed route, demand responsive, and/or Microtransit public transit service. | 2019 - 2022 - Implementation | \$0 | \$300 | \$2,210 | \$2,210 | \$2,210 | \$3,000 | \$6,930 | \$9,930 |
| | | subtotal FTA Section 5307 & 5340 | | \$0 | \$5,817 | \$8,206 | \$8,735 | \$8,735 | \$22,125 | \$31,493 | \$53,618 |

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

Table 10. Transit
AMATS FFY 2019-2022 TIP Administrative Modification 4

| STIP Need ID | TIP Need ID* | PROJECT LOCATION | PROJECT PHASING PLAN | FEDERAL FISCAL PROGRAMMING YEAR (\$in Thousands) | | | | | Estimated funding needs after 2022 | Est project cost 2019-2022 | Est total project cost |
|--------------|--------------|--|------------------------------|--|----------------|----------------|----------------|-----------------|------------------------------------|----------------------------|------------------------|
| | | | | October 1 - September 30 | | | | | | | |
| | | | | Carryover | 2019 | 2020 | 2021 | 2022 | | | |
| 19119 | 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; volunteer driver programs; 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 accessible taxi, ride-sharing and/or vanpooling programs; and mobility management programs. | | \$0 | \$219 | \$231 | \$230 | \$230 | \$624 | \$910 | \$1,534 |
| 27969 | 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. | | \$1,380 | \$727 | \$776 | \$775 | \$775 | \$1,614 | \$3,053 | \$4,667 |
| | TRN00011 | Section 5339(b) Bus and Bus Facilities Competitive Program - This competitive program addresses significant repair and maintenance needs, improves the safety of transit systems, and deploys connective projects that include advanced technologies. Examples include projects to replace, rehabilitate and purchase buses, vans, and related equipment; to replace, rehabilitate, and construct bus-related facilities; including technological changes or innovations to modify vehicles and/or facilities. | | \$5,313 | \$0 | \$0 | \$0 | \$2,188 | \$1,614 | \$2,188 | \$3,802 |
| | | subtotal FTA section 5307, 5310, 5316, 5317, 5340 Transit funding to the MOA | | \$6,693 | \$6,763 | \$9,213 | \$9,740 | \$11,928 | \$25,977 | \$37,644 | \$63,621 |
| | | Alaska Railroad - FTA Section 5307 (Rail Tier) Funds | | | | | | | | | |
| 19634 | 10 | 1% Transit Security on the Alaska Railroad Corporation projects | 2019 - 2022 - Implementation | \$0 | \$120 | \$120 | \$150 | \$150 | \$450 | \$540 | \$990 |
| 19634 | 11 | 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 | \$0 | \$3,450 | \$3,500 | \$3,500 | \$3,500 | \$87,500 | \$13,950 | \$101,450 |
| 19634 | 12 | 1% Associated Transit Enhancements - can include benches, landscaping, and other transit related amenities. | 2019 - 2022 - Implementation | \$0 | \$120 | \$120 | \$130 | \$130 | \$410 | \$500 | \$910 |
| 19634 | 13 | Track Rehab - Rail and tie rehabilitation within AMATS boundaries. | 2019 - 2022 - Implementation | \$0 | \$200 | \$200 | \$400 | \$550 | \$1,500 | \$1,350 | \$2,850 |
| 19634 | | Radio System - Replace and/or upgrade radio system equipment and communication components. | 2019 - 2022 - Implementation | \$0 | \$0 | \$0 | \$0 | \$290 | \$750 | \$290 | \$1,040 |
| | | subtotal FTA Section 5307 (Rail Tier) Transit funding to Railroad | | \$0 | \$3,890 | \$3,940 | \$4,180 | \$4,330 | \$90,610 | \$16,340 | \$106,950 |
| | | Alaska Railroad - FTA Section 5337 (State of Good Repair) Funds | | | | | | | | | |
| 19634 | 14 | Track Rehab - Rail and tie rehabilitation within AMATS boundaries. | 2019 - 2022 - Implementation | \$0 | \$100 | \$0 | \$400 | \$400 | \$1,200 | \$900 | \$2,100 |
| 19634 | 15 | 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 | \$0 | \$500 | \$1,700 | \$3,900 | \$3,900 | \$9,500 | \$10,000 | \$19,500 |
| | | subtotal FTA Section 5337 (SGR) funding to Railroad | | \$0 | \$600 | \$1,700 | \$4,300 | \$4,300 | \$10,700 | \$10,900 | \$21,600 |
| | | Alaska Railroad - FTA Section 5337 (SGR) Funds | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | | subtotal FTA Section 5337 funding to Railroad | | \$0 | \$600 | \$800 | \$4,300 | \$4,300 | \$17,400 | \$10,000 | \$27,400 |
| | | subtotal FTA Sections 5307 (Rail Tier) & 5337 Transit funding to ARRC | | \$0 | \$4,490 | \$5,640 | \$8,480 | \$8,630 | \$101,310 | \$27,240 | \$128,550 |
| | | Total Transit Program (FTA {5307+5337}) | | \$6,693 | \$11,253 | \$14,853 | \$18,220 | \$20,558 | \$127,287 | \$64,884 | \$192,171 |
| | | <i>The Municipality of Anchorage's Transportation Improvement Program (TIP) process is used to satisfy the public participation process of the Program of Projects (POP) that is required in U.S.C. Section 5307. The POP as presented is the proposed Program of Projects and will also be the final Program of Projects unless amended.</i> | | | | | | | | | |

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

Table 11. Other Federal, State, and Local Funded Projects within the AMATS Area
AMATS FFY 2019-2022 TIP Administrative Modification 4

| STIP Need ID | TIP Need ID* | PROJECT LOCATION | PROJECT PHASING PLAN | Funding Source | FEDERAL FISCAL PROGRAMMING YEAR (Sin Thousands) | | | | | Estimated funding needs after 2021 | Est project cost 2018 - 2021 | Est total project cost |
|--------------|--------------|--|--------------------------------------|------------------|---|-----------------|------------------|-----------------|------------------|------------------------------------|------------------------------|------------------------|
| | | | | | October 1 - September 30 | | | | | | | |
| | | | | | Carryover | 2018 | 2019 | 2020 | 2021 | | | |
| | OFS00001 | Anchorage Port Modernization Project (APMP). Deducted from the 2019 number is \$20M received from the state. | 2018-2021 Programming | State GF GO Bond | \$108 | \$70,000 | \$53,000 | \$74,000 | \$863,000 | \$0 | \$1,060,108 | \$1,060,108 |
| 19482 | OFS00002 | AK094 & AK105 - Construction & Road Improvements @ APU. | 2018 - D 2019 - ROW/U 2020 - C | Earmark | \$0 | \$1,004 | \$1,030 | \$3,238 | \$0 | \$0 | \$5,272 | \$5,272 |
| 26849 | OFS00003 | People Mover Transportation, Community, and System Preservation Program Winter City Pedestrian Safety & Bus Stop Improvements- project will improve safety, accessibility, and maintenance of existing pedestrian facilities and bus stops during winter months. [Federal share only] | | FHWA Grant | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| 28471 | OFS00004 | Campbell Tract Facility Alternate Entrance Alignment - Relocate the CTF entrance road 260' to align with East 68th Avenue. | 2018/19 - D 2019 - C | FLAP | \$0 | \$500 | \$3,000 | \$0 | \$0 | \$0 | \$3,500 | \$3,500 |
| 33008 | OFS00005 | Buses and Bus Facilities Infrastructure Investment Project - Replace and upgrade the information technology system for the Public Transportation Department. This project will improve the reliability of the bus system and help the city meet growing demand for transit. | | FTA GRant | \$0 | \$0 | \$4,250 | \$0 | \$0 | \$0 | \$4,250 | \$4,250 |
| | OFS00006 | Glenn Highway/Hiland Road to Artillery Road Reconstruction - Add a 3rd lane to both northbound and southbound Glenn Highway. Improvements at Hiland Road and Artillery Road Interchanges on the Glenn Highway. Replace Eagle River bridges with capacity for pathway and future HOV lanes. First construction phase will be northbound improvements. FFY 2013 GO Bond funding = \$35M. | 2019 - C | State Fund | \$0 | \$0 | \$50,000 | \$0 | \$0 | \$0 | \$50,000 | \$50,000 |
| | | | | | \$108 | \$71,504 | \$111,280 | \$77,238 | \$863,000 | \$0 | \$1,123,022 | \$1,123,022 |

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