U.S. DEPARTMENT OF TRANSPORTATION

FEDERAL HIGHWAY ADMINISTRATION
ALASKA DIVISION
709 W. 9TH STREET, ROOM 851
P.O. BOX 21648
JUNEAU, ALASKA 99802-1648

FEDERAL TRANSIT ADMINISTRATION
915 SECOND AVENUE, SUITE 3192
SEATTLE, WASHINGTON 98174

October 20, 2022

Mr. Ryan Anderson
Commissioner
Alaska Department of Transportation and Public Facilities
P.O. Box 112500
Juneau, AK 99811-1125

Subject: Amendment to the FY2020-2023 Statewide Transportation Improvement Program (STIP) to incorporate the FY2023-2026 Anchorage Metropolitan Area Transportation Solutions (AMATS) Transportation Improvement Program (TIP)

Dear Mr. Anderson:

This letter is in response to your request on October 7, 2022, to amend the FY2020-2023 Alaska Statewide Transportation Improvement Program (STIP) to incorporate the FY2023-2026 Anchorage Metropolitan Area Transportation Solutions (AMATS) Transportation Improvement Program (TIP). Interagency consultation has determined that the FY2023-2026 AMATS TIP meets all requirements of the US Code Title 23, Section 134 and an air quality conformity determination has been approved and transmitted in a separate letter.

The STIP remains fiscally constrained. The amendment to incorporate the AMATS FY2023-2026 TIP into the FY2020-2023 STIP is approved.

If you have any questions concerning our joint action of this STIP amendment, please contact Kathryn Wenger, FHWA Community Planner (907) 586- 7428, or Ned Conroy, FTA Community Planner at (206) 220-4318.

Sincerely,

SANDRA A GARCIA-ALINE Digitally signed by SANDRA A GARCIA-ALINE Date: 2022.10.20 15:47:20 -08'00'

LINDA M GEHRKE Digitally signed by LINDA M GEHRKE Date: 2022.10.20 10:45:02 -07'00'

Sandra Garcia-Aline
Division Administrator
Federal Highway Administration

Linda M. Gehrke
Regional Administrator
Federal Transit Administration

Cc:

James Marks, DOT&PF, Director, Division of Program Development
Adam Moser, DOT&PF, Programming Manager and MPO Coordinator
Todd VanHove, DOT&PF Central Region Planning Chief
Maren Brantner, DOT&PF, STIP Manager
James Starzec, DOT&PF AMATS Coordinator
Aaron Jongenelen, AMATS Coordinator
Ned Conroy, Community Planner, FTA
Kathryn Wenger, Community Planner, FHWA

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October 20, 2022

Mr. Anderson,
Commissioner
Department of Transportation and Public Facilities
3132 Channel Drive
Juneau, AK 99811

Dear Mr. Anderson:

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) have received the Anchorage Air Quality Conformity Analysis the FY2023 – 2026 Transportation Improvement Program (TIP).

Anchorage is a CO maintenance area with an approved Limited Maintenance Plan (LMP). Anchorage has not had a violation of the CO national ambient air quality standards (NAAQS) since 1996. Under the limited maintenance plan, there is no emissions budget. In order to qualify for the LMP, the Anchorage CO design value must be less than 85% of the NAAQS exceedance level. Analysis of the Anchorage CO data demonstrates that Anchorage is in compliance with the eligibility criteria for its CO limited maintenance plan. Other requirements for the CO maintenance area are also met.

A portion of Eagle River is a PM-IO maintenance area with a Limited Maintenance Plan. The last violation of the PM-IO NAAQS occurred in 1987. The 5-year average Design Value concentration is required to be equal to or below 98 ug/m3• The 5-year average DV in Eagle River has met this requirement.

Interagency consultation confirmed that the projects contained in the FY2023 – 2026 TIP were either consistent with those contained in the 2040 MTP or were exempt from conformity under 40 CFR 93.126 and 93.127. Each of the criteria under 40 CFR 93.122(g)(1) is met, and the 2040 MTP regional emissions analysis was used for the conformity determination of the 2023 – 2026 TIP.

The FHWA and FTA approve the conformity determination for the AMATS FY2023 – 2026 TIP. If you have any questions, please contact Kathryn Wenger, FHWA Community Planner (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: 2022.10.20 15:47:20 -08'00'

Sandra A. Garcia-Aline
Division Administrator
Federal Highway Administration

LINDA M GEHRKE Digitally signed by LINDA M GEHRKE Date: 2022.10.20 10:42:07 -07'00'

Linda M. Gehrke
Regional Administrator
Federal Transit Administration

Electronically cc:

Linda Gehrke, Region 10 Administrator, FTA
James Marks, DOT&PF, Director, Division of Program Development
Adam Moser, DOT&PF, Programming Manager and MPO Coordinator
Todd VanHove, DOT&PF Central Region Planning Chief
Maren Brantner, DOT&PF, STIP Manager
James Starzec, DOT&PF AMATS Coordinator
Aaron Jongenelen, AMATS Coordinator
Ned Conroy, Community Planner, FTA
Kathryn Wenger, Community Planner, FHWA

METROPOLITAN PLANNING ORGANIZATION
4700 Elmore Road
Anchorage, Alaska 99507

September 16th, 2022

James Starzec
AMATS Transportation Planner
Alaska Department of Transportation and Public Facilities
PO Box 196900
Anchorage, Alaska 99519-6900

Dear Mr. Starzec,

Please accept this memorandum as the formal submittal of the approved AMATS FFY 2023-2026 Transportation Improvement Program (TIP). The AMATS Policy Committee adopted the Air Quality Conformity Determination, the TIP Narrative, and the TIP tables on August 25th, 2022.

Please expedite transmittal of this document to the Alaska DOT&PF Headquarters as an amendment to the Alaska Statewide Transportation Improvement Program (STIP).

Your assistance with the final approval of the AMATS 2023-2026 TIP is greatly appreciated. If you have any questions, please let me know.

Sincerely,

Aaron Jongenelen

Aaron Jongenelen
AMATS Coordinator

Attached
AMATS 2023-2026 TIP Narrative with Self-Certification Page
AMATS 2023-2026 TIP Tables
AMATS 2023-2026 TIP Air Quality Conformity Determination Resolution
AMATS 2023-2026 TIP Air Quality Conformity Determination

Brantner, Maren H (DOT)

From: Stichick, Matthew M. <matthew.stichick@anchorageak.gov>
Sent: Friday, September 16, 2022 2:08 PM
To: Jongenelen, Aaron M.; Schuette, Christine
Subject: We have ICT consensus to proceed w, approval for '23-'26 TIP

Karl approved – you can proceed with TIP approval process.

From: Pepple, Karl
Sent: Friday, September 16, 2022 1:52 PM
To: Alimi, Adeyemi S (DEC) <adeyemi.alimi@alaska.gov>; Moser, Adam (DOT) <adam.moser@alaska.gov>; Stichick, Matthew M. <matthew.stichick@anchorageak.gov>
Cc: Wenger, Kathryn (FHWA) <kathryn.wenger@dot.gov>; ned.conroy@dot.gov
Subject: RE: Seeking to confirm ICT consensus Re AMATS-PC's Aug 25th edits to the draft Anchorage 2023-2026 TIP

[EXTERNAL EMAIL]

Matt,

Apologies for the delay.

I concur – this does not seem to impact the previous conformity finding.

KP

From: Alimi, Adeyemi S (DEC) <adeyemi.alimi@alaska.gov>
Sent: Tuesday, September 13, 2022 5:13 PM
To: Moser, Adam (DOT) <adam.moser@alaska.gov>; Stichick, Matthew M. <matthew.stichick@anchorageak.gov>; Pepple, Karl <Pepple.Karl@epa.gov>
Cc: Wenger, Kathryn (FHWA) <kathryn.wenger@dot.gov>; ned.conroy@dot.gov
Subject: RE: Seeking to confirm ICT consensus Re AMATS-PC's Aug 25th edits to the draft Anchorage 2023-2026 TIP

Ni Matt,

The Air Quality Division of Alaska Department of Environmental Conservation also concurs.

Regards,

Adeyemi Alimi (Yemi)
State of Alaska, Department of Environmental Conservation
Air Quality Division
Air Non-Point Mobile Sources Section
adeyemi.alimi@alaska.gov
907-269-6953 (Office)

From: Moser, Adam (DOT) <adam.moser@alaska.gov>
Sent: Tuesday, September 13, 2022 4:10 PM
To: Stichick, Matthew M. <matthew.stichick@anchorageak.gov>; Pepple, Karl <Pepple.Karl@epa.gov>; Alimi, Adeyemi S

(DEC) <adeyemi.alimi@alaska.gov>
Cc: Wenger, Kathryn (FHWA) <kathryn.wenger@dot.gov>; ned.conroy@dot.gov
Subject: RE: Seeking to confirm ICT consensus Re AMATS-PC's Aug 25th edits to the draft Anchorage 2023-2026 TIP

Hi Mathew,
I fully concur that the former conformity consensus remains unaffected by the 8/25 TIP update.

Thanks,
Adam

From: Stichick, Matthew M. <matthew.stichick@anchorageak.gov>
Sent: Tuesday, September 13, 2022 4:02 PM
To: Pepple, Karl <Pepple.Karl@epa.gov>; Alimi, Adeyemi S (DEC) <adeyemi.alimi@alaska.gov>; Moser, Adam (DOT) <adam.moser@alaska.gov>
Cc: Wenger, Kathryn (FHWA) <kathryn.wenger@dot.gov>; ned.conroy@dot.gov; Stichick, Matthew M. <matthew.stichick@anchorageak.gov>
Subject: Seeking to confirm ICT consensus Re AMATS-PC's Aug 25th edits to the draft Anchorage 2023-2026 TIP

CAUTION: This email originated from outside the State of Alaska mail system. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Adam, Adeyemi and Karl

Below are responses from Kathryn and Ned confirming our agreement that edits that the AMATS Policy Committee made to the Anchorage 2023-2026 TIP during their August 25th meeting do not invalidate our previous Alaska SIP conformity consensus, nor are they cause to repeat the 30-day public comment period. I agree as well.

I would appreciate your reply of concurrence with this conclusion.

Thank you kindly.

Anchorage Health Department
Matthew Stichick
Anchorage Health Department
Environmental Services Program
Office Phone: 343-6520

From: Conroy, Ned (FTA)
Sent: Monday, September 12, 2022 2:01 PM
To: Wenger, Kathryn (FHWA) <kathryn.wenger@dot.gov>
Cc: Stichick, Matthew M. <matthew.stichick@anchorageak.gov>
Subject: RE: ICT Consultation for process to incorporate AMATS Policy Committee edits in the Anchorage 2023-2026 TIP

[EXTERNAL EMAIL]

Kathryn
I concur with your assessment.

Ned Conroy
Federal Transit Administration

From: Wenger, Kathryn (FHWA) <kathryn.wenger@dot.gov>
Sent: Thursday, September 8, 2022 10:20 AM
To: Conroy, Ned (FTA) <Ned.Conroy@dot.gov>
Cc: Stichick, Matthew M. <matthew.stichick@anchorageak.gov>
Subject: FW: ICT Consultation for process to incorporate AMATS Policy Committee edits in the Anchorage 2023-2026 TIP

Good morning Ned,

Following up from the emails below. AMATS is on a tight deadline for this approval process and are hoping to get a concurrence as soon as possible as to whether or not we feel they need to redo conformity based on the changes to the TIP. I attended their committee meetings and followed these changes closely, and feel that the changes do not warrant a new conformity determination or public comment period. Specifically, the first bullet item Matt lists below does not change the project significantly, as it is still a road diet project but provides the options to reduce the project even further and add bike/ped. The other two bulleted items also do not have significant impacts in my opinion.

If you could please let us know if you concur as soon as possible.

Thank you,
Kathryn

From: Wenger, Kathryn (FHWA)
Sent: Thursday, September 8, 2022 9:14 AM
To: Stichick, Matthew M. <matthew.stichick@anchorageak.gov>
Subject: RE: ICT Consultation for process to incorporate AMATS Policy Committee edits in the Anchorage 2023-2026 TIP

Hi Matt,

FHWA concurs that these changes/additions do not necessitate a revaluation of conformity. I can meet tomorrow if needed or we can get full concurrence by email, whatever works best.

Thank you,
Kathryn

From: Stichick, Matthew M. <matthew.stichick@anchorageak.gov>
Sent: Friday, September 2, 2022 11:53 AM
To: Conroy, Ned (FTA) <Ned.Conroy@dot.gov>; Borrego, Jeremy (FTA) <jeremy.borrego@dot.gov>; Pepple, Karl <Pepple.Karl@epa.gov>; Wenger, Kathryn (FHWA) <kathryn.wenger@dot.gov>; Alimi, Adeyemi S (DEC) <adeyemi.alimi@alaska.gov>; Moser, Adam (DOT) <adam.moser@alaska.gov>; Stichick, Matthew M. <matthew.stichick@anchorageak.gov>; Oesterling, Leigh (FHWA) <Leigh.Oesterling@dot.gov>
Cc: Jongenelen, Aaron M. <aaron.jongenelen@anchorageak.gov>; Schuette, Christine <christine.schuette@anchorageak.gov>; Cecil, Jonathan P. <jonathan.cecil@anchorageak.gov>
Subject: ICT Consultation for process to incorporate AMATS Policy Committee edits in the Anchorage 2023-2026 TIP

CAUTION: This email originated from outside of the Department of Transportation (DOT). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Dear consultation team,

The AMATS-Policy Committee has directed staff to make the following edits to the draft Anchorage 2023-2026 TIP subsequent to your prior conformity conference and 30-day public comment review throughout July 2022. Modifications to pre-existing project descriptions are indicated in bold text.

- Add additional language to project "RDY00001 Fireweed Lane Rehabilitation - This project would rehabilitate Fireweed Lane from Spenard Road to the Seward Highway and include a road diet, changing Fireweed from 4 lanes to **a maximum of** 3 lanes (2 with a center turn lane). This project would also include non-motorized improvements."
- Add new Illustrative project "5th and 6th Ave Signals and Lighting Upgrade - The purpose of the project is to replace traffic signals and lighting systems to meet current electrical safety standards and design criteria; sidewalks and pavement will be replaced as necessary to facilities electrical work and meet ADA requirements."
- Add additional language to project "PLN00019 Non-Motorized Facilities Inventory and Mapping - Project would inventory the non-motorized facilities within the AMATS area and **would inventory platted non-motorized easements, pedestrian ROW, and undeveloped ROW**. Project would create GIS layers with this information."

The intent of the committee's first edit is that project engineers may have the option to also consider a two-lane design for Fireweed Lane which would allow for expanded bicycle and pedestrian access. Fireweed Lane is fully within the Anchorage CO Limited Maintenance Area. The above edits do not alter any project implementation schedule or programmed funding, so the 2023-2026 TIP will remain fiscally constrained with their inclusion.

AMATS staff requests your determination as to whether either a new air quality conformity review, or new public review process is necessary as a result of including the above bulleted edits in the version of the Anchorage 2023-'26 TIP that will be forwarded to FHWA for approval.

Please respond via the following poll link to indicate if you could be available to conference for this purpose over any of the indicated 30 minute blocks next week.
Please **do** reply-all with any input you may have regarding rules for incorporating such seemingly minor edits made by the PC in response to public testimony and recommendations in response from the Anchorage Assembly. I'd be happy to forego scheduling a conference if we can reach a group consensus by email.
https://doodle.com/meeting/participate/id/e0V9rXGb

Thank you all for your attention to this request.
Respectfully,

Anchorage Health Department

Matthew Stichick
Anchorage Health Department
Environmental Services Program
Office Phone: 343-6520
matthew.stichick@anchorageak.gov

AIR QUALITY CONFORMITY DETERMINATION
FOR THE
ANCHORAGE 2023–2026
TRANSPORTATION IMPROVEMENT PLAN

Prepared By:

Municipality of Anchorage
Health Department
Environmental Health Services – Air Quality Program

Final - August 25, 2022

INTRODUCTION AND BACKGROUND

Anchorage Metropolitan Area Transportation Solutions (AMATS) is the federally recognized metropolitan planning organization (MPO) which is responsible for planning the transportation network within the Municipality of Anchorage. AMATS is updating the Anchorage Transportation Improvement Plan (TIP) to include transportation projects scheduled for implementation between 2023 through 2026. The 2023-2026 TIP represents the current schedule and fiscal plan that AMATS maintains for implementation of all federally-funded surface transportation projects during calendar years 2023–2026.

The Alaska SIP (State Implementation Plan) contains limited maintenance plans for both carbon monoxide (CO) and PM_{10}[i] air pollutants within areas of the Municipality of Anchorage. EPA allows demonstration of conformity in such limited maintenance areas to be based on the probability of continued compliance with Limited Maintenance Plan (LMP) eligibility rules rather than modeling anticipated future network emissions to demonstrate expected compliance with a pre-established emission budget for the air pollutant of concern. Limited maintenance areas do not employ emissions budgets because the US Environmental Protection Agency's (EPA) established the LMP eligibility criteria such that it is highly improbable that a qualifying area would experience enough pollutant emissions growth over the twenty-year planning period sufficient to cause an exceedance of a federal air quality standard.

This document confirms the continued eligibility of Anchorage's Limited Maintenance Area status for CO and PM_{10}, and documents that Transportation Control Measures (TCMs) required by the SIP continue to be implemented.

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

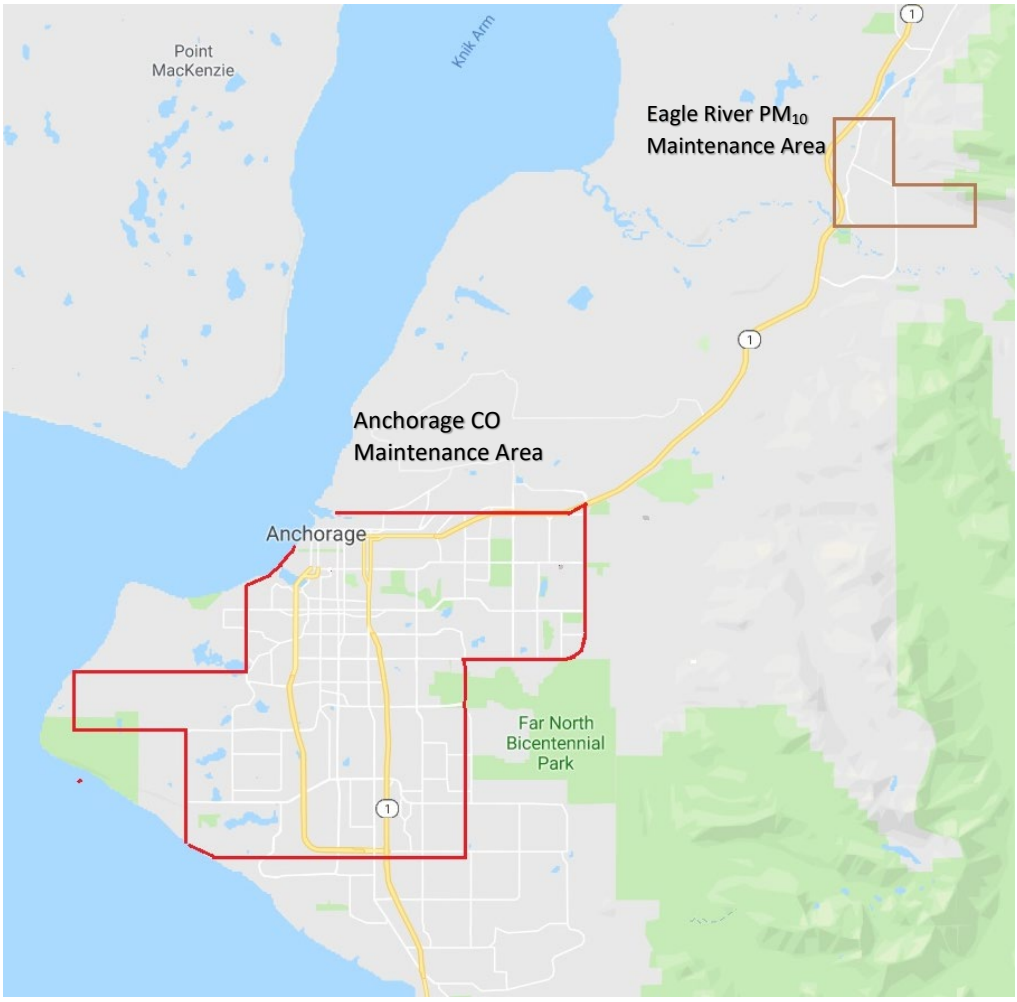
This document includes a review of the most current CO and PM_{10} pollutant design values derived from air monitor data collected within the respective air pollutant maintenance area to confirm that Anchorage continues to maintain LMP eligibility criteria within its CO and PM_{10} Maintenance Areas. This same form of air monitor data analysis was originally used to establish air quality conformity for the prior 2019-2022 TIP.

Part 1 of this report will describe the conformity analysis performed for the Anchorage CO Limited Maintenance Area. Part 2 will address conformity for the Eagle River PM_{10} Limited Maintenance Area.

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

Figure 1.1

Anchorage CO and Eagle River PM-10 Limited Maintenance Areas



Interagency Consultation and Public Review

AMATS staff presented to the Interagency Consultation Team (ICT) a draft of this air quality conformity report for the Anchorage 2023-2026 TIP on June 24, 2022. The ICT consists of representatives from the Anchorage Health Department, the Alaska Department of Environmental Conservation, the Alaska Department of Transportation and Public Facilities, the Federal Highway Administration, and the US Environmental Protection Agency. The ICT agreed with this method of regional conformity demonstration for the Anchorage 2023-2026 TIP based upon analysis of most current, EPA-certified pollutant data monitored within the Anchorage CO and the Eagle River PM_{10} maintenance areas demonstrating that pollutant trends in each area continue to comply with EPA's limited maintenance plan eligibility criteria for CO and PM_{10} respectively.

This conformity report was published online for public review from July 1, 2022, through August 1, 2022, with request for comments. No comments were received during that review period.

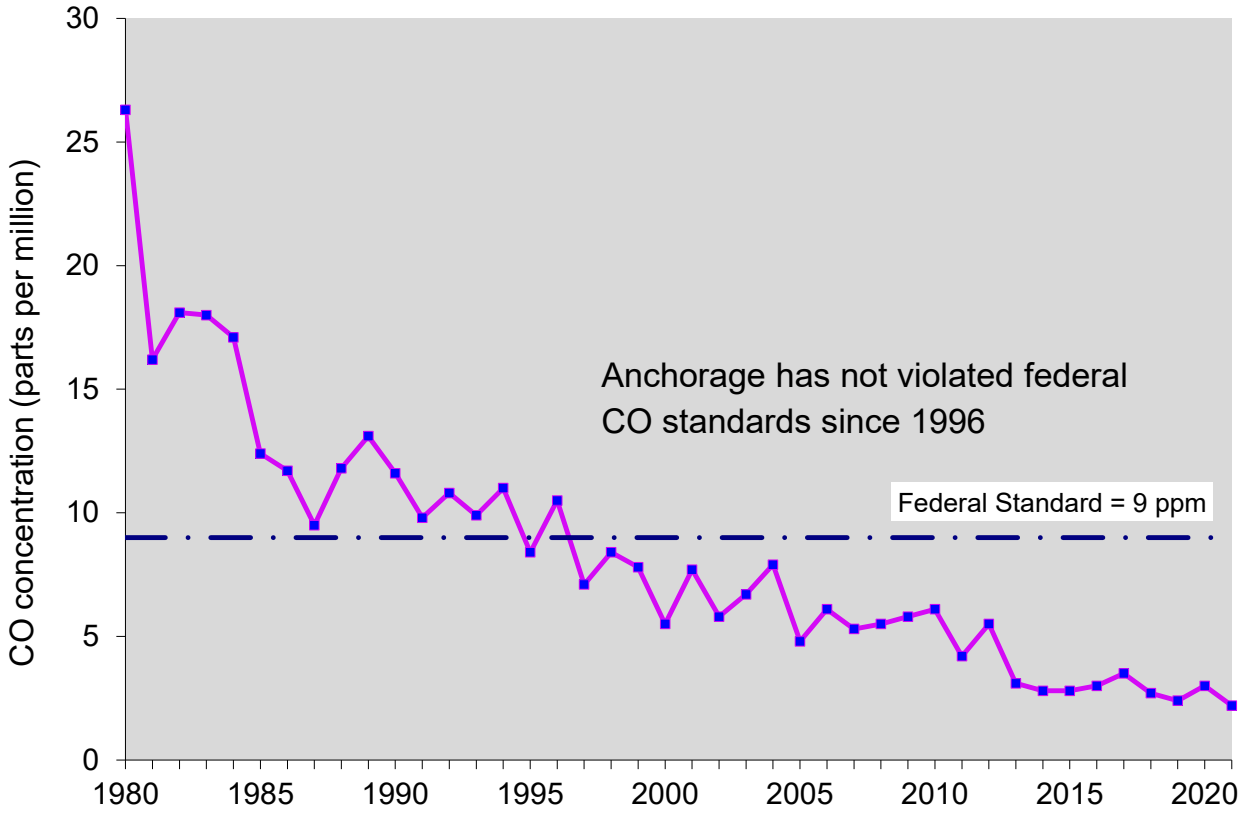
PART 1: CONFORMITY ANALYSIS FOR THE ANCHORAGE CO MAINTENANCE AREA

1.1 Anchorage CO Attainment Status

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

Figure 1.2

Trend in Annual 2nd Maximum 8-hour CO Concentration at Anchorage Monitoring Stations (1980 – 2021)



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

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

1.2 Compliance with CO Limited Maintenance Area Eligibility Criteria

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

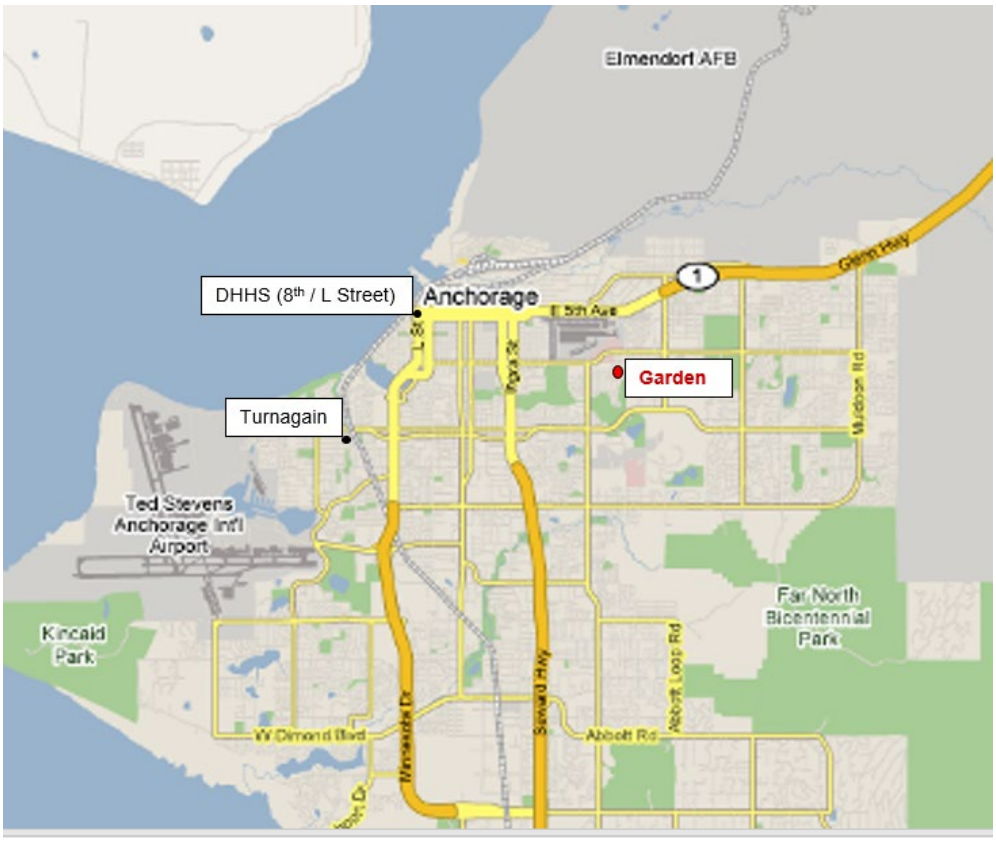
To meet the CO LMP eligibility criteria, the design value for the limited maintenance area must be 7.65 ppm or less. As of December 31, 2021, the Anchorage CO design value is 3.0 ppm CO; hence Anchorage remains compliant with EPA's CO limited maintenance plan eligibility criteria.

Table 1.1
Anchorage CO Design Values by Year

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

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

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



1.3 Additional Conformity Requirements for CO LMP

1.3.1 Transit Service

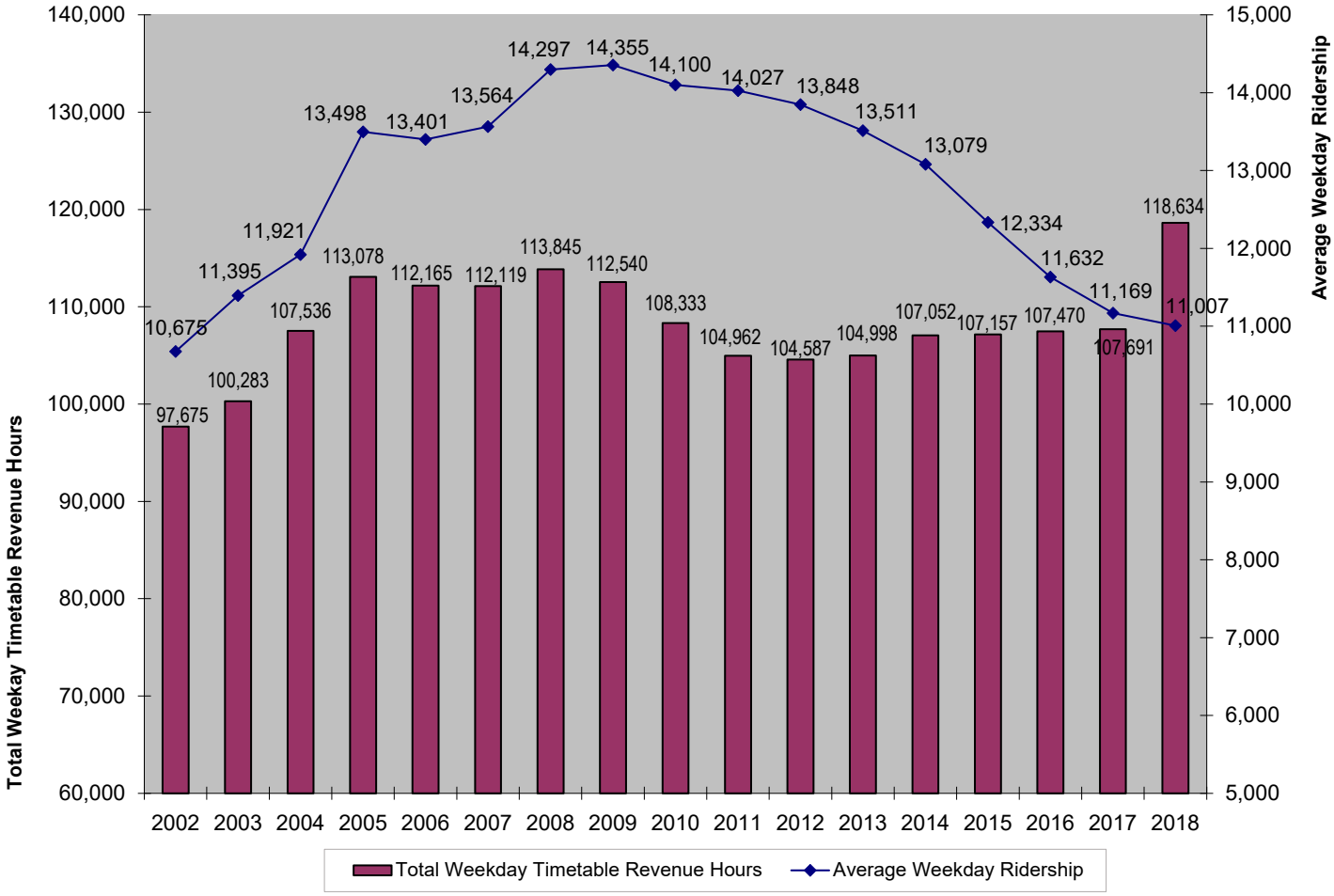
Section 93.110 of the air quality conformity regulations states that the conformity determination for transportation plans must discuss how transit operating policies (including fares and service levels) and assumed transit ridership have changed since the previous transportation plan conformity determination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

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

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

Figure 1.4

Trend in Transit Service and Ridership (2002-2018)



1.3.2 Transportation Control Measures (TCMs)

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

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

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

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

Table 1.2
Vanpool Program Participation (2005-2018)

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

1.4 Conclusion regarding Anchorage CO Conformity

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

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

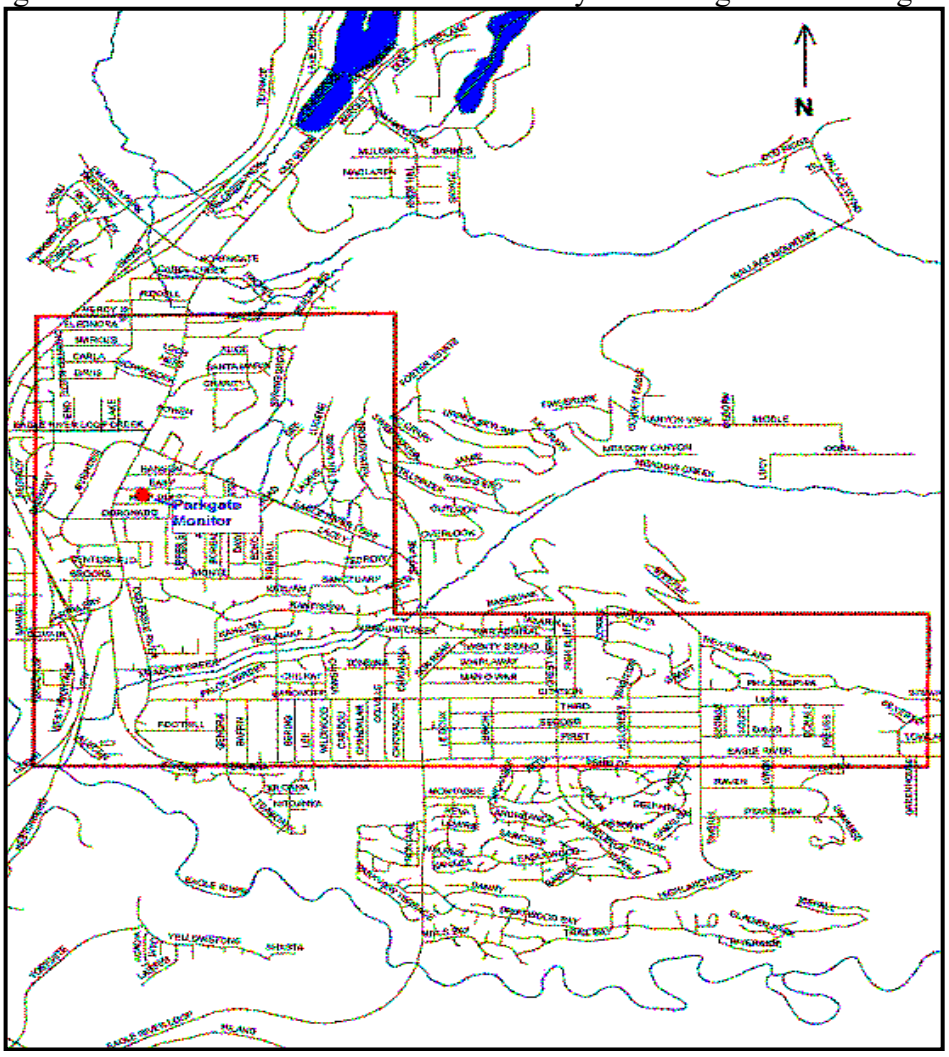
2.1 Eagle River PM_{10} Attainment Status - Qualification as a Limited Maintenance Area for Conformity Purposes

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

In 1991, the Municipality of Anchorage and the Alaska Department of Environmental Conservation prepared the *Eagle River PM_{10} Control Plan*, which was submitted to the EPA as an amendment to the Alaska SIP to address the PM_{10} problem in Eagle River. The plan outlined an ambitious road paving program to reduce emissions from this source. The EPA approved the plan as an amendment to the SIP in 1993 (58 FR 43084).

By 1993 most of the 22 miles of unpaved local roads in the 9 km^2 PM_{10} problem area were either surfaced with recycled asphalt or paved. By 2007 there were no unpaved local roads within the problem zone.

Figure 2.1
Eagle River Limited Maintenance Area Boundary with Parkgate Monitoring Site



The road paving and recycled asphalt surfacing program has dramatically reduced PM_{10} concentrations in Eagle River. The last violations of the PM_{10} NAAQS occurred in 1987.[iii]

In October 2010, the EPA made a determination that Eagle River had attained the PM_{10} NAAQS (75 FR 64162). However, before Eagle River could be officially re-designated as an attainment area, a maintenance plan had to be submitted to EPA to demonstrate that the air quality control measures in place in Eagle River are sufficient to ensure continued maintenance of the PM_{10} NAAQS.

The EPA offers a streamlined process of gaining re-designation to attainment to areas that can demonstrate they have a low risk of violating the PM_{10} NAAQS. This is known as the Limited Maintenance Plan (LMP) option. When EPA approves a limited maintenance plan, the agency is concluding that an emissions budget may be treated as essentially non constraining for the length of the maintenance period because it is unreasonable to expect that such an area will experience so much growth in that period that a violation of the PM_{10} NAAQS would result.

Nonattainment areas that wish to qualify for this streamlined process must show that: (1) their average design value (DV) over the past five years is below 98 $\mu g/m^3$ and therefore have a low probability of violating the NAAQS, and (2) that PM_{10} emissions anticipated from growth in motor vehicle travel in the area are unlikely to cause a future violation.[iv] Eagle River met both of these criteria. In September 2010, on behalf of the Municipality of Anchorage, the State submitted the *Eagle River PM_{10} Limited Maintenance Plan* to EPA as a proposed amendment to the SIP.

EPA approved the Eagle River PM_{10} LMP, effective March 8, 2013 (78 FR 900). Areas that have been designated as "limited maintenance areas" or have had their LMPs approved for conformity purposes have a simplified conformity procedure. This simplified LMP procedure is used in this analysis.

2.2 PM_{10} LMP Conformity Criteria

Areas with approved LMPs are not required to perform an emission budget test so long as the area continues to meet EPA's LMP eligibility criteria. Areas with a PM_{10} LMP are required to annually re-compute their 5-year average PM_{10} design value (DV) to determine whether it is below 98 $\mu g/m^3$ and therefore still meets that initial PM_{10} LMP eligibility criterion.[v] Table 2.1 shows that the 5-year average DV in Eagle River continues to meet this requirement. The method used to compute these 5-year average DVs is explained in detail in the Appendix of this document.

Table 2.1

5-Year Average Eagle River PM_{10} Design Values

5-Year Period	**Average DV ($\mu g/m^3$)**
2005-2009	81
2010-2015	92
2017-2021	75
LMP Qualification Criteria	**≤ 98 $\mu g/m^3$**

[iii] PM_{10} concentrations have exceeded the 150 $\mu g/m^3$ NAAQS on a few occasions since 1987, but all of these "exceedances" have been attributed to natural events. These include glacial river dust transported by high winds from the Matanuska River and volcanic ash resulting from the eruption of the Mt. Spurr volcano in August 1992. EPA excludes these events when considering whether an area has met the NAAQS.

[iv] PM_{10} LMP guidance is outlined in a memorandum from Lydia Wegman, Director, Air Quality Standards and Strategies Division, EPA, August 9, 2001.

[v] This requirement is found in the Wegman PM_{10} LMP guidance. Although it is not a requirement of the transportation conformity rule, AMATS agreed to include the Eagle River PM_{10} Limited Maintenance Area design value analysis in this conformity determination as an outcome of interagency consultation.

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

TABLE 1 – CONFORMITY CRITERIA from 40 CFR §93.109

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

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

When the *Eagle River PM_{10} Control Plan* was submitted to EPA in 1991, 6.6 miles of the 22 miles of unpaved road in the problem zone had already been paved or surfaced with recycled asphalt product (RAP). The plan assumed that an additional 8.6 miles of paving or recycled asphalt surfacing would be completed by 1993. This was accomplished in 1993 when over 15 miles of the 22 miles of unpaved roads in the problem zone had been paved or RAP-treated. By 2007, there were no unpaved roads in the problem zone.

The *Eagle River PM_{10} Control Plan* also called for changes in winter traction sanding practices to reduce PM_{10} emissions during the spring break-up period. These included reductions in the amount of sand applied and new specifications that limited the silt content in the sand to two percent (2%) or less. These measures were implemented in 1989 and have are still maintained. The fact that Eagle River has remained in compliance with the NAAQS since 1989 attests to the effectiveness of these implemented control strategies.

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

This analysis demonstrates that the Municipality of Anchorage and the State of Alaska, working in cooperation, continue to successfully control PM_{10} pollution in Eagle River and adhere to long-term PM_{10} source reduction measures for the Eagle River Maintenance Area as prescribed in the Alaska State Implementation Plan. The proposed Anchorage 2023-2026 TIP will also allow AMATS to comply with conformity rules established in 40 CFR 93 through adoption of a fiscally constrained transportation plan that applies the most current planning assumptions. AMATS confirms that no project or element of the Anchorage 2023-2026 TIP will jeopardize continue implementation of any provided PM_{10} control strategies for the Eagle River PM_{10} Maintenance Area nor will it undermine objectives or successful practices to manage PM_{10} emissions in the area. Further, review of current PM_{10} trends monitored within the Eagle River maintenance area demonstrates a high probability of continued compliance with the PM_{10} NAAQS over the remaining ten years of the Eagle River PM_{10} Maintenance Plan.

APPENDIX

Computation of PM_{10} Design Value Concentration for Eagle River

Computation of PM_{10} Design Value Concentrations for Eagle River

Computational methods for determining the 24-hour design value (DV) are outlined in the *PM_{10} SIP Development Guideline (EPA-450/2-86-001, June 1987)*. The empirical frequency distribution approach (see Section 6.3.3 of the guideline) was used to determine the site-specific PM_{10} concentration that would be expected to be exceeded at a frequency of once every 365 days.

The empirical frequency distribution method was used to compute the Eagle River PM_{10} DV for the most recent five-year period, 2017-2021, in accordance with EPA's Wegman memo guidance to determine qualification for the PM_{10} limited maintenance plan option (Lydia Wegman, Director EPA-AQSSD, Aug 9, 2001). During this period, the number of valid 24-hour average PM_{10} measurements (n) was 1811. These concentrations were arranged in order of magnitude and were assigned rank where the highest concentration was rank = 1, and lowest was rank = 1811. An abbreviated version of this table is shown below. During this period, the lowest PM_{10} concentration measured was 0 µg/m3 (rank = 1811) and the highest was 168 µg/m3 (rank = 1).

Table 1

Date	PM-10 (µg/m3)	*i* rank	*P = i /n* Proportion of observations with equal or higher concentration
4/3/2019	168	1	0.0005
4/23/2021	125	2	0.0011
4/3/2019	105	3	0.0016
4/1/2019	79	4	0.0022
3/25/2019	73	5	0.0027
8/29/2019	70	6	0.0033
4/2/2019	69	7	0.0038
3/26/2019	68	8	0.0044
4/4/2019	67	9	0.0049
8/19/2019	66	10	0.0055
12/30/2019	0	1807	0.9978
12/31/2019	0	1808	0.9983
2/8/2020	0	1809	0.9989
2/18/2020	0	1810	0.9995
2/19/2020	0	1811	1

The Eagle River PM_{10} Design Value for comparison to the PM_{10} LMP eligibility criteria was determined from the empirical frequency plot of 24-hour PM_{10} data and was calculated as the concentration that corresponds to $P = 1/365$. This resulting concentration represents the highest expected concentration during a one-year or 365-day period. The design value concentration can be computed directly from the equation of the best-fit line as follows:

The best-fit, natural logarithm plot is $y = 1.04362\ e^{-0.0845}$

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

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

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

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

Per EPA data handling rules for PM_{10} data, decimal values are truncated. Hence, the Eagle River PM_{10} DV for 2015-2019 is properly truncated to 75 µg/m3.

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

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

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PROJECT LOCATION	FEDERAL FISCAL PROGRAMMING YEAR ($ in Thousands) October 1 - September 30				4-year total	% of 4-year Non-NHS $
Non-National Highway System (Table 2)	**2023**	**2024**	**2025**	**2026**		
Roadway Improvements not including Pavement Replacement Project Cost	**$6,721**	**$7,380**	**$12,180**	**$14,630**	**$40,911**	32.5%
Roadway Pavement Replacement (Table 6) Project Cost	**$16,480**	**$3,716**	**$3,000**	**$7,100**	**$30,296**	24.0%
Roadway Improvements and Roadway Pavement Replacement Total Project Cost	**$23,201**	**$11,096**	**$15,180**	**$21,730**	**$71,207**	
Non-motorized (Table 3)						
Non-Motorized Improvements not including Pavement Replacement Project Cost	**$1,650**	**$12,500**	**$6,100**	**$100**	**$20,350**	16.2%
Non-Motorized Pavement Replacement (Table 6) Project Cost	**$1,745**	**$3,000**	**$5,316**	**$4,766**	**$14,827**	11.8%
Non-Motorized Improvement and Pathway/Trails Pavement Replacement Total Project Cost	**$3,395**	**$15,500**	**$11,416**	**$4,866**	**$35,177**	
Plans and Studies (Table 4) Project Cost - FY23 & FY24 are funded with CRRSAA & TAP funds	**$2,300**	**$2,450**	**$0**	**$0**	**$4,750**	0.0%
Congestion Mitigation & Air Quality (CMAQ) (Table 5) AMATS Allocation (Non-CMAQ funding) Project Cost	**$4,900**	**$4,900**	**$4,900**	**$4,900**	**$19,600**	15.6%
AMATS Roadway, Non-Motorized, & CMAQ Allocation Total Project Cost	**$31,496**	**$31,496**	**$31,496**	**$31,496**	**$125,984**	100.0%
AMATS Roadway, Non-Motorized, & CMAQ Allocation Revenue	$31,496	$31,496	$31,496	$31,496	$125,984	
CMAQ Funded (Table 5) Required SIP TCM Project Cost	$1,258	$1,258	$1,300	$1,300	$5,116	
CMAQ Funded (Table 5) Non-SIP Project Cost	$1,100	$1,100	$1,058	$1,058	$4,316	
Subtotal for SIP and non-SIP CMAQ Funded Project Cost	**$2,358**	**$2,358**	**$2,358**	**$2,358**	**$9,432**	
CMAQ (In addition to AMATS Allocation) Revenue	**$2,358**	**$2,358**	**$2,358**	**$2,358**	**$9,432**	
AMATS Transportation Alternatives Program (TAP) Project Cost	**$1,900**	**$1,900**	**$1,900**	**$1,100**	**$6,800**	
AMATS TAP Revenue	**$1,900**	**$1,900**	**$1,900**	**$1,900**	**$7,600**	
Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) Project Cost	**$3,009**	**$7,500**	**$0**	**$0**	**$10,509**	
Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) Revenue	**$3,009**	**$7,500**	**$0**	**$0**	**$10,509**	
AMATS Allocation, CMAQ, TAP, and CRRSA Total Project Costs	**$38,763**	**$43,254**	**$35,754**	**$34,954**	**$152,725**	
AMATS Allocation, CMAQ, TAP, and CRRSA Total Revenue	**$38,763**	**$43,254**	**$35,754**	**$35,754**	**$153,525**	
Other Funded Projects within the AMATS area outside the AMATS Allocation						
Highway Safety Improvement Program (Table 7)	**$19,192**	**$1,109**	**$8,228**	**$8,218**	**$36,746**	
National Highway System (Table 8)	**$132,550**	**$838,540**	**$25,000**	**$25,000**	**$1,021,090**	
Transit Capital FTA Section 5307 to MOA (Table 9)	**$7,260**	**$9,510**	**$7,260**	**$7,260**	**$31,290**	
Transit Capital FTA Section 5307 to ARRC (Table 9)	**$3,650**	**$3,725**	**$3,975**	**$3,800**	**$15,150**	
Transit Capital FTA Section 5337 [State of Good Repair] to ARCC (Table 9)	**$600**	**$1,700**	**$4,400**	**$4,580**	**$11,280**	
Other Federal Funded Projects within AMATS (Table 10)	**$1,548**	**$2,888**	**$0**	**$0**	**$4,436**	
TOTAL PROGRAM ALLOCATION	**$203,563**	**$900,726**	**$84,617**	**$83,812**	**$1,272,717**	

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 Anchorage Field Office.

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

Grandfathered Project	STIP Need ID	Responsible Agency	TIP Need ID*	PROJECT LOCATION	PROJECT PHASING PLAN	FUND CODE	FEDERAL FISCAL PROGRAMMING YEAR ($ in Thousands) October 1 - September 30				Estimated funding needs after 2026	Est project cost 2023-2026	Est total project cost
							2023	2024	2025	2026			
Yes	6460	DOT&PF	2159	**O'Malley Road Reconstruction** [Seward Highway to Hillside Drive] - Reconstruct the roadway to improve safety and capacity at intersections and improve pedestrian facilities and 3 lane section east of Lake Otis Pkwy, and 5 lane section between Seward Hwy and Lake Otis Pkwy. Landscaping @ 5% of Construction $ = to be determined. $1.0M in Design and $4.3M ROW funding for Phase I in 2015. $500,000 ROW in 2016 for Phase II. $12.2M in U/C funding for Phase I in 2017 is A/C into 2016 for a total of $26.7M. Phase I will receive additional funds of $4.2M from FFY 2013 GO Bond or other non-AMATS sources of funding such as NHPP or statewide STP funds. Phase II is funded with the remainder of the FFY 2013 GO Bond supplemented by TIP funds.	Underway		$0	$0	$0	$0	*$0*	$0	$0
					Total		**$0**	**$0**	**$0**	**$0**	***$0***	**$0**	**$0**
Yes	6460	DOT&PF	RDY00001	**Fireweed Lane Rehabilitation** [Spenard Road to Seward Highway] - This project would rehabilitate Fireweed Lane from Spenard Road to the Seward Highway and include a road diet, changing Fireweed from 4 lanes to a maximum of 3 lanes (2 with a center turn lane). This project would also include non-motorized improvements.	2023 - D 2024 - ROW	STBG	$1,000	$3,000	$0	$0	*$44,000*	$4,000	$48,000
					Total		**$1,000**	**$3,000**	**$0**	**$0**	***$44,000***	**$4,000**	**$48,000**
Yes	6460	DOT&PF	RDY00003	**Spenard Road Rehab [**Benson Blvd to Minnesota Dr] - Project will rehabilitate to improve traffic flow. This project would also include non-motorized improvements.	2023 - ROW	STBG	$2,500	$0	$0	$5,650	*$14,350*	$8,150	$22,500
					2026 - U/C	AC	$0	$0	$0	$14,350	*$0*	$14,350	$14,350
					Total		**$2,500**	**$0**	**$0**	**$20,000**	***$14,350***	**$22,500**	**$36,850**
Yes	6460	DOT&PF	RDY00004	**Dr. Martin Luther King Jr Avenue Extension** - Extend Dr. Martin Luther King Jr Avenue from Elmore Road to Piper Drive. The new roadway would include non-motorized improvements.			$0	$0	$0	$0	*$0*	$0	$0
					Total		**$0**	**$0**	**$0**	**$0**	***$0***	**$0**	**$0**
Yes	6460	DOT&PF	RDY00005	**Rabbit Creek Road Reconstruction** [Seward Highway to Goldenview Drive] - Project would reconstruct Rabbit Creek Road from the Seward Highway to Goldenview Drive and will look at left turn accommodations where possible. Project will includes non-motorized improvements where possible.	2024 - D 2025 - ROW	STBG	$0	$750	$1,150	$0	*$9,200*	$1,900	$11,100
					Total		**$0**	**$750**	**$1,150**	**$0**	***$9,200***	**$1,900**	**$11,100**
Yes	6460	DOT&PF	RDY00006	**East 4th Ave Signal and Lighting Upgrade** [Cordova St to Ingra St] - Reconstruct the traffic signal and street lighting system along 4th Ave between Cordova St and Ingra St. Sidewalk and curb ramps will also be replaced.	2024 - C	CRRSAA	$0	$5,050	$0	$0	*$0*	$5,050	$5,050
					Total		**$0**	**$5,050**	**$0**	**$0**	***$0***	**$5,050**	**$5,050**
Yes	6460	DOT&PF	RDY00007	**Potter Drive Rehabilitation** [Arctic Blvd to Dowling Road] - This project would rehabilitate Potter Drive from Arctic Boulevard to Dowling Road and include non-motorized improvements.	2023 - D 2024 - ROW 2026 - C	STBG	$750	$800	$0	$7,050	*$0*	$8,600	$8,600
					Total		**$750**	**$800**	**$0**	**$7,050**	***$0***	**$8,600**	**$8,600**
Yes	6460	DOT&PF	RDY00010	**Mountain Air Drive** [Rabbit Creek Road to Sandpiper Drive] - Extend Mountain Air Drive from Rabbit Creek Road to Sandpiper Drive. Recommend separated pathway. Purpose: Circulation, access, and safety.	2026 - D	STBG	$0	$0	$0	$500	*$13,000*	$500	$13,500
					Total		**$0**	**$0**	**$0**	**$500**	***$13,000***	**$500**	**$13,500**
Yes	6460	DOT&PF	RDY00013	**Academy Drive/ Vanguard Drive Area Traffic Circulation Improvements** [Brayton Drive to Abbott Road] - Project would improve and align Academy Drive and Vanguard Drive west of Abbott Road. Project would include non-motorized improvements and consider adjacent land use.	2024 - D 2025 - ROW	STBG	$0	$1,000	$4,000	$0	*$13,700*	$5,000	$18,700
					Total		**$0**	**$1,000**	**$4,000**	**$0**	***$13,700***	**$5,000**	**$18,700**
Yes	6460	DOT&PF	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 6 or other priorities.	2023-2026 Programming	STBG	$16,480	$3,716	$3,000	$7,100	*$20,000*	$30,296	$50,296
					Total		**$16,480**	**$3,716**	**$3,000**	**$7,100**	***$20,000***	**$30,296**	**$50,296**
No	6460	DOT&PF	RDY00014	**Safety Improvement Program (Traffic Count Support) 2023-2026** - Collect traffic data within the AMATS area completed by the ADOT&PF Central Region Highway Data Section and MOA Traffic Department Data Section.	2023-2026 Programming	STBG	$630	$630	$630	$630	*$2,520*	$2,520	$5,040
					Total		**$630**	**$630**	**$630**	**$630**	***$2,520***	**$2,520**	**$5,040**
No	6460	DOT&PF	RDY00015	**Spenard Road Rehabilitation** [Minnesota Drive to Northwood Drive] - Project would rehabilitate Spenard Road from Minnesota Drive to Northwood Drive. Project would include non-motorized improvements and consider adjacent land use.	2025 - D	STBG	$0	$0	$1,800	$0	*$16,200*	$1,800	$18,000
					Total		**$0**	**$0**	**$1,800**	**$0**	***$16,200***	**$1,800**	**$18,000**

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

Grandfathered Project	STIP Need ID	Responsible Agency	TIP Need ID*	PROJECT LOCATION	PROJECT PHASING PLAN	FUND CODE	FEDERAL FISCAL PROGRAMMING YEAR ($ in Thousands) October 1 - September 30				Estimated funding needs after 2026	Est project cost 2023-2026	Est total project cost
							2023	2024	2025	2026			
No	**6460**	**DOT&PF**	**RDY00016**	**Chugach Way Rehabilitation** [Spenard Road to Arctic Blvd] - Project would rehabilitate Chugach Way from Spenard Road to Arctic Blvd and include non-motorized improvements. Project would use the Chugach Way Area Transportation Elements Study for design development.	2024 - D 2026 - D	STBG	$0	$1,200	$0	$800	*$9,600*	$2,000	$11,600
					Total		**$0**	**$1,200**	**$0**	**$800**	***$9,600***	**$2,000**	**$11,600**
No	**6460**	**DOT&PF**	**RDY00017**	**Eagle River Road Rehabilitation** [MP 0 to MP 5.3] - Project will construct selected traffic, safety, drainage, intersection, roadside hardware, and ADA improvements from Milepoint 0 to 5.3 (Old Glenn Highway to Oriedner Road). Special consideration will be made to improve the non-motorized facilities, both parallel to and within the roadway. The project may also include work on signing, striping, signalization, ITS equipment, pavement, digouts, guardrail, lighting, utility adjustments, and/or utility relocations.	2025 - D	STBG	$0	$0	$2,500	$0	*$57,500*	$2,500	$60,000
					Total		**$0**	**$0**	**$2,500**	**$0**	***$57,500***	**$2,500**	**$60,000**
No	**6460**	**DOT&PF**	**RDY00018**	**3rd Avenue Signals and Lighting Upgrade** [E Street to Cordova Street] - The purpose of the project is to replace traffic signals and lighting systems to meet current electrical safety standards and design criteria; sidewalks and pavement will be replaced as necessary to facilities electrical work and meet ADA requirements.	2023 - D 2024 - ROW	STBG	$541	$0	$100	$0	*$9,200*	$641	$9,841
						CRRSAA	$1,159	$0	$0	$0	*$0*	$1,159	$1,159
					Total		**$1,700**	**$0**	**$100**	**$0**	***$9,200***	**$1,800**	**$11,000**
No	**6460**	**DOT&PF**	**RDY00019**	**Lois Drive & 32nd Ave Upgrade** [Benson Blvd to Minnesota Drive] - Project would upgrade Lois Drive and 32nd Ave from Benson Blvd to Minnesota Drive to current collector standards. This project would look at including lighting upgrades, addition of non-motorized facilities, and drainage upgrades were possible.	2023 - D 2025 - D	STBG	$1,300	$0	$1,000	$0	*$14,500*	$2,300	$16,800
					Total		**$1,300**	**$0**	**$1,000**	**$0**	***$14,500***	**$2,300**	**$16,800**
No	**6460**	**DOT&PF**	**RDY00020**	**Folker Street Upgrade** [Tudor Road to 40th Ave] - Project would upgrade Folker from Tudor Road to 40th Ave to current collector standards. This project would look at including lighting upgrades, non-motorized facilities, and drainage upgrades were possible.	2025 - D	STBG	**$0**	**$0**	**$400**	**$0**	***$7,000***	$400	$7,400
					Total		**$0**	**$0**	**$400**	**$0**	***$7,000***	**$400**	**$7,400**
No	**6460/ 33044**	**DOT&PF**	**RDY00021**	**Dale Street Upgrade** [Tudor Road to 40th Ave] - Project would upgrade Dale Street from Tudor Road to 40th Ave to current collector standards. This project will include non-motorized facilities on Dale Street from Tudor Road to 40th Ave to link up with the non-motorized facilities on Tudor Road and 40th Ave. This project would look at including lighitng and drainage upgrades were possible.	2025 - D	STBG	$0	$0	$600	$0	*$5,400*	$600	$6,000
					Total		$0	$0	$600	$0	*$5,400*	$600	$6,000
Illustrative				**5th and 6th Ave Signals and Lighting Upgrade** - The purpose of the project is to replace traffic signals and lighting systems to meet current electrical safety standards and design criteria; sidewalks and pavement will be replaced as necessary to facilities electrical work and meet ADA requirements.			$0	$0	$0	$0	*$1,000*	$0	$1,000
					Total		**$0**	**$0**	**$0**	**$0**	***$1,000***	**$0**	**$1,000**
				The contingency list of projects for each year will consist of the following year's projects.	STBG Totals		**$23,201**	**$11,096**	**$15,180**	**$21,730**	***$236,170***	**$71,207**	**$307,377**
				Approximate percentage (%) for roadways			**21%**	**23%**	**39%**	**46%**	*4-year average*	**32%**	
				Approximate percentage (%) for pavement replacement projects			**52%**	**12%**	**10%**	**23%**	4-year average	**24%**	
					CRRSAA Totals		**$1,159**	**$5,050**	**$0**	**$0**	***$0***	**$6,209**	**$6,209**

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

Grandfathered Project	STIP Need ID	Responsible Agency	TIP Need ID*	PROJECT LOCATION	PROJECT PHASING PLAN	FUND CODE	FEDERAL FISCAL PROGRAMMING YEAR ($ in Thousands) October 1 - September 30				Estimated funding needs after 2026	Est project cost 2023-2026	Est total project cost
							2023	2024	2025	2026			
Yes	**6460**	**DOT&PF**	**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.	Underway		$0	$0	$0	$0	*$0*	$0	$0
					Total		**$0**	**$0**	**$0**	**$0**	***$0***	**$0**	**$0**
Yes	**6460/ 33044**	**DOT&PF**	**NMO00001**	**Downtown Trail Connection -** Project will construct a connection between the Tony Knowles Coastal Trail to the Ship Creek Trail in downtown Anchorage.	2023 - ROW	STBG	$100	$7,600	$0	$0	*$0*	$7,700	$7,700
					2024 - U/C	TAP	$0	$1,900	$0	$0	*$0*		
					Total		**$100**	**$9,500**	**$0**	**$0**	***$0***	**$7,700**	**$7,700**
Yes	**6460/ 33044**	**DOT&PF**	**NMO00002**	**Fish Creek Trail Connection** [Northern Lights Blvd to the Tony Knowles Coastal Trail] **-** This project will construct a connection of the Fish Creek Trail to the Tony Knowles Coastal Trail.	2023 - ROW	STBG	$500	$0	$4,700	$0	*$0*	$5,200	$5,200
					2025 - U/C	TAP	$0	$0	$1,900	$0	*$0*		
					Total		**$500**	**$0**	**$6,600**	**$0**	***$0***	**$5,200**	**$5,200**
Yes	**6460**	**DOT&PF**	**NMO00006**	**Potter Marsh Improvements -** This project would make improvements to the Potter Marsh southern parking facility.	Underway	STBG	$0	$0	$0	$0	*$0*	$0	$0
					Total		**$0**	**$0**	**$0**	**$0**	***$0***	**$0**	**$0**
Yes	**6460**	**DOT&PF**	**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 6 or other priorities.	2023-2026 - Programming	STBG	$1,745	$3,000	$5,316	$4,766	*$0*	$14,827	$14,827
					Total		**$1,745**	**$3,000**	**$5,316**	**$4,766**	***$0***	**$14,827**	**$14,827**
No	**6460**	**DOT&PF**	**NMO00009**	**Northern Lights Blvd Sidewalk Repairs -** Project will rehabilitate the sidewalks along Northern Lights Blvd from Minnesota Drive to Seward Highway. This project will make ADA improvements to sidewalks and bus stops, reconstruct portions of the sidewalks, relocate utilities, widen the sidewalks where possible, and reconstruct/relocate/consolidate driveways.	2023 - ROW 2024 - U/C	STBG	$100	$4,300	$0	$0	*$0*	$4,400	$4,400
					Total		**$100**	**$4,300**	**$0**	**$0**	***$0***	**$4,400**	**$4,400**
No	**9299**	**DOT&PF**	**NMO00010**	**Glenn Highway Trail Connection -** Project will construct an extension of the Glenn Highway Separated Pathway from Ski Road to Settlers Drive (approximately 0.5 miles). This project may also include, as necessary: curb ramps, lighting, drainage improvements, vegetation clearing, signing, striping, and utilities.	2026 - D	TAP	$0	$0	$0	$600	*$5,400*	$600	$6,000
					Total		**$0**	**$0**	**$0**	**$600**	***$5,400***	**$600**	**$6,000**
No	**6460/ 33044**	**DOT&PF**	**NMO00011**	**Campbell Creek Trail Grade Separated Crossing at Lake Otis Parkway -** Project would construct an elevated non-motorized crossing over Lake Otis Blvd to connect the east and west portions of the Campbell Creek Trail.	2023 - D	STBG	$850	$0	$1,300	$0	*$10,400*	$2,150	$12,550
					2025 - D	TAP	$450	$0	$0	$0	*$0*	$450	$450
					Total		**$1,300**	**$0**	**$1,300**	**$0**	***$10,400***	**$2,600**	**$13,000**
No	**6460/ 33044**	**DOT&PF**	**NMO00012**	**Multi-use Pathway from Tudor Road to Northern Lights Blvd -** Project would construct a multi-use pathway along the Alaska Railroad corridor from Tudor Road to Northern Lights Blvd. This project would connect to the existing trail to the north and accommodate any future connections to the south near Tudor Road.	2023 - D	STBG	$0	$0	$0	$0	*$11,250*	$0	$11,250
					2026 - ROW	TAP	$1,000	$0	$0	$250	*$0*	$1,250	$1,250
					Total		**$1,000**	**$0**	**$0**	**$250**	***$11,250***	**$1,250**	**$12,500**
No	**6460/ 33044**	**DOT&PF**	**NMO00013**	**West Tudor Road Pathway Connection** [Tudor Road to Taft Drive] **-** Project would construct non-motorized improvements along West Tudor Road from Minnesota Drive to the exiting trail connection on Taft Street. Project would accommodate any future connection to a trail along the Alaska Railroad Right of Way to the north.	2024 - D	STBG	$0	$500	$0	$0	*$2,250*	$500	$2,750
					2026 - D	TAP	$0	$0	$0	$250	*$0*	$250	$250
					Total		$0	$500	$0	$250	*$2,250*	$750	$3,000
No	**6460**	**DOT&PF**	**NMO00014**	**AMATS Non-Motorized Safety Campaign -** Project will produce a non-motorized safety campaign to help provide education and safety equipment. Campaign is based on analyses of data with a multi-media approach that could incorporate crash behavior patterns, MOA generated heat maps, public polling and focus group (s) results.	2023-2026 - Programming	STBG	$100	$100	$100	$100	*$400*	$400	$800
					Total		$100	$100	$100	$100	*$400*	$400	$800
				The contingency list of projects for each year will consist of the following year's projects.	**STBG Totals**		**$3,395**	**$15,500**	**$11,416**	**$4,866**	***$24,300***	**$35,177**	**$59,477**
				Approximate percentage (%) for all Non-Motorized projects			11%	49%	36%	15%	4-year Avg=	*27.9%*	
				The contingency list of projects for each year will consist of the following year's projects.	**TAP Totals**		**$1,450**	**$1,900**	**$1,900**	**$1,100**	***$5,400***	**$2,550**	**$7,950**

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Grandfathered Project	STIP Need ID	Responsible Agency	TIP Need ID*	PROJECT LOCATION	PROJECT PHASING PLAN	FUND CODE	FEDERAL FISCAL PROGRAMMING YEAR ($ in Thousands) October 1 - September 30				Estimated funding needs after 2026	Est project cost 2023-2026	Est total project cost
							2023	2024	2025	2026			
				Plans and Studies									
Yes		**DOT&PF**	**PLN00003**	**Seward Highway to Glenn Highway Connection Planning and Environmental Linkages (PEL) Study** [20th Ave to Glenn Hwy/Airport Heights Intersection] - The intent of this PEL is to define a vision for the future of this connection, identify environmental and resource concerns and opportunities in the study area, and use the information to develop reasonable alternatives through consultation with the affected agencies and the public.	Underway		$0	$0	$0	$0	*$0*	$0	$0
					Total		**$0**	**$0**	**$0**	**$0**	***$0***	**$0**	**$0**
Yes		**DOT&PF**	**PLN00006**	**92nd Ave Extension Reconnaissance Study -** This project will look at the challenges with extending 92nd Ave from Old Seward Highway to C Street and offer recommendations based on safety, congestion, non-motorized improvements, and freight mobility.	Underway		$0	$0	$0	$0	*$0*	$0	$0
					Total		**$0**	**$0**	**$0**	**$0**	***$0***	**$0**	**$0**
Yes		**DOT&PF**	**PLN00007**	**Port of Alaska Multimodal Improvements Study -** This project will study and make recommendations on how to improve the Ocean Dock Road connection to the Port of Alaska.	Underway		$0	$0	$0	$0	*$0*	$0	$0
					Total		**$0**	**$0**	**$0**	**$0**	***$0***	**$0**	**$0**
Yes		**AMATS**	**PLN00009**	**AMATS Safety Plan -** This project will create a comprehensive safety plan that will provide a coordinated framework for reducing fatalities and serious injuries on the surface transportation network in the AMATS planning area.	Underway		$0	$0	$0	$0	*$0*	$0	$0
					Total		**$0**	**$0**	**$0**	**$0**	***$0***	**$0**	**$0**
No		**AMATS**	**PLN00010**	**AMATS Interim 2050 MTP Update** - Funding for the AMATS Interim 2050 Metropolitan Transportation Plan Update.	2024 - Plan	CRRSAA	$0	$400	$0	$0	*$1,000*	$400	$1,400
					Total		**$0**	**$400**	**$0**	**$0**	***$1,000***	**$400**	**$1,400**
No		**DOT&PF**	**PLN00011**	**AMATS Minnesota Drive and I/L Street Corridor Plan** - Project would provide a comprehensive analysis of the Minnesota Drive and I/L Street corridor's current conditions, anticipated growth patterns and their impacts, likely outcomes and reasonable mitigation alternatives. It would include recommended improvements based on identified needs and community input, and a timeline for implementation. Project would include modeling analysis and engineering work as needed.	2023 - Plan	CRRSAA	$700	$0	$0	$0	*$0*	$700	$700
					Total		**$700**	**$0**	**$0**	**$0**	***$0***	**$700**	**$700**
No		**DOT&PF**	**PLN00013**	**AMATS Tudor Road Corridor Plan -** Project would provide a comprehensive analysis of the Tudor Road corridor's current conditions, anticipated growth patterns and their impacts, likely outcomes and reasonable mitigation alternatives. It would include recommended improvements based on identified needs and community input, and a timeline for implementation. Project would include modeling analysis and engineering work as needed.	2024 - Plan	CRRSAA	$0	$700	$0	$0	*$0*	$700	$700
					Total		**$0**	**$700**	**$0**	**$0**	***$0***	**$700**	**$700**
No		**DOT&PF**	**PLN00014**	**AMATS Northern Lights Blvd and Benson Blvd Corridor Plan -** Project would provide a comprehensive analysis of the Northern Lights Blvd and Benson Blvd corridor's current conditions, anticipated growth patterns and their impacts, likely outcomes and reasonable mitigation alternatives, such as a lane reduction. It would include recommended improvements based on identified needs and community input, and a timeline for implementation. Project would include modeling analysis and engineering work as needed.	2024 - Plan	CRRSAA	$0	$700	$0	$0	*$0*	$700	$700
					Total		**$0**	**$700**	**$0**	**$0**	***$0***	**$700**	**$700**
No		**AMATS**	**PLN00015**	**AMATS Street Typologies Plan -** A comprehensive plan relating existing street classifications within the AMATS planning area to their adjacent and surrounding land uses. This plan will result in assigning street typologies to streets within AMATS. Example street typologies include but are not limited to; mixed use, transit oriented development, downtown, neighborhood, park, main street, and industrial. This plan will also produce a street typologies map for the AMATS area.	2024 - Plan	CRRSAA	$0	$350	$0	$0		$350	$350
					Total		**$0**	**$350**	**$0**	**$0**	***$0***	**$350**	**$350**
No		**AMATS**	**PLN00016**	**AMATS Regional Household Travel Survey -** Conduct a Regional Household Travel Survey to gather information on travel behaviors and patterns of the households in the region.	2023 - Study	CRRSAA	$600	$0	$0	$0		$600	$600
					Total		**$600**	**$0**	**$0**	**$0**	***$0***	**$600**	**$600**
No		**MOA & AMATS**	**PLN00017**	**Downtown Streets Engineering Study -** Project will implement the Our Downtown Anchorage District Plan through a streets engineering study that will address the Plan's transportation & circulation policies, Plan action items, assess ROW ownership and management in the Downtown district, identify opportunities for complete streets, and include modeling as needed.	2023 - Study	CRRSAA	$550	$0	$0	$0		$550	$550
					Total		**$550**	**$0**	**$0**	**$0**	***$0***	**$550**	**$550**
No	**33044**	**MOA & AMATS**	**PLN00018**	**AMATS Recreational Trails Plan Update -** A comprehensive update of all recreational trails within the AMATS area. This update will include primary and secondary linkages to established multi-use pathways as well as recreational facilities such as single track bicycle trails, hiking networks and bicycle parks within the planning area. This plan will also study trail expansion opportunities and strengthening the connections between recreational trail development and fostering economic growth within the AMATS area.	2023 - Study	TAP	$450	$0	$0	$0		$450	$450
					Total		**$450**	**$0**	**$0**	**$0**	***$0***	**$450**	**$450**
No		**MOA & AMATS**	**PLN00019**	**Non-Motorized Facilities Inventory and Mapping -** Project would inventory the non-motorized facilities within the AMATS area and would inventory platted non-motorized easements, pedestrian ROW, and undeveloped ROW. Project would create GIS layers with this information.	2024 - Study	CRRSAA	$0	$300	$0	$0	*$0*	$300	$300
					Total		**$0**	**$300**	**$0**	**$0**	***$0***	**$300**	**$300**
				The contingency list of projects for each year will consist of the following year's projects.	**STBG TOTALS**		**$0**	**$0**	**$0**	**$0**	*$0*	**$0**	**$0**
					CRRSAA TOTALS		**$1,850**	**$2,450**	**$0**	**$0**	*$1,000*	**$4,300**	**$5,300**
					TAP TOTALS		**$450**	**$0**	**$0**	**$0**	*$0*	**$450**	**$450**
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Grandfathered Project	STIP Need ID	Responsible Agency	TIP Need ID*	PROJECT LOCATION	PROJECT PHASING PLAN	FUND CODE	FEDERAL FISCAL PROGRAMMING YEAR ($ in Thousands) October 1 - September 30				Estimated funding needs after 2026	Est project cost 2023 - 2026	Est total project cost
							2023	2024	2025	2026			
				Statewide Improvement Program (SIP) Transportation Control Measures (TCM)									
No	**9299/ 6460**	**MOA**	**CMQ00009**	**Anchorage Ridesharing/Transit Marketing 2023-2026 -** This project funds the Municipal RideShare program which promotes, subsidizes, and contract manages an area-wide vanpool commuter service; and a comprehensive public transportation marketing effort.	2023-2026 Programming	CMAQ	$958	$958	$1,000	$1,000	*$4,000*	$3,916	$7,916
						STBG	$42	$42	$0	$0	*$0*	$84	$84
					Total		**$1,000**	**$1,000**	**$1,000**	**$1,000**	***$4,000***	**$4,000**	**$8,000**
No	**9299**	**MOA**	**CMQ00010**	**Air Quality Public & Business Awareness Education Campaign 2023-2026 -** The goal of this program is to further inform the public about air quality issues and what steps people may take to reduce pollution.	2023-2026 Programming	CMAQ	$300	$300	$300	$300	*$1,200*	$1,200	$2,400
					Total		**$300**	**$300**	**$300**	**$300**	***$1,200***	**$1,200**	**$2,400**
				Project and Programs funded with CMAQ and AMATS STBG									
No	**9299**	**MOA**	**CMQ00011**	**Arterial Roadway Dust Control 2023-2026 -** Magnesium chloride (MgCl2) dust palliative will be applied to approximately 70 miles of high volume State and Municipal roadways prior to and after spring sweeping.	2023-2026 Programming	CMAQ	$100	$100	$100	$100	*$400*	$400	$800
					Total		**$100**	**$100**	**$100**	**$100**	***$400***	**$400**	**$800**
No	**6460**	**MOA**	**CMQ00012**	**Traffic Control Signalization 2023-2026** - Program would provide proactive efficiencies with better/more updated signal timing plans to address intersection congestion and improve air quality. Funding supports development of Traffic Management Center and emergency vehicle and low priority transit signal preemption.	2023-2026 Programming	STBG	$400	$400	$400	$400	*$1,600*	$1,600	$3,200
					Total		**$400**	**$400**	**$400**	**$400**	***$1,600***	**$1,600**	**$3,200**
No	**9299**	**MOA**	**CMQ00013**	**Non-Motorized Facility Maintenance Equipment -** This project will purchase maintenance equipment that will be used to plow and sweep non-motorized facilities during the winter and summers months within the AMATS area.	2023-2025 Purchase	CMAQ	$1,000	$1,000	$800	$0	*$0*	$2,800	$2,800
					Total		**$1,000**	**$1,000**	**$800**	**$0**	***$0***	**$2,800**	**$2,800**
No	**9299**	**MOA**	**CMQ00014**	**Non-Motorized Facility Maintenance Equipment for Winter Greenbelt Trails -** This project will purchase maintenance equipment that will be used to groom greenbelt trails during the winter months within the AMATS area.	2025-2026 Purchase	CMAQ	$0	$0	$0	$658	*$0*	$658	$658
					Total		**$0**	**$0**	**$0**	**$658**	***$0***	**$658**	**$658**
Yes	**6460**	**MOA**	**CMQ00005**	**Bus Stop & Facility Improvements -** This project funds new and existing facilities and bus stop sites to meet both the federally mandated Americans with Disabilities Act [ADA] requirements and the operational needs. Typical bus stop activities include design/engineering, bus shelters, benches, trash receptacles, landscaping, grading, pacing, utility relocations, lighting, curb adjustments, drainage, constructing paths, and construction/reconstruction of turnouts. Typical facility activities include design/engineering, upgrades, rehabilitation, and construction/reconstruction not limited to safety, security, facility equipment, structures, underground storage tanks, parking lots, sidewalks, and drainage. Table 5 funds supplement FTA funds in projects 4, 7, 10, and 11 on Table 9.	2023-26 Design / Engineering / Implementation	STBG	$1,500	$1,500	$1,500	$1,500	*$4,509*	$6,000	$10,509
					Total		**$1,500**	**$1,500**	**$1,500**	**$1,500**	***$4,509***	**$6,000**	**$10,509**
Yes	**6460**	**MOA**	**CMQ00007**	**Capital Vehicles -** This project provides funding for the replacement and expansion of the Public Transportation Department fleet. The fleet consists of MV-1, 22' and 40' buses that provide service to AnchorRIDES, and People Mover. Vehicles will be replaced based on the FTA defined useful life and the People Mover Transit Asset Management Plan. Table 5 funds supplement FTA funds in project 2, 6, and 10 on Table 9.	2023-2026 Purchase	STBG	$3,000	$3,000	$3,000	$3,000	*$6,000*	$12,000	$18,000
					Total		**$3,000**	**$3,000**	**$3,000**	**$3,000**	***$6,000***	**$12,000**	**$18,000**
Yes	**9299**	**MOA**	**CMQ00008**	**Demo Operations / Expansion -** This project will provide for operational assistance and/or operational service expansion for fixed route, demand response, and/or mictrotransit public transit service. Table 5 funds supplement FTA funds in project 3, 5, 8, 9, and 10 on Table 9.	2023-2026 Programming	CMAQ	$0	$0	$158	$300	*$0*	$458	$458
					Total		**$0**	**$0**	**$158**	**$300**	***$0***	**$458**	**$458**
				The contingency list of projects for each year will consist of the following year's projects.	**Section Totals - STBG**		**$4,900**	**$4,900**	**$4,900**	**$4,900**	***$12,109***	**$19,600**	**$31,709**
				Approximate percentage (%) for all AMATS STBG funding for Congestion Mitigation/Air Quality (CMAQ) projects			16%	16%	16%	16%	4-year Avg=	15.6%	
				The contingency list of projects for each year will consist of the following year's projects.	**Section Totals - CMAQ**		**$2,358**	**$2,358**	**$2,358**	**$2,358**	***$5,600***	**$9,432**	

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

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

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

08.25.22
PC Final

STIP Need ID	Responsible Agency	TIP Need ID*	PROJECT LOCATION	PROJECT PHASING PLAN	FEDERAL FISCAL PROGRAMMING YEAR ($ in Thousands) October 1 - September 30				Estimated funding needs after 2026	Est project cost 2023-2026	Est total project cost
					2023	2024	2025	2026			
19217	**DOT&PF**	**HSP0009**	Gambell St Utility Pole Removal and Increased Lighting	2023 - U/C	$7,000	$0	$0	$0	*$0*	$7,000	$7,000
19217	**DOT&PF**	**HSP0010**	Gambell and Ingra Streets - Overhead Signal Indication Upgrades	2023 - U/C	$8,325	$0	$0	$0	*$0*	$8,325	$8,325
19217	**DOT&PF**	**HSP0014**	5th Ave: Concrete St to Karluk St Pedestrian Improvements	2023 - ROW/U/C	$3,867	$0	$0	$0	*$0*	$3,867	$3,867
19217	**DOT&PF**	**HSP0019**	Anchorage Flashing Yellow Arrow and Signal Head Display Improvements	2024 - D 2025 - ROW/U/C 2026 - U/C	$0	$1,109	$8,228	$8,218	*$0*	$17,554	$17,554
				Total	**$19,192**	**$1,109**	**$8,228**	**$8,218**	**$0**	**$36,746**	**$36,746**

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

Project estimates are shown in Year of Expenditure Dollars.

STIP Need ID	Responsible Agency	TIP Need ID*	PROJECT LOCATION	PROJECT PHASING PLAN	FEDERAL FISCAL PROGRAMMING YEAR ($ in Thousands) October 1 - September 30				Estimated funding needs after 2026	Est project cost 2023-2026	Est total project cost
					2023	2024	2025	2026			
29730	DOT&PF	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.	Underway	$0	$0	$0	$0	*$0*	$0	$0
30691	DOT&PF	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.	2023 - U/C	$105,000	$0	$0	$0	*$76,500*	$105,000	$181,500
18924	DOT&PF	NHS0005	**Pavement and Bridge Preservation -** Crack sealing, surface treatment drainage, signage, guardrail, illumination, and other refurbishments to prolong the life of road pavement and bridges and their safety related structures. Project includes NHS Lane Delineators, Destination & Distance Signing, Pavement Markings and Signalization, Abandoned Vehicle Program, Road Surfacing and Transfer, Road Surface Treatments, and improve curb ramps to meet ADA standards (in coordination with Need ID 30397). The scope does not include landscaping or other elements inconsistent with a pavement preservation focus. This is a DOT&PF central region wide program with approximately $25M going to projects within the AMATS area on an annual basis with a majority going to the NHS.	2023-2026+ - All Phases	$25,000	$25,000	$25,000	$25,000	*$25,000*	$100,000	$125,000
31274	DOT&PF	NHS0006	**Glenn Highway: Airport Heights to Parks Highway Rehabilitation -** Projects consists of rehabilitation of the Glenn Highway between Airport Heights and the Parks Highway to be coordinated with HSIP safety improvements.	2023 - ROW 2024 - C	$50	$66,500	$0	$0	*$0*	$66,550	$66,550
	DOT&PF	NHS0007	**Seward Highway MP 98.5-118 Reconstruction -** Project will reconstruction the Seward Highway from MP 98.5-118 to a 4-lane highway.	2023 - D	$2,500	$662,500	$0	$0	*$0*	$665,000	$665,000
	DOT&PF	NHS0008	**Tudor Road Interchange -** Project will reconstruct the Tudor Road Interchange. Interchange is at the end of its design life and has operational issues. Reconstruction will improve the vertical clearance, widen the bridge, reconstruct ramps and intersections, improve non-motorized facilities, and incorporate other improvements to bring the interchange up to current standards.		$0	$36,000	$0	$0	*$0*	$36,000	$36,000
	DOT&PF	NHS0009	**Glenn Highway Incident Management -** Project will construct modifications and improvements to facilitate efficient through travel along the Glenn Highway and nearby roads between Airport Heights and the Parkks Highway so that during times when lanes are blocked by crashes or other events, ensuing trsffic congestion is mitigated, and gridlock does not preclude travel between Anchorage, Eagle River, and the Matanuska Valley.		$0	$18,900	$0	$0	*$0*		
	DOT&PF	NHS0010	**Glenn Highway Hiland Interchange -** Project will make short term improvements to the Glenn Highway at Hiland Road interchange utilizing the existing bridge and delaying the need for eventual bridge overpass replacement and interchange reconstruction. This project will reconfigure the intercha nge amd make other associated improvments to increase the efficiency and functionality of the interchange, and reduce associated safety concerns.		$0	$8,640	$0	$0	*$0*		
	DOT&PF	NHS0011	**Muldoon Road - Debarr Road to Glenn Highway -** Extend service life of the existing roadway. Work may include ADA improvements, structural improvements in specific areas, roadside hardware, signal hardware, utilities, minor safety and improvements, (and stormwater treatment if required).		$0	$14,400	$0	$0	*$0*		
	DOT&PF	NHS0012	**Abbott Road - Lake Otis to New Seward Highway -** Extend service life of the existing roadway. Work may include ADA improvements, structural improvements in specific areas, roadside hardware, signal hardware, utilities, minor safety and improvements, (and stormwater treatment if required).		$0	$6,600	$0	$0	*$0*		
The contingency list of projects for each year will consist of the following year's projects.					**$132,550**	**$838,540**	**$25,000**	**$25,000**	*$101,500*	**$972,550**	**$1,074,050**

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

STIP Need ID	Responsible Agency	TIP Need ID*	PROJECT LOCATION	PROJECT PHASING PLAN	FEDERAL FISCAL PROGRAMMING YEAR ($ in Thousands) October 1 - September 30					Estimated funding needs after 2026	Est project cost 2023-2026	Est total project cost
					Carryover	2023	2024	2025	2026			
19458	**MOA Public Transportation**	**TRN00001**	**Preventative Maintenance/Capital Maintenance -** FTA [Federal Transit Administration] allows grantees to use capital funds for overhauls and preventative maintenance. FTA assistance for those items is based on a percentage of annual vehicle maintenance costs.	2023-2026 - Implementation	$0	$4,500	$4,500	$4,500	$4,500	*$13,500*	$18,000	$31,500
19462	**MOA Public Transportation**	**TRN00002**	**Fleet Replacement/Expansion -** This project funds the fleet expansion and replacement for the AnchorRIDES paratransit service, as well as the fixed route fleet.	2023-2026 - Implementation	$0	$0	$0	$0	$100	*$600*	$100	$700
19464	**MOA Public Transportation**	**TRN00003**	**ADA Complementary Paratransit Services -** Costs associated with ADA paratransit programs are eligible for this funding. The project funds the ADA paratransit eligibility process with a transportation skills assessment and a travel training program for people who could benefit from individualized instruction regarding how to independently ride People Mover buses. May also be used to purchase AnchorRIDES trips.	2023-2026 - Implementation	$0	$0	$0	$0	$300	*$1,200*	$300	$1,500
19457	**MOA Public Transportation**	**TRN00004**	**Bus Stop Improvements/1% Section 5307 Transit Improvements -** This project funds the upgrade of bus stop sites to meet both the federally-mandated Americans with Disabilities Act [ADA] requirements and the operational needs. Typical improvements include bus shelters, benches, trash receptacles, landscaping, grading, paving, utility relocations, lighting, curb adjustments, drainage, constructing paths, and construction/reconstruction of turnouts. Table 10 FTA funds supplement CMAQ funds for the Bus Stop & Facility Improvements project in Table 5.	2023-2026 - Implementation	$0	$300	$0	$300	$0	*$75*	$600	$675
19463	**MOA Public Transportation**	**TRN00005**	**ITS/Automated Operating System/Management Information Systems -** This projects funds information systems necessary for efficient management of the public transportation system. Typical projects include: Geographical Information Systems [GIS] capabilities, upgrades to the automated maintenance system, refueling, and inventory system; a new computerized dispatch system; and upgrades to the scheduling/run-cutting process, customer information and telephone communications system, and desktop computers. This project also funds staff and capital resources to provide project oversight and capital for ITS for all modes of public transportation services. Provide day-to-day operational support to all ITS projects.	2023-2026 - Purchase	$0	$50	$50	$50	$50	*$0*	$200	$200
19459	**MOA Public Transportation**	**TRN00006**	**Fleet Improvement/Support Equipment/Support Vehicle -** This project funds improvements to existing transit and paratransit fleets. Typical projects include fareboxes, ticket readers with issue attachments that issue passenger passes on the bus; security systems; transit/signal improvements for headway enhancements; mechanical equipment and other improvements for facilities; mobile display terminals and vehicle communications, radios and locations systems. This project also funds the purchase of replacement vehicles and equipment to support the operation of the transit system. Typical purchases include pickup racks, maintenance trucks with special equipment, supervisor vehicles, shift change vehicles, forklifts, sweepers, and bus access snow removal equipment.	2023-2026 - Purchase	$0	$700	$700	$700	$600	*$1,500*	$2,700	$4,200
29264	**MOA Public Transportation**	**TRN00007**	**Transit Centers/Support Facilities -** This project supports an ongoing effort to provide major transit facilities in key areas of the city and major destinations. The Anchorage Comprehensive Plan and 2040 Land Use Plan (LUP) identified neighborhood, town, regional commercial, and city centers that function as focal points for community activities with a mix of retail, residential, and public services and facilities. Anchorage Talks Transit coordinated with the LUP and implemented a frequent bus network along transit-supportive development corridors. These corridors should provide pedestrian connections to surrounding neighborhoods and transit. Existing and future facility improvements along these corridors and in areas like Midtown, Downtown, U-Med, Dimond Center, Debarr, and Muldoon, are vital to the implementation of these community planning documents.	2023-2026 - Implementation	$0	$750	$750	$750	$750	*$2,250*	$3,000	$5,250
	MOA Public Transportation	**TRN00008**	**Operating Assistance** - Section 5307 operating assistance for fixed route, demand responsive, and/or Microtransit public transit service.	2023-2026 - Implementation	$0	$0	$300	$0	$0	*$3,000*	$300	$3,300
			subtotal FTA Section 5307 & 5340			**$6,300**	**$6,300**	**$6,300**	**$6,300**	***$22,125***	**$25,200**	**$47,325**

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

STIP Need ID	Responsible Agency	TIP Need ID*	PROJECT LOCATION	PROJECT PHASING PLAN	FEDERAL FISCAL PROGRAMMING YEAR ($ in Thousands) October 1 - September 30					Estimated funding needs after 2026	Est project cost 2023-2026	Est total project cost
					Carryover	2023	2024	2025	2026			
19119	**MOA Public Transportation**	**TRN00009**	**Section 5310 Enhanced Mobility of Seniors & Individuals w/ Disabilities. -** Projects may include purchasing buses and vans; wheelchair lifts, ramps, and securement devices; transit-related information technology systems including scheduling/routing/one-call systems; mobility management programs; and acquisition of transportation services under a contract, lease, or other arrangement. Other activities may include travel training; building an accessible path to a bus stop, including curb-cuts, sidewalks, accessible pedestrian signals or other accessible features; improving signage or way-finding technology; providing same day service or door-to-door service; purchasing vehicles to support new ride-sharing and/or vanpooling programs; and mobility management programs.			$240	$240	$240	$240	*$624*	$960	$1,584
27969	**MOA Public Transportation**	**TRN00010**	**Section 5339 Bus and Bus Facilities Program -** This program includes capital projects to replace, rehabilitate and purchase buses, vans, and related equipment, and to construct bus-related facilities, including technological changes or innovations to modify low or no emission vehicles or facilities.			$720	$720	$720	$720	*$1,614*	$2,880	$4,494
		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.			$0	$2,250	$0	$0	*$1,614*	$2,250	$3,864
			subtotal FTA section 5307, 5310, 5340 Transit funding to the MOA			**$7,260**	**$9,510**	**$7,260**	**$7,260**	***$25,977***	**$31,290**	**$57,267**
			Alaska Railroad - FTA Section 5307 (Rail Tier) Funds									
21314	**Alaska Railroad Corporation**	**TRN00012**	**1% Transit Security on the Alaska Railroad Corporation projects**	2023-2026 - Implementation	$0	$25	$25	$50	$0	*$100*	$100	$200
19658	**Alaska Railroad Corporation**	**TRN00013**	Preventive Maintenance - This project partially funds statewide maintenance costs of passenger vehicle railcars and locomotives. Preventive maintenance is defined as all activities, supplies, materials, labor, services and associated costs required to preserve or extend the functionality and serviceability of the asset.	2023-2026 - Implementation	$3,500	$3,500	$3,500	$3,750	$3,750	*$14,500*	$14,500	$29,000
21314	**Alaska Railroad Corporation**	**TRN00014**	**1% Associated Transit Enhancements -** can include benches, landscaping, and other transit related amenities.	2023-2026 - Implementation	$0	$25	$25	$50	$0	*$100*	$100	$200
19634	**Alaska Railroad Corporation**	**TRN00015**	Track Rehab - Rail and tie rehabilitation inside AMATS boundaries including shoulder widening, siding program, drainage, State of Good Repair and improvement projects related to track infrastructure.	2023-2026 - Implementation	$8,500	$50	$50	$0	$0	*$250*	$100	$350
31091	**Alaska Railroad Corporation**	**TRN00016**	Radio and Communication System - Replace, upgrade or improvements to radio and communication locations, equipment, systems or components.	2023-2026 - Implementation	$0	$0	$25	$0	$0	*$50*	$25	$75
19635	**Alaska Railroad Corporation**	**TRN00017**	Bridge Rehabilitation - Bridge engineering, preventive maintenance, rehabilitation, replacements, and other bridge improvements within AMATS boundaries.	2023-2026 - Implementation	$250	$50	$50	$0	$0	*$250*	$100	$350
33243	**Alaska Railroad Corporation**	**TRN00018**	Signal and Detector System - Replace, upgrade or improve in-track detector and at-grade signal systems equipment and communication components within AMATS boundaries.	2023-2026 - Implementation	$350	$0	$25	$25	$0	*$50*	$50	$100
33245	**Alaska Railroad Corporation**	**TRN00019**	Facility Rehab - Within AMATS boundaries replace, upgrade or improve ARRC buildings and related functional appurtenances.	2023-2026 - Implementation	$65	$0	$25	$100	$50	*$50*	$175	$225
			subtotal FTA Section 5307 (Rail Tier) Transit funding to Railroad			**$3,650**	**$3,725**	**$3,975**	**$3,800**	***$15,350***	**$15,150**	**$30,500**
			Alaska Railroad - FTA Section 5337 (State of Good Repair) Funds									
19634	**Alaska Railroad Corporation**	**TRN00020**	Track Rehab - Rail and tie rehabilitation inside AMATS boundaries including shoulder widening, siding program, drainage, State of Good Repair and improvement projects related to track infrastructure.	2019 - 2022 - Implementation		$100	$0	$500	$320	*$1,200*	$920	$2,120
19658	**Alaska Railroad Corporation**	**TRN00021**	Preventive Maintenance - This project partially funds statewide maintenance costs of passenger vehicle railcars and locomotives. Preventive maintenance is defined as all activities, supplies, materials, labor, services and associated costs required to preserve or extend the functionality and serviceability of the asset.	2019 - 2022 - Implementation		$500	$1,700	$3,900	$3,900	*$9,500*	$10,000	$19,500
19635	**Alaska Railroad Corporation**	**TRN00022**	Bridge Rehabilitation - Bridge engineering, preventive maintenance, rehabilitation, replacements, and other bridge improvements within AMATS boundaries.	2020 - 2022 - Implementation		$0	$0	$0	$360	*$5,640*	$360	$6,000
31091	**Alaska Railroad Corporation**	**TRN00023**	Radio and Communication System - Replace, upgrade or improvements to radio and communication locations, equipment, systems or components.	2023-2026 - Implementation	$0	$50	$50	$50	$50	*$200*	$200	$400
33243	**Alaska Railroad Corporation**	**TRN00024**	Signal and Detector System - Replace, upgrade or improve in-track detector and at-grade signal systems equipment and communication components within AMATS boundaries.	2023-2026 - Implementation	$0	$25	$50	$25	$0	*$100*	$100	$200

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

STIP Need ID	Responsible Agency	TIP Need ID*	PROJECT LOCATION	PROJECT PHASING PLAN	FEDERAL FISCAL PROGRAMMING YEAR ($ in Thousands) October 1 - September 30					Estimated funding needs after 2026	Est project cost 2023-2026	Est total project cost
					Carryover	2023	2024	2025	2026			
33245	**Alaska Railroad Corporation**	**TRN00025**	Facility Rehab - Within AMATS boundaries replace, upgrade or improve ARRC buildings and related functional appurtenances.	2023-2026 - Implementation	$0	$25	$50	$25	$0	*$100*	$100	$200
			subtotal FTA Section 5337 (SGR) funding to Railroad			**$600**	**$1,700**	**$4,400**	**$4,580**	***$16,340***	**$11,280**	**$27,620**
			Alaska Railroad - FTA Section 5337 (SGR) Funds			$0	$0	$0	$0	*$0*	$0	$0
			subtotal FTA Section 5337 funding to Railroad			$600	$800	$4,400	$4,580	*$17,400*	$10,380	$27,780
			subtotal FTA Sections 5307 (Rail Tier) & 5337 Transit funding to ARRC			**$4,250**	**$5,425**	**$8,375**	**$8,380**	***$31,690***	**$26,430**	**$58,120**
			Total Transit Program (FTA {5307+5337})			$11,510	$14,935	$15,635	$15,640	*$57,667*	$57,720	$115,387
			The Municipality of Anchorage's Transportation Improvement Program (TIP) process is used to satisfy the public participation process of the Program of Projects (POP) that is required in U.S.C. Section 5307. The POP as presented is the proposed Program of Projects and will also be the final Program of Projects unless amended.									

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

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

08.25.22
PC Final

STIP Need ID	Responsible Agency	TIP Need ID*	PROJECT LOCATION	PROJECT PHASING PLAN	Funding Source	FEDERAL FISCAL PROGRAMMING YEAR ($ in Thousands) October 1 - September 30				Estimated funding needs after 2026	Est project cost 2023 - 2026	Est total project cost
						2023	2024	2025	2026			
	Port of Alaska	**OFS00001**	**Port of Alaska Modernization Program (PAMP). Deducted from the 2019 number is $20M received from the State.**	2023 - 2026 Programming		$0	$0	$0	$0	$0	$1,196,016	$1,450,255
19482	**MOA**	**OFS00002**	**AK094 & AK105 - Construction & Road Improvements @ APU.**	2022 - D/ROW/U 2023 - C	Earmark	$1,548	$2,888	$0	$0	*$0*	$4,436	$4,436
28471	**DOT&PF**	**OFS00004**	**Campbell Tract Facility Alternate Entrance Alignment -** Relocate the CTF entrance road 260' to align with East 68th Avenue.	Underway		$0	$0	$0	$0	*$0*	$0	$0
33008	**MOA**	**OFS00005**	**Buses and Bus Facilities Infrastructure Investment Project -** Replace and upgrade the information technology system for the Public Transportation Department. This project will improve the reliability of the bus system and help the city meet growing demand for transit.	Underway		$0	$0	$0	$0	*$0*	$0	$0
	AEA	**OFS00007**	**Alaska Cargo and Cold Storage -** The project is a secure, up to 715,000sf climate-controlled warehouse facility located at Ted Stevens Anchorage International Airport (ANC), Anchorage AK. Phase I, the current project, is estimated to be ~190,000sf of cargo warehouse, with the option to include aircraft parking. It will incorporate best-in-class energy efficiency through innovative design, engineering, and project delivery. In doing so, ACCS will create jobs and help transform ANC into a global logistics hub while enhancing Alaska's food security situation by improving its ability to handle perishable goods for Alaskans. ACCS will offer better and more efficient cargo transfer services to strengthen ANC's competitive position in the global supply chain, thereby serving as a cornerstone development that Alaska logistics providers and manufacturers can build around for decades to come. This facility will help transform ANC from a "gas-and-go" location to a global logistics hub. The facility site has already been leased by one of the project partners.	2025 - C	BUILD Grant	$0	$0	$17,800	$0	*$0*	$17,800	$17,800
					ACCS Partners	$0	$0	$56,700	$0	*$0*	$56,700	$56,700
				Total		**$0**	**$0**	**$74,500**	**$0**	***$0***	**$74,500**	**$74,500**
						$1,548	**$2,888**	**$0**	**$0**	***$0***	**$4,436**	**$4,436**

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

Alaska Railroad

Transit Stop, Municipality of Anchorage Public Transportation Department

AMATS Bicycle & Pedestrian Advisory Committee Tour, Joni Wilm

Port of Alaska, Erik Hill

2023-2026

Anchorage Metropolitan Area Transportation Solutions (AMATS) Transportation Improvement Program (TIP) Narrative

TIP Adopted: August 25, 2022
TIP Narrative Adopted: August 25, 2022
Please find us at: www.muni.org/amats

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Narrative

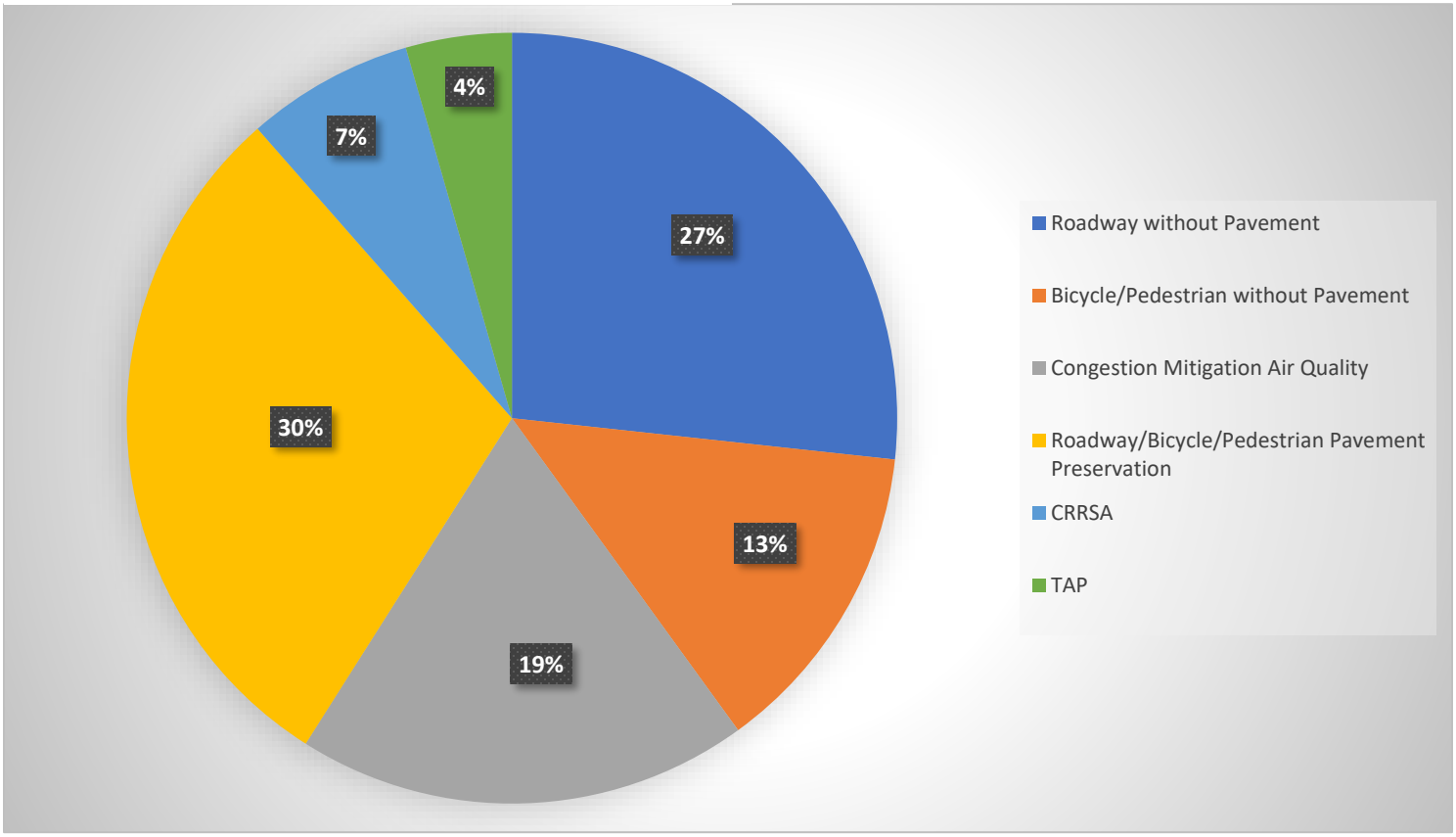
Introduction

The Anchorage Metropolitan Area Transportation Solution (AMATS)'s Transportation Improvement Program (TIP) is a four-year program that prioritizes and documents the funding of transportation improvement projects within the AMATS area. Projects included in the TIP range from construction and maintenance of major highways and arterials; to maintenance and expansion of public transit; to construction and maintenance for bicycle and pedestrian facilities. The TIP draws projects from the AMATS Metropolitan Transportation Plan (MTP), the long-range transportation plan for the AMATS area, and from public input. These projects are evaluated for consistency with the goals and objectives in the MTP.

AMATS is the agency responsible for transportation planning, intergovernmental coordination, and transportation funding allocations within the MPO boundary (AMATS Boundary Map).

The 2023-2026 TIP includes 94 projects covering highway, transit, railroad, port, and bicycle/pedestrian with a total cost of $1.2B. Figures 1.1 shows the breakdown of the AMATS allocation section of the TIP by mode.

Figure 1.1 – AMATS Allocation Funding by Mode



Narrative

2.1 Purpose

The Federal Highway Act of 1962 required each city over 50,000 population to develop a comprehensive and continuing transportation planning process, in cooperation with its state government. This became known as the "3-C" process. Since April 8th, 1976 the State of Alaska and the Municipality of Anchorage have jointly participated in AMATS. Through the AMATS process, the two jurisdictions cooperatively plan the improvement of Anchorage's roadway, transit, and trail systems. Participation in the AMATS process fulfills a federal requirement, which enables the Anchorage area to receive substantial funding each year from the U.S. Department of Transportation.

The AMATS process is guided by the AMATS Policy Committee, which formulates planning policy and objectives and monitors the implementation of transportation plans. The Policy Committee is composed of two Anchorage Assembly members or their alternates appointed by the Assembly Chair and serving at his/her pleasure in accordance with Anchorage Charter §12.03, the Mayor of Anchorage or designee, the Commissioner of the Alaska Department of Transportation & Public Facilities (DOT&PF), and the Commissioner of the Alaska department of Environmental Conservation (DEC) or designees. The Chairman of the Policy Committee is the DOT&PF member and the Vice-Chairman is the Mayor of Anchorage.

The AMATS Technical Advisory Committee consists of eleven members: the Directors of the Municipal Departments of Planning, Project Management & Engineering, Traffic, Health & Human Services, Port of Alaska, and Public Transportation; the ADOT&PF Chief of Central Region Planning and Administrative Services, ADOT&PF Regional Pre-Construction Engineer, the Alaska Department of Environmental Conservation (ADEC) Manager of the Southcentral Region Air Quality Program, a representative from the Alaska Railroad Corporation (ARRC), and the MOA Energy and Sustainability Manager. Figure 2.1 outlines the AMATS governing structure.

Figure 2.1 - AMATS Governing Structure

2.2 Project Selection & Public Involvement

The purpose of the TIP is to be the basis for the federally funded portions of both the state and municipal annual capital transportation improvements. The TIP is the key funding tool to direct resources to implement recommendations of the MTP.

Nominations for projects to be included in the 2023-26 TIP opened January 12th, 2022, and closed February 14th, 2022. One hundred and forty-two project nominations were received. Projects were scored and ranked using the approved TIP criteria and a Public Review draft was created as required by the AMATS Public Participation Plan. The project nominations, criteria, and scores can be found here:
https://www.muni.org/departments/ocpd/planning/amats/pages/1_tip.aspx

The Public Review draft was released April 6th and closed May 5th. One hundred and eighty-two comments were received and responded to in a comment response summary posted on the TIP website.

The Public Hearing draft was submitted to the Assembly April 6th. A public hearing at the Assembly was held on May 10th, 2022. No comments were received from the Assembly.

An interagency consultation meeting to develop the Air Quality Conformity Determination as held on June 24th, 2022. A determination was written and released for public comment on July 1st, 2022, and closed August 1st, 2022. No comments were received.

A meeting with the Federal Lands Highway group was held on July 13th. Comments received focused on providing guidance how future TIP updates, such as providing a static or interactive map showing the TIP projects and providing an opportunity for resource agencies next to the AMATS boundary (not just those within) to provide comments. These will be looked at for future TIP updates and incorporated into the process where possible.

The AMATS 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.

2.3 Consistency with Other Plans

The projects included in the TIP are consistent to the maximum possible extent with other adopted local, state, and AMATS plans. These include the Anchorage Bowl and Chugiak-Eagle River Comprehensive Plans, the 2040 Land Use Plan, the Anchorage Bicycle Plan, the Anchorage Pedestrian Plan, the Congestion Management Process, the Intelligent Transportation Systems (ITS) Architecture Plan, the AMATS Spenard Corridor Plan, and the AMATS Metropolitan Transportation Plan, to name a few. This is accomplished through the TIP project selection process and the scoring criteria. Projects selected include the short term of the MTP, which has been developed in close coordination with local and state plans. The scoring process provides positive points for any projects that help to implement the goals of these various plans. For example, the Connectivity criteria provide positive points for a project that helps to connect employment centers identified in the land use plan map.

2.4 Air Quality Conformity & Interagency Coordination

The federally recognized local agency for transportation planning is Anchorage Metropolitan Area Transportation Solutions (AMATS). AMATS is updating the Anchorage Transportation Improvement Plan (TIP) to include transportation

projects scheduled for implementation between 2023 through 2026 The 2023-2026 TIP will maintain compliance with federal regulations requiring that TIPs (transportation plans with four-year outlook) be updated every four years.

Clean Air Act Amendments require that federally funded transportation plans be consistent with the State Implementation Plan (SIP) for state-wide maintenance of federal air quality standards. This conformity determination was performed and ensures that plans and projects within the 2019- 2022 TIP will not hinder the continued maintenance of National Ambient Air Quality Standards (NAAQS) via the control strategies and commitments specified within the Alaska SIP.

The Alaska SIP contains limited maintenance plans for both carbon monoxide (CO) and PM10* air pollutants within areas of the Municipality of Anchorage. The EPA allows demonstration of conformity in such Limited Maintenance Areas (LMA) to be based on analysis of air monitoring data rather than demonstrating, through modeling, which projected transportation emissions will be under the emission budget established in the SIP.

An interagency consultation meeting will be held after the public comment period. Section to be filled and updated after interagency consultation work is done.

* PM_{10} is particulate matter consisting of particles that are 10 microns or less in aerodynamic diameter. Such particles are isolated from air by passing a sampled airstream through a size-selective inlet which removes larger than desired particles from the airstream.

2.5 Environmental Justice

"Environmental Justice is defined as the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies. The Environmental Protection Agency has this goal for all communities and persons across this Nation. It will be achieved when everyone enjoys the same degree of protection from environmental and health hazards and equal access to the decision-making process to have a healthy environment in which to live, learn, and work." (– U.S. Environmental Protection Agency). Executive Order 12898 mandates federal agencies to incorporate environmental justice (EJ) analyses into their policies, programs, and activities. Building from the framework of Title VI of the Civil Rights Act of 1964, which ensures nondiscrimination in federal programs, EJ directives address how low-income and minority populations are affected by the actions of the federal government. In their publication, An Overview of Transportation and Environmental Justice, the U.S. Department of Transportation (U.S. DOT) outlines their three main objectives stemming from this mandate:

- To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations;
- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process; and,
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

AMATS staff performed an environmental justice review as part of the TIP project selection. Each project was reviewed and scored to see if the project disproportionally affects areas of low-income and minority populations. This is included in the TIP criteria was accomplished as part of the project scoring process.

2.6 Performance Management

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) worked on issuing a jointly developed Planning Rule to move forward with the Performance Based Planning requirements set forth in the Moving

Ahead for Progress in the 21st Century (MAP-21) Act and carried forward in Fixing America's Surface Transportation (FAST) Act authorizations from Congress. Through this rule making State DOTs, MPOs, and Transit Agencies are required to establish targets for Safety, Infrastructure Condition, and Performance of the NHS, Freight, and Congestion Mitigation Air Quality (CMAQ). MPOs are given the option to set their own targets or support the State DOTs with their targets.

AMATS has elected to support Alaska DOT&PF in their FHWA targets and support the MOA Public Transportation Department (PTD)/Alaska Railroad Corporation (ARRC) in their FTA targets.

2.6.1 Safety Performance Measures (PM1)

Safety has been a cornerstone of the federal transportation decision making process. With the passage of the federal rulemaking process, safety performance measures, referred to as PM1, developed by FHWA will further focus national transportation projects on safety improvements based on data driven performance-based planning and programming. For more information visit https://safety.fhwa.dot.gov/hsip/spm/docs/LetsTalkPerfWebinarFAQspdf.pdf.

On May 21, 2021, Alaska DOT&PF established statewide performance targets for the safety measures for the 2022 targets. On June 24th, 2021, AMATS agreed to support DOT's statewide safety performance targets, thus agreeing to plan and program projects in the TIP that once implemented, are anticipated to make progress toward achieving the statewide targets. 2023 safety target update is underway and will be incorporated into the narrative when available. Table 2.1 presents the safety targets which are updated yearly.

Table 2.1

Highway Safety Performance Measures	2022 Statewide Target	2023 Statewide Target
Number of Fatalities	≤ 70	≤ 70
Fatality rate per 100 million vehicle miles traveled	≤ 1.3	≤ 1.3
Number of serious injuries	≤ 325	≤ 325
Serious injury rate per 100 million vehicle miles traveled	≤ 5.9	≤ 5.9
Number of non-motorized fatalities and serious injuries	≤ 58	≤ 58

Examples of projects in the TIP that help to achieve these targets are as follows:

- **Table 8** projects HSP0009, HSP0010, HSP0014, and HSP0019.
- **Table 2** projects RDY0001 and RDY0003
- **Table 3** projects NMO00011 and NMO00014

2.6.2 Pavement and Bridge Condition Measures (PM2)

The FHWA implemented Transportation Performance Management (TPM), which is a strategic approach that uses system information to make investment and policy decisions to achieve national performance goals. One aspect of the TPM is the Pavement and Bridge Condition measures, referred to as PM2.

On October 19, 2017, Alaska DOT&PF established statewide performance targets for PM2. On October 25, 2018, AMATS agreed to support DOT's statewide PM2 performance targets, thus agreeing to plan and program projects in the TIP that once implemented, are anticipated to make progress toward achieving the statewide targets. Table 2.2 reflects the required 2-year and 4-year targets.

Table 2.2

Bridge and Pavement Performance Measures	2-year Statewide Target (2022-23)	4-year Statewide Target (2024-25)
Percent of pavement on Interstate System in Good condition	20%	20%
Percent of pavement on Interstate System in Poor condition	10%	10%
Percent of pavement on non-Interstate System in good condition	15%	15%
Percent of pavement on non-Interstate System in poor condition	15%	15%
Percentage of NHS bridges in good condition	40%	40%
Percentage of NHS bridges in poor condition	10%	10%

Examples of projects in the TIP that help to achieve these targets are as follows:

- **Table 2** projects RDY00003, RDY00007, and RDY00012
- **Table 3** project NMO00009
- **Table 9** project NHS0005

2.6.3 System Performance (PM3)

Another aspect of the TPM is the System Performance, referred to as PM3, which is used to help assess passenger and freight performance on the Interstate and non-Interstate National Highway System (NHS), and traffic congestion and on-road mobile source emissions in areas that do not meet federal National Ambient Air Quality Standards (NAAQS). As a limited maintenance area under the NAAQS, AMATS is required to set a target for the CMAQ on-road mobile source emissions.

On May 14 & 15, 2018, Alaska DOT&PF established statewide performance targets for PM3. On October 25, 2018, AMATS agreed to support DOT's statewide PM3 performance targets, thus agreeing to plan and program projects in the TIP that once implemented, are anticipated to make progress toward achieving the statewide targets. Table 2.3 reflects the required 2-year and 4-year targets.

Table 2.3

System Reliability Measures	2-year Statewide Target (2018-19)	4-year Statewide Target (2020-21)
Percent of person-miles traveled on Interstate that are reliable	92%	92%
Percent of person-miles traveled on non-Interstate NHS that are reliable	70%	70%
Truck Travel Time Reliability Index	2.0	2.0
On-Road Mobile Source Emissions Reduction - Carbon Monoxide	20	40
On-Road Mobile Source Emissions Reduction - PM10	2	4

Table 2.4

Congestion Mitigation Air Quality (CMAQ)	2-year Statewide Target (2022-24)	4-year Statewide Target (2024-2026)
Peak Hour Excessive Delay (PHED)	11 Hours	12 Hours
Non-Single Occupancy Vehicle (SOV) Travel	TBD	TBD

As an MPO of over 200,000 population AMATS is required to set targets for the CMAQ performance area, PHED Per Capita and Percent of Non-SOV Travel. The PHED measures were set in July of 2022 and the Non-SOV measures are anticipated by end of Summer 2022.

Examples of projects in the TIP that help to achieve these targets are as follows:

- **Table 2** project RDY00003, RDY00005, and RDY00007
- **Table 3** projects NMO0001, NMO00002, and NMO00009
- **Table 5** projects CMAQ0009, CMAQ00010, CMQ00013, and CMAQ00014

2.6.4 Transit Targets

On September 17, 2019, the MOA Public Transportation Department established targets for 2020-2024 on the FTA performance measures. On January 20, 2022 the Alaska Railroad Corporation established targets for 2022. On October 31, 2019, AMATS agreed to support the Public Transportation targets and on March 24thm, 2022 AMATS agreed to support the Railroad 2022 targets, thus agreeing to plan and program projects in the TIP that once implemented, are anticipated to make progress toward achieving the targets. Table 2.4 reflects the established targets. Project in table 9 of the 2023-2026 TIP help to achieve these targets.

Table 2.5

FTA Performance Measures		2022	2023	2024
Rolling Stock	Bus	24%	10%	8%
	Cutaway Bus	-	4%	21%
	Mini-Van	1%	14%	1%
	Van	1%	1%	1%
	Passenger Railcars	0%	-	-
	Locomotives	0%	-	-
Equipment	Non-Revenue/Service Automobile	26%	26%	26%
	Truck & Other Rubber Tire Vehicles	100%	100%	100%
	Truck & Rubber Tired	25%	-	-
	Steel Wheel Vehicle	38%	-	-
	Automobile	0%	-	-
Facilities	Administration	1%	1%	1%
	Maintenance	1%	1%	1%
	Parking Structure	1%	1%	1%
	Passenger Facilities	1%	1%	1%
	Admin & Maintenance	9%	-	-
	Passenger & Parking	0%	-	-
Infrastructure	Track	1.42%	-	-

2.7 Fiscal Plan/TIP Table Summary

The TIP is financially constrained for each federal fiscal year and the projects in this document can be implemented using current and proposed revenue sources. The TIP is developed in cooperation with the State of Alaska Department of Transportation & Public Facilities (DOT&PF), the MOA Public Transportation Department (MOA PTD), and the Alaska Railroad Corporation (ARRC) as required in 23 C.F.R. 450.326(a). DOT&PF and the public transportation operators within the AMATS boundary provide cost estimates and project timelines for inclusion in the TIP.

2.7.1 Year of Expenditure

The projects in the TIP are shown in Year of Expenditure (YOE) dollars. These YOE amounts are calculated when the cost estimates are developed for the TIP. The percentages used to calculate the YOE are drawn from the currently approved AMATS Metropolitan Transportation Plan (MTP).

2.7.2 Operations and Maintenance

Roadway

DOT&PF and MOA jointly share the responsibility for maintaining roadways in the Anchorage Bowl. For the most part, the MOA maintains municipality-owned roads and the DOT&PF maintains state-owned roads. However, in cases where efficiencies can be achieved, the maintenance responsibilities have been shifted through a Maintenance Memorandum of Agreement. The DOT&PF contracts with the MOA for certain O&M functions. As a result, the additional lane miles are further split between summer and winter maintenance responsibilities.

The DOT&PF and MOA spent almost $67.6 million in 2018 for O&M of the public road system in the AMATS planning area. Based on the current O&M budgets, the average cost per lane mile are $5,400 on DOT&PF facilities, $16,900 within Anchorage Road and Drainage Service Area (ARDSA), and $7,700 within Chugiak Birchwood Eagle River Rural Road Service Areas (CBERRRSA). DOT&PF maintains roughly 1,508 miles within the AMATS area, and the MOA maintains roughly 629 miles of roadway within ARDSA and roughly 198 within CBERRRSA. Adding in the Pavement Replacement money spent by DOT&PF, the MOA, and AMATS approximately $32M per year is spent to help maintain the transportation system within the AMATS boundary.

Based on Table 2.5 there is sufficient revenue to operate and maintain the transportation system within the AMATS boundary.

*Table 2.6**

Operations and Maintenance Revenue	**2023**	**2024**	**2025**	**2026**	**4-Year Total**
AMATS Pavement Replacement	$ 15,525	$ 9,316	$ 10,316	$ 11,766	$ 46,923
DOT&PF Pavement Replacement	$ 26,100	$ 26,600	$ 27,200	$ 27,700	$ 107,600
MOA Road Capital (road bonds pavement replacement)	$ 23,000	$ 11,000	$ 6,000	$ 6,100	$ 46,100
AK Legislative Capital Program (not including State Bonds) -Non-NHS Pavement Rehab	$ -	$ 3,800	$ 3,900	$ 4,000	$ 11,700
DOT&PF M&O Budget	*$ 10,700*	*$ 10,900*	*$ 11,100*	*$ 11,400*	$ 44,100
Traffic Signal Management	*$ 1,900*	*$ 2,000*	*$ 2,000*	*$ 2,000*	$ 7,900
MS4 Permit Compliance	*$ 1,100*	*$ 1,100*	*$ 1,100*	*$ 1,200*	$ 4,500
Defferred Maintenance	*$ 2,900*	*$ 2,900*	*$ 3,000*	*$ 3,000*	$ 11,800
Total DOT&PF M&O	$ 16,600	$ 16,900	$ 17,200	$ 17,600	$ 68,300
MOA ARDSA M&O Budget	$ 23,600	$ 24,100	$ 24,600	$ 25,100	$ 97,400
MOA CBERRRSA M&O Budget	$ 3,400	$ 3,500	$ 3,500	$ 3,600	$ 14,000
Total	**$ 108,225**	**$ 95,216**	**$ 92,716**	**$ 95,866**	**$ 392,023**

Operations and Maintenance Costs	**2023**	**2024**	**2025**	**2026**	**4-Year Total**

DOT&PF/State	$ 42,700	$ 47,300	$ 48,300	$ 49,300	$ 187,600
AMATS Pavement Replacement	$ 15,525	$ 9,316	$ 10,316	$ 11,766	$ 46,923
MOA ARDSA	$ 23,600	$ 24,100	$ 24,600	$ 25,100	$ 97,400
MOA CBERRRSA	$ 3,400	$ 3,500	$ 3,500	$ 3,600	$ 14,000
Pavement Replacement Projects MOA	$ 23,000	$ 11,000	$ 6,000	$ 6,100	$ 46,100
Total	**$ 108,225**	**$ 95,216**	**$ 92,716**	**$ 95,866**	**$ 392,023**

** Dollars shown in thousands. Taken from the 2040 MTP and updated with 2023-2026 TIP information.*

2.7.3 Public Transportation

The operating budget for the public transportation system is funded by multiple sources; local property tax dollars; passenger fares; grants from the FTA and FHWA; advertising revenues; and other miscellaneous revenues. The State of Alaska, which occasionally provides funding for small capital projects, did not provide operating funding for public transportation until the 2011 legislative session, however in 2019 that funding was eliminated. Funding for the expanded operations of the public transportation system will require increased MOA general fund allocations or new sources. Funding from property taxes depends on the willingness of the Municipal Assembly and the MOA Administration to allocate money for this purpose and with support of the general public. Many other public transportation systems receive allocations from additional funding sources, such as a percentage of sales tax, gasoline tax, or vehicle registration tax. Table 2.6 shows the costs and revenue for operating the Public Transportation system.

*Table 2.7**

	2023	2024	2025	2026
Operations and Maintenance Revenue	$ 34,800.00	$ 34,800.00	$ 34,800.00	$ 34,800.00
Operations and Maintenance Costs	$ 34,800.00	$ 34,800.00	$ 34,800.00	$ 34,800.00

**Dollars shown in thousands. Taken from the 2040 MTP.*

2.7.4 TIP Tables

- **Table 1** is a summary of funds showing that there are sufficient funds to implement the transportation system improvements as required in 23 C.F.R.450.326 (k) and 23 C.F.R. 450. 326 (j).

- **Table 2** consists of roadway or roadway related projects funded with the AMATS allocation of Surface Transportation Block Grant (STBG) funding. AMATS Policy #3 states that roadway projects will average 55-65% of the AMATS allocation averaged over 4 years of the TIP. **Table 2** also includes the roadway pavement replacement funding to help maintain the transportation system, see table 7 for the list of these projects. AMATS Policy #3 states pavement replacement projects will average 15-20% of the AMATS allocation averaged over 4 years of the TIP.

- **Table 3** contains the non-motorized specific projects funded with the AMATS allocation of the STBG funding. AMATS Policy #3 states that non-motorized projects will average 10-15% of the AMATS allocation averaged over the 4-year life of the TIP. Table 3 also includes the non-motorized pathway and trails pavement replacement funding to help maintain the transportation system, see table 7 for the list of these projects.

- **Table 4** lists all the plans and studies that AMATS anticipates funding during the 4 years of the TIP. These include plans such as the routinely updated Metropolitan Transportation Plan and one-time plans such as the Chugach Way Area Transportation Element Study. Currently AMATS Policy #3 does not list a funding range for Table 4 as

this is a new table with the 2019-2022 TIP.

- **Table 5** lists the projects that are Congestion Mitigation Air Quality (CMAQ) eligible projects. These projects are funded in part with the CMAQ funds AMATS receives and the rest with a portion of the AMATS allocation of STBG funding. AMATS Policy #3 states the CMAQ projects will be funded with 10% of the AMATS allocation averaged over 4 years of the TIP. This table includes the mandatory Statewide Implementation Project control measures used to ensure air quality conformity.

- **Table 6** lists the roadway and non-motorized pavement replacement projects.

- **Table 7** lists the Highway Safety Improvement Program (HSIP) projects managed by DOT&PF. AMATS periodically updates the list of projects. Funding priorities are determined by DOT&PF through their HSIP process and funds are also listed in the Statewide Improvement Program (STIP).

- **Table 8** reflects National Highway System (NHS) projects within the AMATS area funded by DOT&PF using their NHS funding. Funding priorities are determined by DOT&PF and reflected in the STIP.

- **Table 9** is comprised of FTA funded projects managed by the MOA PTD and ARRC. Funding priorities are determined by MOA PTD and ARRC and reflected in the AMATS TIP and STIP.

- **Table 10** consists of projects funded by local, state, and/or federal monies that do not fit into any other table in the TIP. These projects are typically managed by the MOA, DOT&PF, or the Port of the Alaska.

- **Fund Codes** are a way to show which type of funding is anticipated to be used for each project.
    - **Surface Transportation Block Grant (STBG)** – This is the primary source of federal funding for projects in the AMATS TIP. More information can be found here: https://www.fhwa.dot.gov/specialfunding/stp/
    - **Transportation Alternatives Program (TAP)** – A allocation of funding AMATS receives that is specifically for non-motorized improvements. More information can be found here: https://www.fhwa.dot.gov/environment/transportation_alternatives/
    - **Advance Construction (AC/ACC) –** A funding tool used to help provide more flexibility in advancing a project phase.
    - **Coronavirus Response and Relief Supplemental Appropriations Act (CRRSA)** – A limited allocation of funding AMATS can use for STBG eligible activities. More information can be found here: https://www.fhwa.dot.gov/cfo/hip-crrssa_imp_guidance_fhwa_02-24-21.pdf
    - **Congestion Mitigation and Air Quality (CMAQ)** – An allocation of funding available to AMATS to use on projects that help with improving air quality and reducing traffic congestion. More information can be found here: https://www.transportation.gov/sustainability/climate/federal-programs-directory-congestion-mitigation-and-air-quality-cmaq

- **Project Phase** are codes used to help show how projects are broken into different phases. They are as follows:
    - **D –** Design and Environmental
    - **ROW –** Right-of-Way
    - **U/C –** Utilities and Construction

  More information can be found in the Alaska STIP: https://dot.alaska.gov/stwdplng/cip/stip/assets/STIP.pdf - pages 7 & 8.

- **Projects Underway** is a new way of noting projects in construction or studies underway that are being shown incase additional funding is needed for unforeseen issues. Any funding being added will need to follow the AMATS process and ensure fiscal constraint is maintained.

2.8 TIP Changes and the STIP

The TIP may be changed at any time, but some changes require federal approval and redetermination of TIP fiscal constraint and air quality conformity, where applicable, and follow the procedures outlined in the AMATS Public Participation Plan and the Operating Agreement.

2.8.1 Amendments

An amendment is a revision to the TIP that involve major changes to a project or the overall program must meet the requirements of 23 CFR 450.326 regarding public review and comment and redemonstration of fiscal constraint. An amendment is required when changes to the TIP include:

- Addition or deletion of a project except for the addition or deletion of projects included for illustrative purposes. An illustrative project is one that may be added to the TIP if reasonable additional funding becomes available. If the funding becomes available, then a major amendment must be done to add the project into the TIP.

- Changes to the cost of a project which constitutes a change greater than or equal to 50% of the total project cost of all phases shown within the approved TIP.

- A major change in design concept or design scope that require the following:
    - Result in an air quality conformity reevaluation,
    - Result in a revise total project cost that meets the threshold established in this section, or
    - Result in a change in scope on any federally funded project that is significant enough to constitute a new project.

Amendments requires public review and comment and a redemonstration of fiscal constraint, and if an amendment involves a non-exempt project in a non-attainment and maintenance area, an air quality conformity determination is required. ADOT&PF will review each amendment and submit the amendment to the appropriate Federal Agency.

2.8.2 Administrative Modifications

An administrative modification means a minor revision to the TIP that includes

- minor changes to project/project phase costs (less than 50% but greater than or equal to 25% of the total project cost of all phases shown within the approved TIP),
- minor changes to funding sources,
- minor changes to project/project phases initiation dates,
- minor revisions to a project scope.

Administrative Modifications to the AMATS TIP do not require Assembly action, a redemonstration of fiscal constraint, an air quality conformity determination (in non-attainment and maintenance areas), and no public review. The AMATS Policy and Technical Advisory Committees shall approve respective administrative modifications based on the trigger levels set in the AMATS Policies and Procedures. Notification of such amendments will be provided as information to the Assembly and/or the AMATS Policy Committee following the AMATS Technical Advisory or Policy Committee action.

2.8.1 Staff Modifications

Modifications made by staff do not require an amendment nor an administrative modification. These revisions do not require a formal TIP change and maybe be subsequently reflect in later updates to the TIP. This list identifies several examples of staff modifications but is not meant to be an exhaustive list.

- Increase to funding amounts of a project or phase of a project where the increase is less than 25% of the total project cost.
- Any technical correction and other minor changes such as change in title, project description, implementing agency, or project sponsor.
- Advances a project schedule in the approved TIP in lieu of another project.
- Funding adjustment to award contracts.

2.8.3 The TIP and STIP

The STIP is the statewide prioritized listing/program of transportation projects covering a period of four years that is consistent with the long-range statewide transportation plan, MTPs, and TIPs, and required for projects to be eligible for funding under title 23 U.S.C. and title 49 U.S.C. Chapter 53.

After a new TIP or any TIP updates are reviewed and approved by the Policy Committee and a conformity determination, when required, by FHWA/FTA is approved, the TIP is sent to the state for incorporation in the STIP without change as per title 23 U.S.C 450.330.

2.9 AMATS Self-certification

As a Metropolitan Planning Area (MPA), AMATS is required to self-certify every 4-years. As outlined in 23 CFR 450.336 (a) the self-certification process addresses how the state and MPO and other partners conduct their respective and joint planning processes, how the processes and products are documented (e.g., through agency actions and documents and/or through FHWA/FTA staff involvement, reviews, concurrences, approvals), and how past planning findings (corrective actions) have been addressed.

The self-certification statement can be found in Appendix B of the TIP Narrative.

Appendix A

2023-2026 TIP Tables

Appendix B

Self Certification Statement

Self-Certification Statement

MPO SELF-CERTIFICATION

In accordance with 23 CFR 450.336, the **Alaska State Department of Transportation and Public Facilities** and the **Anchorage Metropolitan Area Transportation Solutions** Metropolitan Planning Organization for the **Anchorage and Chugiak-Eagle River** urbanized area(s) hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

(1) 23 U.S.C. Section 134, 49 U.S.C. Section 5303, and 23 CFR Part 450;
(2) In nonattainment and maintenance areas, Sections 174 and 176(c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506(c) and (d) and 40 CFR Part 93);
(3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR Part 21;
(4) 49 U.S.C. Section 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex or age in employment or business opportunity;
(5) Section 1101(b) of the FAST Act (Pub. L. 114-357) and 49 CFR Part 26 regarding the involvement of disadvantaged business enterprises in DOT funded projects;
(6) 23 CFR Part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
(7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR Parts 27, 37, and 38;
(8) Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
(9) 23 U.S.C. Section 324, regarding prohibition of discrimination based on gender; and
(10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR Part 27 regarding discrimination against individuals with disabilities.

MPO	DOT&PF
Aaron Jongenelen	
Signature	Signature
Aaron Jongenelen	
Printed Name	Printed Name
AMATS Coordinator	
Title	Title
08/29/22	
Date	Date