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August 10, 2026

Mr. Ryan Anderson, P.E., Commissioner
Alaska Department of Transportation and Public Facilities
P.O. Box 112500
3132 Channel Drive
Juneau, AK 99811

Subject: Federal Actions:

1) Approval of 2024-2027 Alaska State Transportation Improvement Program (STIP) Amendment #3 which incorporates the FAST Planning 2024-2027 Transportation Improvement Program (TIP) Amendment #2
2) Approval of 2024-2027 Alaska STIP Amendment #4 which incorporates the AMATS 2023-2026 TIP Amendment #4
3) Approval of 2024-2027 STIP Amendment #5 which incorporates the AMATS 2027-2030 TIP
4) Approval of Air Quality Conformity Finding for AMATS 2023-2026 TIP
5) Approval of Air Quality Conformity Finding for FAST Planning 2023-2026 TIP
6) Approval of Air Quality Conformity Finding for AMATS 2027-2030 TIP

Dear Mr. Anderson:

We received the Department of Transportation & Public Facilities (DOT&PF) 2024 – 2027 Statewide Transportation Improvement Program (STIP) Amendment #3, Amendment #4, and Amendment #5. Upon review of the STIP submittal, the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) have determined that pursuant to 23 CFR 450.220(b)(1)(i), STIP Amendment #3, Amendment #4, and Amendment #5 are Approved.

STIP Amendment #3 incorporates the Fairbanks Area Surface Transportation (FAST)

Planning Metropolitan Planning Organization (MPO) 2024-2027 Transportation Improvement Program (TIP) Amendment #2. STIP Amendment #4 incorporates the Anchorage Metropolitan Area Transportation Solutions (AMATS) MPO 2023-2026 TIP Amendment #4. STIP Amendment #5 incorporates the AMATS MPO 2027-2030 TIP. The FAST Planning MPO TIP Amendment #2 is submitted with the notes from an Interagency Consultation held on December 11, 2025 where EPA, FHWA, FTA, Fairbanks North Star Borough and Alaska Department of Environmental Conservation concluded that a new air quality analysis is not required. FTA and FHWA have determined the FAST Planning MPO TIP Amendment #2 satisfies the requirements of 40 CFR 93 and, therefore, a conformity finding is also approved. The AMATS MPO 2023-2026 TIP Amendment #4 is submitted with the Air Quality Conformity Analysis, dated November 21, 2025, and FTA and FHWA determined this satisfies the requirements of 40 CFR 93 and, therefore, a conformity finding is also approved by FHWA and FTA for the AMATS MPO 2023-2026 TIP Amendment #4. The AMATS MPO 2027-2030 TIP is submitted with the Air Quality Conformity Analysis, dated March 19, 2026, and FTA and FHWA determined this satisfies the requirements of 40 CFR 93 and, therefore, a conformity finding is also approved by FHWA and FTA for the AMATS MPO 2027-2030 TIP.

FHWA and FTA are required to make a joint Federal Planning Finding (FPF) on the extent to which the transportation planning processes through which statewide transportation plans and programs are developed is consistent with 23 U.S.C. 134 and 135 (for FHWA) and 49 U.S.C. 5303 and 5304 (for FTA). The Federal Review Team's FPF concludes that the STIP Amendment #3, Amendment #4, and Amendment #5 were developed in accordance with the applicable requirements. The issuance of a FPF is a prerequisite to FHWA and FTA's approval of the STIP and STIP amendments (23 U.S.C. 135(g)(7) and 49 U.S.C. 5304(g)(7)).

The FPF provides recommendations to support improvements to the planning and STIP development processes. We appreciate the DOT&PF's engagement to improve the STIP and coordination processes and look forward to the advancement of projects in Alaska.

If you have any questions, please reach out to Emily Haynes at emily.haynes@dot.gov and Danielle Casey at danielle.casey@dot.gov.

Sincerely,

Renwick L Warden Digitally signed by Renwick L Warden Date: 2026.08.10 14:23:14 -08'00'	SCOT TANNER RASTELLI Digitally signed by SCOT TANNER RASTELLI Date: 2026.08.10 14:51:26 -07'00'
Randy Warden Division Administrator, Alaska Division Federal Highway Administration	Susan Fletcher, P.E. Regional Administrator, Region 10 Federal Transit Administration

Attachments:

Federal Planning Finding (FPF)

Electronically cc:

Katherine Keith, Deputy Commissioner, DOT&PF
Dom Pannone, Program Management and Administration Director, DOT&PF
Aaron Jongenelen, Transportation Planning Manager/MPO Coordinator, AMATS
Jackson Fox, Executive Director, FAST Planning
Kim Sollien, Executive Director, MVP for Transportation

Alaska

2024-2027 Statewide Transportation Improvement Program

Amendment #3, Amendment #4 & Amendment #5

Federal Planning Finding

Introduction

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) are required to make a joint Federal Planning Finding (FPF) on the extent to which the transportation planning processes through which statewide transportation plans and programs are developed is consistent with 23 U.S.C. 134 and 135 (for FHWA) and 49 U.S.C. 5303 and 5304 (for FTA). The FPF review includes a determination whether the Statewide Transportation Improvement Program (STIP) and the Metropolitan Planning Organization (MPO) Transportation Improvement Programs (TIPs) were developed in accordance with applicable requirements. The issuance of a FPF is a prerequisite to FHWA and FTA's approval of the STIP and STIP amendments (23 U.S.C. 135(g)(7) and 49 U.S.C. 5304(g)(7)).

Based on the Federal involvement in the statewide and metropolitan planning processes, and review of the required documents, the FHWA and FTA has determined that DOT&PF and the MPOs have demonstrated conformance with the requirements of 23 U.S.C. 134 and 135 and 49 U.S.C. 5303 and 5304. The FHWA and FTA has included Recommendations in this FPF that will continue to help improve the Alaska transportation planning process.

Federal Action Definitions

The FPF outlines the Federal planning regulations for which there are findings based on review of the STIP, TIPs, and other required planning processes and activities. Findings act as the official record for what State DOTs and MPOs are doing well, where improvements are needed and where there are compliance issues that must be resolved. For each finding, a Federal action is also documented as needed. These actions are defined as:

- **Corrective Actions:** Items that do not meet statutory and regulatory requirements. Each corrective action requires action by the State and/or MPO.
- **Recommendations:** Items that meet the statutory and regulatory requirements but may represent opportunities to improve the transportation planning processes.
- **Commendations:** A planning activity that demonstrates innovative, highly effective, well-thought-out procedures for implementing the planning requirements or represents a national model for implementation and can be cited as an example for others.

Summary of Federal Actions

Due to the shared scope and similar nature of the three separate amendments covered under this federal planning finding, FHWA and FTA have consolidated the Federal Actions into a single, combined section rather than issuing separate, repetitive decisions for each individual amendment. This streamlined format ensures a cohesive review while maintaining clarity and administrative efficiency for all stakeholders.

While each amendment remains independently evaluated against federal planning standards, including fiscal constraint and public involvement, consolidating the decision-making rationale into a single action prevents redundant documentation and simplifies the final determination. Proceeding with joint action rather than three isolated findings allows for a clearer, more holistic evaluation of the requested changes and their combined impact on the STIP and TIPs.

1. 23 CFR 450.218 Development and content of the statewide transportation improvement program (STIP)

Corrective Actions:

None.

Recommendations:

1.1 STIP Simplification & Usability

- Streamlined Design: Simplify the overall STIP structure to meet regulatory requirements while making planning information transparent, accessible, and easy for the general public to navigate.

1.2 Targeted Amendment Submittals

Isolated Project Scope: Limit future STIP amendments exclusively to the specific projects being modified—accompanied by a supporting fiscal constraint demonstration—to expedite federal review and clearly highlight changes for all stakeholders.

Commendations:

None.

2. 23 CFR 450.208 Coordination of Planning Process Activities

Corrective Actions:

None.

Recommendations:

2.1. Formalize Interagency Governance (3C Process)

- 3C Agreement & Signatures: Include Metropolitan Planning Organizations (MPOs) as official signatories to the Continuous, Cooperative, and Comprehensive (3C) Process document with concurrence from all parties and establish ongoing monitoring mechanisms for continuous feedback.

- Early Coordination & Dispute Resolution: Implement documented procedures under 23 CFR 450.208 requiring DOT&PF and MPOs to align planning data and resolve differences *before* releasing draft documents to the public.

2.2. Standardize STIP Development & Amendment Workflows

- Joint Workflow Protocol: Utilize the STIP Working Group to define agreed-upon timelines and processes for developing, reviewing, and finalizing new Statewide Transportation Improvement Programs (STIPs) and STIP amendments.
- Post-Draft Control: Establish clear rules and limits regarding modifications made between public draft releases and final STIP submissions.

2.3. Enhance Public Transparency & Review Standards

- Homepage Transparency: Post clear, accessible guidelines and thresholds for STIP Amendments and Modifications directly on the main STIP homepage.
- Re-opening Public Comment: Require additional public review and comment periods whenever post-draft changes meet the threshold for a formal STIP amendment.

Commendations:

None.

3. 23 CFR 450.210 Interested Parties, Public Involvement, and Consultation

Corrective Actions:

None.

Recommendations:

3.1. Public Review & Change Management Procedures

- Scope of Post-Review Changes: Update the Public Participation Plan to explicitly define allowable modifications between draft public review versions and final submittals for STIPs, STIP Amendments, and other federal planning documents.
- Re-engagement Triggers: Document formal protocols for re-engaging the public whenever significant or substantive changes are introduced after the initial review period.

3.2. Comment Disposition & Feedback Transparency

- Specific Comment Tracking: Require the disposition of comments to directly respond to specific input received, allowing stakeholders to see exactly how their individual feedback was considered.
- Public Traceability: Publish and make comment disposition documentation easily accessible so members of the public can readily locate their comments and understand their impact on the final document.

Commendations:
As stated in Commendations under item #1, the STIP Amendment Online Dashboard is an intuitive way to provide information to the public on projects in the STIP.

4. 23 CFR 450.218(m) Fiscal Constraint

Corrective Actions:
None.

Recommendations:
4.1. Collaboration on Funding Clarity and Fiscal Constraint

- Moving Forward Together: FHWA, FTA, Alaska DOT&PF, FAST Planning, and AMATS should continue to work together to maintain transparent, real-time public access to project cost changes, schedule shifts, and funding conversions as possible, including refining and clarifying fiscal constraint demonstrations found in the STIP to ensure a transparent and resilient planning process.

4.2. Establish Active Obligation Tracking Workflows to Minimize Delivery Delays

- Tracking Reviews: In both the FAST Planning and AMATS planning boundaries, several active transportation, complete street, and highway preservation project phases experienced schedule shifts into "Beyond" years or cost reductions due to state/local staffing constraints and unobligated funds. Alaska DOT&PF, FAST Planning, and AMATS should consider establishing joint quarterly obligation tracking reviews to actively monitor project phase delivery milestones well before the federal fiscal year closure. Proactive tracking of design, right-of-way, and utility clearances will ensure that suballocated Surface Transportation Block Grant (STBG) and Transportation Alternatives Program (TAP) funds are obligated as scheduled under 23 U.S.C. § 134(j) and 23 U.S.C. § 135(g), improving project delivery turnaround and reducing reliance on late-stage administrative modifications.

4.3. Accelerate the Procurement and Implementation of Web-Based e-TIP/e-STIP Software

- Timely Implementation: FHWA and FTA supports and encourages Alaska DOT&PF and its MPO partners to continue the statewide deployment of a unified e-STIP/e-TIP database system. Replacing manual spreadsheet tables with an integrated electronic platform will streamline real-time fiscal constraint verification, automate Year of Expenditure (YOE) inflation calculations, simplify the processing of administrative modifications versus formal STIP amendments under 23 CFR § 450.218(n), and enhance public visual accessibility pursuant to 23 CFR § 450.210 and 23 CFR § 450.316.

Commendations:
None.

5. 23 CFR 450.218(q) Transportation Performance Management (TPM) and 23 CFR 450.206(c) Performance-Based Planning and Programming

Corrective Actions:

None.

Recommendations:

5.1. Embed Planning and Environmental Linkages (PEL) Metrics into Project Prioritization Criteria

- Embedded PEL Studies: Dedicated PEL and corridor planning studies are included in the TIPs, such as the *Seward Highway to Glenn Highway Connection PEL Study (PLN00003)* and the *Geist/Chena Pump Road Corridor Study (NFHWY01057)*. However, environmental and cultural screening data from early planning are not always formally integrated into project scoring criteria. It is recommended that DOT&PF and MPO planners should work on incorporating PEL screening metrics into the MTP and TIP project prioritization frameworks under 23 CFR 450.326(d). Utilizing early planning data such as Section 106 historic property mapping (54 U.S.C. § 306108; 36 CFR Part 800), preliminary NEPA environmental constraint screening (42 U.S.C. § 4332; 23 CFR Part 771), and project-level air quality evaluations (as performed for the Parks Highway Auxiliary Lane) as weighted scoring factors will favor projects that minimize environmental impacts and avoid late-stage design modifications or cost escalations.

5.2. Integrate Vulnerable Road User (VRU) Safety Assessment Recommendations into Safety Programming

- Strengthen Safety Planning: Under 23 U.S.C. § 148(l), States must conduct Vulnerable Road User (VRU) Safety Assessments, and 23 CFR 450.206(c)(2) requires safety performance target coordination to reduce motorized and non-motorized fatalities and serious injuries. DOT&PF and MPOs should consider directly tying the findings of the statewide VRU Safety Assessment and local MPO Safety Plans to TIP project selection under 23 CFR 450.218(q). Explicitly prioritizing HSIP and active transportation investments on identified High-Crash Networks and tracking non-motorized fatality and serious injury rate trends against programmed safety countermeasures. This effort will strengthen the direct link between safety investments and regional safety target achievement.

5.3. Enhance System Performance Reporting by Linking Obligated Projects to Long-Term Target Trends

- Performance Based Planning and Programming: 23 CFR 450.218(q) requires the STIP to describe the anticipated effect of programmed investments toward achieving performance targets, and 23 CFR 450.334 mandates the publication of an Annual Listing of Obligated Projects. MPOs' annual System Performance Reports and obligation listings could not be easily located online. Alaska DOT&PF, FAST Planning, and AMATS should consider integrating historical obligation data with multi-year performance trend analyses within future major STIP and TIP updates. Demonstrating how previously obligated construction phases have historically impacted regional pavement condition indices, travel time reliability ratios, or vehicle emission reductions will provide the MPO Policy Boards, State DOT leadership, federal interagency partners (EPA, FTA, FRA, HUD), and the public with a clear, data-driven evaluation of performance-based planning and programming effectiveness over time.

Commendations:

None.

Alaska DOT&PF STIP Amendment #3: Findings and Federal Actions

1. 23 CFR 450.218 Development and content of the statewide transportation improvement program (STIP)

STIP Amendment #3 Findings:

The DOT&PF STIP Amendment #3 effectively includes the FAST TIP Amendment #2 and by reference into the 2024-2027 STIP without change. The DOT&PF has certified during submittal for joint approval by FHWA and FTA that STIP Amendment #3 that the transportation planning process is being carried out in accordance with all applicable requirements.

Project data and information are provided in multiple ways, including numerical order and alphabetical order. The STIP Amendment Online Dashboard provides additional ways to search for projects programmed in the STIP. Additionally, the Dashboard includes multiple features to view changes from Amendments.

The FAST Planning MPO TIP Amendment #2 covers a period of five years, 2023 through 2027. A TIP may only be approved for a period of four years; however, there is no issue – and may, in fact, provide a benefit for public transparency – with including additional years to outline intentions for future programming. The FAST Planning MPO TIP cannot cover years beyond the current STIP so the applicable years are 2024-2027.

Similarly, the AMATS MPO 2023-2026 TIP Amendment #4 and AMATS MPO 2027-2030 TIP covers a period of eight years, 2023 through 2030. The applicable period that is programmed by AMATS is 2024-2027. When a new STIP is approved, the programmed years will also be updated.

2. 23 CFR 450.208 Coordination of Planning Process Activities

STIP Amendment #3 Findings:

The DOT&PF held a working session with three MPOs, FHWA, and FTA, to help develop an internal Alaska DOT&PF document that describes collaborative efforts between the DOT&PF and the MPOs in the development and management of the STIP. This document is described as part of the DOT&PF Planning Manual. The DOT&PF and MPOs are working on developing this finalized 3C process. The status of this document is unknown and continuing to make progress is recommended. It is clear there is commitment from DOT&PF and the MPOs to have clear, agreed to expectations to promote all transportation planning within Alaska which FTA and FHWA support.

In December 2023, FAST Planning and AMATS submitted revised Metropolitan Planning Area (MPA) boundaries to the Alaska Department of Transportation and Public Facilities (DOT&PF) to incorporate the 2020 Census Urban Area Boundaries (approved by FHWA on March 5, 2024) and contiguous areas forecasted to urbanize over a 20-year planning horizon, pursuant to 23 U.S.C. § 134(e) and 23 CFR § 450.312. In June 2026, DOT&PF recommended and the Governor agreed to the FAST Planning MPA boundary developed in 2023. DOT&PF has identified further questions about the AMATS MPA boundary and work sessions have been proposed. Although there is interest in updating the MPOs' Operating Agreements (23 CFR § 450.314), federal regulations do not require Operating Agreement revisions as a prerequisite for MPA boundary approvals. Coupling these two processes risks unnecessary administrative delay; therefore, DOT&PF and the MPOs should finalize the revised MPA boundaries immediately while pursuing Operating Agreement enhancements through a separate, ongoing negotiation. Although the statutory deadline for final MPA boundary approval is December 29, 2026 (per 23 CFR § 450.312(a)), MPOs are legally restricted from performing federally funded planning activities in newly expanded areas until boundaries are formally established. Timely state approval is critical to ensure that ongoing Metropolitan Transportation Plan (MTP) updates (23 U.S.C. § 134(i) and 23 CFR § 450.324) can validly encompass the region's full 20-year planning footprint.

3. 23 CFR 450.210 Interested Parties, Public Involvement, and Consultation.

Public participation requirements set forth in 23 U.S.C. § 134(i)(6) and 23 CFR § 450.316 were fully satisfied by the MPO. FAST Planning extended its standard public review period to a 40-day public comment period (December 21, 2025, through January 30, 2026) to accommodate the holiday season, receiving and responding to 17 public and agency comments. However, the documented DOT&PF's public participation process does not address how the public will be engaged when significant changes take place between an initial draft put out for comment and prior to the submittal of a final amendment for Federal approval. The process does not define how public comments on a project are considered, weighed or answered.

4. 23 CFR 450.218(m) Fiscal Constraint

STIP Amendment #3 Findings:

In nonattainment and maintenance areas, whole phases of projects (e.g., Preliminary Engineering/Design, Right-of-Way, Utilities, Construction), and all regionally significant projects regardless of whether they are funded with Federal funds, non-Federal funds or Federal funds other than those administered by FHWA or FTA, must be included in the STIP to allow for an accurate transportation conformity determination. The FAST Planning boundary lies within a fine Particulate Matter (PM2.5) Serious Nonattainment Area and Carbon Monoxide (CO) Maintenance Area. The project tables in the document clearly show discrete, whole project phases across fiscal years, and includes information for a wide range of projects types and funding mechanisms.

In accordance with 23 CFR § 450.326(j) and 40 CFR § 93.108, the amendment demonstrates that all programmed project phases are fiscally constrained using realistic estimates of federal suballocations, statewide program apportionments, and required state/local matching funds identified in the Alaska 2024–2027 STIP. Financing mechanisms and funding sources, such as Advance Construction (AC) and AC

Conversions (ACC), are appropriately accounted for across fiscal years, clearly labeled by year and include the local match and State funds anticipated throughout the life of the STIP.

5. 23 CFR 450.218(q) Transportation Performance Management (TPM) and 23 CFR 450.206(c) Performance-Based Planning and Programming

STIP Amendment #3 Findings:

This amendment incorporates FAST TIP Amendment #2 in its entirety into the 2024–2027 STIP, directly integrating the MPO's performance analysis into the statewide program. FAST Planning formally adopted the DOT&PF statewide performance targets across all national performance measures established under 23 CFR Part 490, satisfying the regulatory requirement for state and MPO target alignment. The incorporated document includes an explicit Performance Measures section containing a matrix that maps each programmed capital and non-capital project (including road, non-motorized, and transit projects) to four primary national performance areas: Safety, Pavement & Bridge Condition, Travel Time Reliability, and Mobile Source Emissions. The document provides a detailed narrative explaining how specific investments advance targets established under 23 U.S.C. 150(b). Specifically, it highlights that safety is weighted as the highest criterion in project scoring; details targeted funding for Safe Routes to School and "Roundabout First" safety initiatives; outlines National Highway System (NHS) pavement and bridge preservation projects; describes roadway shoulder widening and seasonal maintenance coordination to preserve travel reliability; and documents $2 million in annual Congestion Mitigation and Air Quality (CMAQ) and Carbon Reduction Program (CRP) investments targeting fine Particulate Matter (PM2.5) emission reductions.

Alaska DOT&PF STIP Amendment #4: Findings and Federal Actions

1. 23 CFR 450.218 Development and content of the statewide transportation improvement program (STIP)

STIP Amendment #4 Findings:

The DOT&PF STIP Amendment #4 effectively includes the AMATS TIP Amendment #4 by reference into the 2024-2027 STIP without change. The DOT&PF certified, during the STIP Amendment #4 submittal for joint FHWA and FTA approval, that the transportation planning process is being carried out in accordance with all applicable requirements.

AMATS is the designated MPO for the Anchorage urbanized area (including the Anchorage Bowl, Chugiak, Eagle River, and the Native Village of Eklutna). All project modifications across Tables 1 through 10 provide distinct project descriptions, termini, phasing plans (Design, ROW, Utilities, Construction/Implementation), year-of-expenditure (YOE) cost estimates, and specific federal and non-federal funding categories pursuant to 23 CFR 450.218(i) and 23 CFR 450.326(g).

2. 23 CFR 450.208 Coordination of Planning Process Activities

STIP Amendment #4 Findings:

Documentation included in the amendment reflects continuous coordination between DOT&PF Central Region/Anchorage Field Office, the Municipality of Anchorage (MOA), public transit operators (MOA People Mover / Public Transportation Department), and the Alaska Railroad Corporation (ARRC). For example, projects such as the Motorized Pavement Preservation Project (RDY00012) and Central Region ADA Compliance Project (NHS0016) reflect coordinated scoping between DOT&PF engineering staff and MOA municipal staff to ensure local curb ramps, sidewalks, and pavement overlays align with both municipal priorities and the State Asset Management Plan under 23 CFR 450.208(e).

AMATS programs substantial capital preservation funds, including $202.5 million for AMATS Area NHS Pavement and Bridge Preservation (NHS0005), localized motorized pavement preservation (RDY00012), and ARRC State of Good Repair rail infrastructure preservation under FTA Section 5337.

3. 23 CFR 450.210 Interested Parties, Public Involvement, and Consultation.

STIP Amendment #4 Findings:

AMATS executed an initial 45-day public review period (January 1 – February 15, 2026), receiving 40 comments, followed by a second 15-day public review period (February 23 – March 9, 2026) to incorporate four additional scope/funding modifications requested during agency consultation. The transmittal includes a detailed Public Comment Response Summary categorizing comments into clarifications, expressions of support, policy recommendations, and technical team guidance.

An Interagency Consultation Team (ICT) meeting was held on December 11, 2025, with representatives from FHWA, FTA, EPA, ADEC, DOT&PF, and MOA Air Quality to review non-exempt status and ensure conformity for the Eagle River (PM10) Limited Maintenance Area (LMP) pursuant to 40 CFR 93.105.

4. 23 CFR 450.218(m) Fiscal Constraint

STIP Amendment #4 Findings:

In accordance with 23 CFR § 450.326(j) and 40 CFR § 93.108, the amendment demonstrates that all programmed project phases are fiscally constrained using realistic estimates of federal suballocations, statewide program apportionments, and required state/local matching funds identified in the Alaska 2024–2027 STIP. The amendment demonstrates year-by-year financial constraint across all funding streams, project estimates explicitly state that costs are calculated using year of expenditure (YOE) dollars and there is detailed tracking of state match, local match and private funding.

5. 23 CFR 450.218(q) Transportation Performance Management (TPM) and 23 CFR 450.206(c) Performance-Based Planning and Programming

STIP Amendment #4 Findings:

Federal regulations mandate a performance-based planning framework that directly links STIP and TIP investment priorities to established state and MPO targets in support of national goals under 23 U.S.C. 150(b) and 49 U.S.C. 5301. In alignment with 23 U.S.C. 148, Table 7 programs targeted Highway Safety Improvement Program funds for essential safety interventions, including signal conversions, vulnerable road user protections, and rapid response crash review team activities. To preserve infrastructure condition pursuant to 23 U.S.C. 119, Tables 6 and 8 direct capital investments toward National Highway System pavement preservation, corridor rehabilitation, and critical bridge replacements. Addressing mobile source emissions and system reliability under 23 U.S.C. 149, Table 5 allocates Congestion Mitigation and Air Quality Improvement and Carbon Reduction Program funds to dust control, ridesharing, micro-transit expansions, and fleet electrification. Table 9 fulfills Transit Asset Management provisions under 49 CFR Part 625 by coordinating FTA Sections 5307, 5310, 5339, and 5337 grant funds with local transit and rail asset management plans to maintain a state of good repair.

Alaska DOT&PF STIP Amendment #5: Findings and Federal Actions

1. 23 CFR 450.218 Development and content of the statewide transportation improvement program (STIP)

STIP Amendment #5 Findings:

The DOT&PF STIP Amendment #5 effectively includes the AMATS FY 2027-2023 TIP by reference into the 2024-2027 STIP without change. The DOT&PF certified, during the STIP Amendment #5 submittal for joint FHWA and FTA approval, that the transportation planning process is being carried out in accordance with all applicable requirements.

Per 23 CFR 450.218(i) and 23 CFR 450.326(g), all 87 programmed projects across Tables 1 through 10 provide sufficient descriptive details (type of work, termini, length, phasing plan, year-of-expenditure cost estimates, and designated federal/non-federal funding categories). All programmed project phases are consistent with the adopted AMATS 2050 Metropolitan Transportation Plan (MTP) and the State Long Range Plan.

2. 23 CFR 450.208 Coordination of Planning Process Activities

STIP Amendment #5 Findings:

The submittal demonstrates continuous coordination among DOT&PF Central Region/Anchorage Field Office, the Municipality of Anchorage (MOA), public transit operators (MOA People Mover / Public Transportation Department), and the Alaska Railroad Corporation (ARRC). Asset management principles under 23 U.S.C. § 119 and 23 CFR Part 515 are reflected through $422.6 million programmed for NHS Pavement and Bridge Preservation (NHS0005), localized motorized pavement replacement (RDY00012), and ARRC State of Good Repair investments (TRN00020–TRN00027).

3. 23 CFR 450.210 Interested Parties, Public Involvement, and Consultation.

STIP Amendment #5 Findings:

AMATS conducted a 45-day public review period from January 1, 2026, through February 15, 2026, and held a dedicated Municipal Assembly public hearing on February 3, 2026. Appendix D includes a complete Comment Response Summary documenting 70 public and agency comments, technical team recommendations, and final Policy Committee disposition actions. Outreach adhered to the AMATS Public Participation Plan (PPP) and Title VI Plan, utilizing visualization tools, online accessibility, and translations into Safe Harbor languages (Hmong, Korean, Samoan, Tagalog, Spanish) to engage all populations. Interagency consultation was conducted on December 11, 2025, with representatives from FHWA, FTA, EPA, ADEC, DOT&PF, and MOA Air Quality pursuant to 40 CFR § 93.105. Tribal consultation was conducted with the Native Village of Eklutna in accordance with 23 CFR 450.210(c) and 23 CFR 450.316(c).

4. 23 CFR 450.218(m) Fiscal Constraint

STIP Amendment #5 Findings:

Table 1 (Four-Year Program Summary) demonstrates financial constraint by year across the 2027–2030 timeframe, balancing $963.6 million in total program costs with matching anticipated revenues. Cost estimates incorporate YOE inflation factors drawn from the AMATS 2050 MTP. Tables 4, 5, and 6 document system-level operations and maintenance (O&M) costs and revenues, confirming that $398.8 million in total O&M revenue is available to maintain Federal-aid highways and $36.9 million annually is dedicated to public transit facilities. Advanced Construction (AC) and AC Conversions (ACC) are tracked across programming years.

5. 23 CFR 450.218(q) Transportation Performance Management (TPM) and 23 CFR 450.206(c) Performance-Based Planning and Programming

STIP Amendment #5 Findings:

The AMATS TIP features a dedicated Performance Management section in which Table 2 details regional performance targets, and Table 3 maps every project directly to national performance measures.

Table 7 programs $50.6 million in Highway Safety Improvement Program funds for signal upgrades channelization, road diets, and Vulnerable Road User (VRU) improvements.

Table 8 targets $422.6 million toward NHS pavement/bridge preservation, Glenn Highway corridor rehabilitation, and bridge replacements.

Table 5 programs $58.6 million in Congestion Mitigation and Air Quality (CMAQ) and Carbon Reduction Program (CRP) funds for arterial dust control, Rideshare marketing, transit fleet electrification, and micro-transit expansions.

Table 9 aligns FTA Section 5307, 5310, 5339, and 5337 investments with People Mover and ARRC TAM plans for fleet replacements, transit center modernizations, and rail State of Good Repair

Alaska

2024-2027 Statewide Transportation Improvement Program

Amendment #3, Amendment #4 & Amendment #5

Transportation Conformity Finding

FHWA and FTA have completed our joint review of the State of Alaska Department of Transportation and Public Facilities (DOT&PF) transmittal dated March 13, 2026, requesting Federal approval for Alaska 2024–2027 STIP Amendment #3, which incorporates by reference FAST Planning FFY 2023–2027 TIP Amendment #2 (approved by the FAST Planning Policy Board on February 25, 2026). We have also completed our joint review of the State of Alaska Department of Transportation and Public Facilities (DOT&PF) transmittals dated April 7, 2026 (STIP Amendment #4) which incorporates by reference AMATS TIP Amendment #4 and April 21, 2026 (STIP Amendment #5) which incorporates by reference AMATS FY 2027- 2030 TIP.

Based on our thorough evaluation of the submitted documentation, consultation with the U.S. EPA Region 10, and adherence to federal planning regulations, FHWA and FTA hereby jointly find that Alaska STIP Amendment #3 and FAST TIP Amendment #2 meet all transportation conformity requirements under Section 176(c) of the Clean Air Act (42 U.S.C. 7506(c)), 23 U.S.C. 109(j), 23 CFR Part 450 (Subpart C), and 40 CFR Part 93 (Subpart A).

Based on our thorough evaluation of the submitted documentation, consultation with the U.S. EPA Region 10, and adherence to federal planning regulations, FHWA and FTA hereby jointly find that Alaska STIP Amendment #4 and AMATS TIP Amendment #4 meet all transportation conformity requirements under Section 176(c) of the Clean Air Act (42 U.S.C. 7506(c)), 23 U.S.C. 109(j), 23 CFR Part 450 (Subpart C), and 40 CFR Part 93 (Subpart A).

Based on our thorough evaluation of the submitted documentation, consultation with the U.S. EPA Region 10, and adherence to federal planning regulations, FHWA and FTA hereby jointly find that Alaska STIP Amendment #5 and AMATS FY 2027-2030 TIP meet all transportation conformity requirements under Section 176(c) of the Clean Air Act (42 U.S.C. 7506(c)), 23 U.S.C. 109(j), 23 CFR Part 450 (Subpart C), and 40 CFR Part 93 (Subpart A).

Transportation Conformity Determination Finding (40 CFR Part 93, Subpart A & 23 U.S.C. § 109(j)) STIP Amendment #3

- The FAST Planning Metropolitan Planning Area (MPA) lies within the Fairbanks North Star Borough (FNSB) 2006 24-hour Fine Particulate Matter PM 2.5 Serious Nonattainment Area and Carbon Monoxide (CO) Maintenance Area.

- On January 4, 2024, the EPA issued partial approval/disapproval for the FNSB PM 2.5 Serious Nonattainment Area SIP, placing the area under a Conformity Freeze pursuant to 40 CFR § 93.120. Under the freeze, new projects must be evaluated through interagency consultation to verify exemption status or consistency with previously conforming emissions analyses before inclusion in the TIP/STIP.
    - A formal Interagency Consultation Team (ICT) meeting was held on December 11, 2025, with representatives from FAST Planning, FHWA, FTA, EPA Region 10, Alaska Department of Environmental Conservation (ADEC), Alaska DOT&PF, and FNSB.
    - Hot-Spot Evaluation: For the Parks Highway MP 356 Auxiliary Lane (NFHWY01140), a project-level technical evaluation prepared by Trinity Consultants was reviewed. The analysis demonstrated that the auxiliary lane does not increase heavy-duty diesel vehicle volumes or alter overall travel patterns, confirming it is not a project of local air quality concern and does not require PM 2.5 hot-spot analysis under 40 CFR § 93.116 and § 93.123.
    - The ICT concurred that the proposed changes in TIP Amendment #2 do not require a new regional emissions analysis, but do require a formal joint FHWA/FTA conformity determination letter under 23 CFR § 450.104 and 40 CFR § 93.104(c) prior to STIP approval.
- Assessment of Conformity Criteria [40 CFR §§ 93.110–93.118]:
    - Latest Planning Assumptions [40 CFR § 93.110]: The TIP relies on the latest population, employment, land use, and travel demand assumptions established in the FAST Planning 2045 Metropolitan Transportation Plan (MTP) Update.
    - Latest Emissions Model [40 CFR § 93.111]: Regional emissions modeling supporting the underlying 2045 MTP Update utilized EPA's approved MOVES emissions model.
    - Timely Implementation of Transportation Control Measures (TCMs) [40 CFR § 93.113]: TIP Amendment #2 does not interfere with or delay the implementation of any committed TCMs identified in the applicable Alaska SIP.
    - Currently Conforming MTP and TIP [40 CFR § 93.114 & § 93.115]: All projects programmed in Amendment #2 derive from and remain consistent with the short-range project priorities in the conforming FAST 2045 MTP Update (jointly approved by FHWA/FTA on May 12, 2023, and reaffirmed November 20, 2025).
    - Fiscal Constraint [40 CFR § 93.108 & 23 CFR § 450.326(j)]: The financial plan in TIP Amendment #2 demonstrates year-by-year fiscal constraint through FFY 2027 based on anticipated suballocations (STP, CMAQ, TAP, CRP, MPL, TPL) and statewide program apportionments in the approved Alaska 2024–2027 STIP.
    - Public Consultation [40 CFR § 93.105(e) & 23 CFR § 450.316]: FAST Planning conducted an extended 40-day public comment period (December 21, 2025 – January 30, 2026) to accommodate the holidays, receiving and responding to 17 public and agency comments in an attached disposition summary.

Transportation Conformity Determination Finding (40 CFR Part 93, Subpart A & 23 U.S.C. § 109(j)) STIP Amendment #4 and #5

General Information:

- Anchorage completed its 20-year Carbon Monoxide (CO) maintenance period on July 16, 2024, eliminating regional CO conformity requirements for the Anchorage Bowl. However, Chugiak/Eagle River remains in its second 10-year (PM10) maintenance period through 2033.
- Under EPA's Limited Maintenance Plan policy (40 CFR § 93.109(e)), areas qualifying for an LMP demonstrate that future motor vehicle emission growth is unlikely to cause a NAAQS violation. The 5-year average PM 10 Design Value (DV) for Eagle River (2020–2024) was calculated at 67 µg/m³, which remains well below the federal qualification threshold of 98 µg/m³.
- An Interagency Consultation Team (ICT) meeting was held on December 11, 2025, with representatives from the Municipality of Anchorage (MOA) Health Department Air Quality Program, AMATS, Alaska Department of Environmental Conservation (ADEC), Alaska DOT&PF, FHWA, FTA, and EPA Region 10.
    - The ICT unanimously approved the methodology and appropriateness of the draft Air Quality Conformity Demonstration using EPA's LMP option for the Eagle River PM 10 Limited Maintenance Area. The ICT confirmed that the proposed changes in TIP Amendment #4 do not jeopardize PM 10 control strategies in the SIP.
- **Amendment #4:** Assessment of Specific Conformity Criteria [40 CFR §§ 93.110–93.118]
    - Latest Planning Assumptions [40 CFR § 93.110]: The TIP amendment relies on the latest population, employment, land use, and travel demand assumptions established in the conforming AMATS 2050 Metropolitan Transportation Plan (MTP).
    - Latest Emissions Model [40 CFR § 93.111]: Regional emissions modeling supporting the underlying 2050 MTP utilized EPA's approved MOVES motor vehicle emissions model.
    - Timely Implementation of Transportation Control Measures (TCMs) [40 CFR § 93.113]: TIP Amendment #4 provides for the ongoing support and promotion of transit and rideshare programs (e.g., CMQ00009) and does not interfere with the implementation of any TCM in the applicable Alaska SIP.
    - Currently Conforming MTP and TIP [40 CFR § 93.114 & § 93.115]: All projects modified or added in Amendment #4 derive from and remain consistent with the conforming AMATS 2050 MTP (approved by FHWA/FTA on May 24, 2024).
    - Fiscal Constraint [40 CFR § 93.108 & 23 CFR § 450.326(j)]: Table 1 (Four-Year Program Summary) demonstrates financial constraint by fiscal year across FFY 2023–2026, balancing $527.6 million in total programmed costs against matching federal allocations, state funds, and local municipal revenues.

- Public Consultation [40 CFR § 93.105(e) & 23 CFR § 450.316]: AMATS executed a 45-day public review period (January 1 – February 15, 2026), followed by a second 15-day review period (February 23 – March 9, 2026). All 40 public comments received were addressed in an attached Comment Response Summary.

- **Amendment #5:** Assessment of Specific Conformity Criteria [40 CFR §§ 93.110–93.118]
    - Latest Planning Assumptions [40 CFR § 93.110]: The TIP relies on the latest population, employment, travel, and land use assumptions established in the conforming AMATS 2050 Metropolitan Transportation Plan (MTP).
    - Latest Emissions Model [40 CFR § 93.111]: Regional emissions modeling supporting the underlying 2050 MTP utilized EPA's approved MOVES motor vehicle emissions model.
    - Timely Implementation of Transportation Control Measures (TCMs) [40 CFR § 93.113]: The FFY 2027–2030 TIP provides for the ongoing support and promotion of transit bus and rideshare programs (e.g., CMQ00009) and does not interfere with the implementation of any TCM in the applicable Alaska SIP.
    - Currently Conforming MTP and TIP [40 CFR § 93.114 & § 93.115]: All projects programmed in the FFY 2027–2030 TIP derive from and remain consistent with the conforming AMATS 2050 MTP (jointly approved by FHWA/FTA on May 24, 2024.
    - Fiscal Constraint [40 CFR § 93.108 & 23 CFR § 450.326(j)]: Table 1 (Four-Year Program Summary) demonstrates financial constraint by fiscal year across FFY 2027–2030, balancing $963.6 million in total program costs against matching federal suballocations, state funds, and local municipal revenues.
    - System-level operations and maintenance (O&M) revenues ($398.8 million total for highways; $36.9 million annually for transit) are fully documented.
    - Public Consultation [40 CFR § 93.105(e) & 23 CFR § 450.316]: AMATS executed a 45-day public review period (January 1 – February 15, 2026) and held a Municipal Assembly public hearing on February 3, 2026. All 70 public comments received were addressed in an attached Comment Response Summary (Appendix D)

THE STATE of ALASKA
GOVERNOR MICHAEL J. DUNLEAVY

Department of Transportation and Public Facilities

OFFICE OF THE COMMISSIONER
Ryan Anderson, P.E., Commissioner

PO Box 112500
Juneau, Alaska 99811-2500
Main: 907.465.3900
dot.alaska.gov

April 7, 2026

Randy Warden, Division Administrator
Federal Highway Administration
Alaska Division
P.O. Box 21648
Juneau, AK 99802-1648

Susan Fletcher, P.E., Regional Administrator
Federal Transit Administration, Region 10
915 2nd Avenue, Suite 3142
Seattle, WA 98174-1002

Dear Randy Warden and Susan Fletcher,

Enclosed for your review is the Alaska 2024-2027 Statewide Transportation and Infrastructure Program (STIP) Amendment #4, submitted for the sole purpose of incorporating the Anchorage Metropolitan Area Transportation Solutions (AMATS) 2023-2026 Transportation Improvement Program (TIP) Amendment #4, which was approved by the AMATS Policy Committee on March 19, 2026.

AMATS TIP Amendment #4 meets all requirements of U.S. Code Title 23, Section 134 and U.S. Code 5303, and is fiscally constrained by the allocations in the Alaska 2024-2027 STIP. An interagency consultation for air quality conformity was held on December 11, 2025, and the final Air Quality Conformity Demonstration and associated TIP action were approved by the AMATS Policy Committee on March 19, 2026, per 23 CFR 450.104 and 40 CFR §93.104(c). Requirements for public review were met by the AMATS TIP public review period.

We request your approval of the 2024-2027 STIP Amendment #4 to incorporate by reference the 2023-2026 AMATS TIP Amendment #4 into the Alaska 2024-2027 STIP.

Sincerely,

Ryan Anderson, P.E.
Commissioner

Enclosed: AMATS 2023-2026 TIP Amendment #4, transmittal letters and documents.

Cc:
Katherine Keith, Deputy Commissioner & Acting Director, Central Region, DOT&PF
Dom Panone, Director, Program Management & Administration, DOT&PF
Judy Chapman, Division Operations Manager, Project Delivery, DOT&PF
Ben White, Urban Planning Chief, Anchorage Field Office, DOT&PF
Karin McCoy, STIP Coordinator, Program Management & Administration, DOT&PF
James Starzec, AMATS Planning Transportation Planner, Anchorage Field Office, DOT&PF
Kayla Sweitzer, Federal Aid Program Manager, Program Management & Administration, DOT&PF
Jennifer Coisman, Project Control Chief, Central Region, DOT&PF
Scot Rastelli, Deputy Regional Administrator, Region 10, FTA
Danielle Casey, Community Planner, Region 10, FTA
Pauline Chandler, Program Management Analyst & Acting Financial Manager, AK Division, FHWA
Christina Mounce, Environmental Program Manager, AK Division, FHWA
Emily Haynes, Acting Deputy Division Administrator, AK Division, FHWA
Aaron Jongenelen, AMATS Planning Executive Director

MEMORANDUM

State of Alaska

Department of Transportation & Public Facilities
Program Management and Administration

TO: Ryan Anderson, Commissioner

DATE: April 7, 2026

THRU: Katherine Keith, Deputy Commissioner & Acting Director, Central Region

Initial
KK

FROM: Adam Moser, Program Management & Administration

DS
AM

SUBJECT: Recommend Approval of AMATS FFY 2023-2026 TIP Amendment #4

The Anchorage Metropolitan Area Transportation Solutions (AMATS) Policy Committee approved Amendment #4 to the AMATS FFY 2023-2026 Transportation Improvement Program (TIP) on March 19, 2026.

The AMATS FFY 2023-2026 TIP Amendment #4 meets all the requirements of U.S. Code Title 23, Section 134 and U.S. Code 5303 and is fiscally constrained by the allocations made in the 2024-2027 Statewide Transportation Improvement Program (STIP). An air quality consultation was held on December 11, 2025, which indicated that proposed changes to the TIP through Amendment #4 are not exempt from triggering a new air quality conformity analysis or determination per 40 CFR §93.104(c). The requirements for public review were satisfied by the MPO TIP public review period.

Staff recommend approval to incorporate AMATS FFY 2023-2026 TIP Amendment #4 into the 2024-2027 STIP. Approval by the Commissioner is recommended and required as the statutory designee for state transportation planning matters as outlined in AS 44.42.050 and 17 AAC 05.

Upon approval by the Commissioner, STIP Amendment #4 will be submitted by DOT&PF to FHWA and FTA to request approval to incorporate the TIP amendment into the Alaska 2024-2027 STIP.

Attachments:
DOT&PF Fairbanks Field Office/Project Delivery Transmittal Memo
AMATS FFY 2023-2027 TIP Transmittal Memo
AMATS FFY 2023-2027 TIP Amendment #4, Summary of Changes, Air Quality Consultation, Policy Committee Actions, Public Comment Summary, and Self-certification.

Approved:

Signed by:
3BEC855630834EE

4/9/2026

Ryan Anderson, Commissioner | Date

Cc: Dom Panone, Director, Program Management & Administration, DOT&PF
Judy Chapman, Division Operations Manager, Project Delivery, DOT&PF
Ben White, Urban Planning Chief, Anchorage Field Office, DOT&PF
Karin McCoy, STIP Coordinator, Program Management & Administration, DOT&PF
James Starzec, AMATS Planning Transportation Planner, Anchorage Field Office, DOT&PF
Kayla Sweitzer, Federal Aid Program Manager, Program Management & Administration, DOT&PF
Jennifer Coisman, Project Control Chief, Central Region, DOT&PF
Scot Rastelli, Deputy Regional Administrator, Region 10, FTA
Danielle Casey, Community Planner, Region 10, FTA
Pauline Chandler, Program Management Analyst & Acting Financial Manager, AK Division, FHWA
Christina Mounce, Environmental Program Manager, AK Division, FHWA
Emily Haynes, Acting Deputy Division Administrator, AK Division, FHWA
Randy Warden, Division Administrator, AK Division, FHWA
Aaron Jongenelen, AMATS Planning Executive Director

MEMORANDUM

State of Alaska

Department of Transportation & Public Facilities
Division Name

TO: Adam Moser, Program Management Chief, Program Management and Administration

DATE: March 26, 2026

THRU: Ben White
Urban Planning Chief
Anchorage Field Office

TELEPHONE No: (907) 269-0522

FROM: Mark Eisenman
Anchorage Area Planner/Acting AMATS coordinator
Anchorage Field Office

SUBJECT: Recommend Approval of AMATS 2023-2026 TIP Amendment #4

The Anchorage Metropolitan Area Transportation Solutions (AMATS) Policy Committee approved Amendment #4 to the AMATS FFY 2023-2026 Transportation Improvement Program on March 19, 2026. Attached as separate documents are the FFY 2023-2026 TIP tables incorporating the recommended changes, the Air Quality Conformity Determination, and a memorandum detailing the changes.

I find this Amendment to be in conformance with 23 USC 134 and all applicable federal requirements for Metropolitan Planning Organizations and is financially constrained by the allocations made in the 2024-2027 Statewide Transportation Improvement Program (STIP). An interagency air quality conformity demonstration was prepared by the Municipality of Anchorage's Environmental Health Services division and is attached.

Staff recommends approval and requests that appropriate action be taken to incorporate the AMATS FFY 2023-2026 Transportation Improvement Program Amendment #4 into the 2024-2027 STIP.

Attachments:
AMATS FFY 2023-2026 Transportation Improvement Program Amendment #4
AMATS FFY 2023-2026 Transportation Improvement Program Amendment #4 List of Changes Memo
AMATS FFY 2023-2026 Transportation Improvement Program Amendment #4 Air Quality Conformity Determination

Cc: Judy Chapman, Division Operations Manager, Project Delivery, DOT&PF
Karin McCoy, STIP Coordinator, Program Management & Administration, DOT&PF
Kayla Sweitzer, Federal Aid Program Manager, Program Management & Administration, DOT&PF
Jennifer Coisman, Project Control Chief, Central Region, DOT&PF
Aaron Jongenelen, AMATS Planning Executive Director

METROPOLITAN PLANNING ORGANIZATION
4700 Elmore Road
Anchorage, Alaska 99507

March 24, 2026

Mark Eisenman
Acting AMATS Transportation Planner
Alaska Department of Transportation and Public Facilities
PO Box 196900
Anchorage, Alaska 99519-6900

Dear Mr. Eisenman,

Please accept this memorandum as the formal submittal of the approved AMATS FFY 2023-2026 Transportation Improvement Program (TIP) Amendment #4. The AMATS Policy Committee adopted the Air Quality Conformity Demonstration and TIP tables on March 19, 2026.

This TIP amendment includes changes to the Complete Streets, Active Transportation, Plans and Studies, CMAQ, Pavement Replacement, HSIP, NHS, and Other Federal funding tables as outlined in the attached memo.

Please expedite transmittal of this document to the Alaska DOT&PF Headquarters to be incorporated into the Alaska Statewide Transportation Improvement Program (STIP).

Your assistance is greatly appreciated. If you have any questions, please let me know.

Sincerely,

Aaron Jongenelen

Aaron Jongenelen
AMATS Executive Director/MPO Coordinator

Electronically Cc:
AMATS Policy Committee
Ben White, DPD & SWP, Anchorage Field Office Planning Chief
Emily Haynes, FHWA, Acting Deputy Division Administrator

Attached
AMATS 2023-2026 TIP Tables Amendment #4
AMATS 2023-2026 TIP Tables Amendment #4 Memo

BACKGROUND:

On January 1, 2026, AMATS released Amendment #4 of the 2023–2026 Funding Program (TIP), updating the following tables: Table 1 (Summary), Table 2 (Complete Streets), Table 3 (Active Transportation), Table 4 (Plans and Studies), Table 5 (CMAQ), Table 6 (Pavement Replacement), Table 7 (HSIP), Table 8 (NHS), and Table 10 (Other Federal, State, and Local Funds).

AMATS released Amendment #4 for a second 15-day public comment period from February 23rd to March 9th to incorporate four additional changes made based on feedback from the initial comment period.

Table 1 – Summary

- Updated Table 1 to add the match line for State CMAQ Match paid by MOA revenue lines, a PROTECT Grant cost and revenue lines, and an RTA Grant cost and revenue lines.

Table 2 – Complete Streets

- Updated Table 2 for the following projects:
  - **RDY00005 Rabbit Creek Road Rehabilitation –** Moved the $5.0M in ROW funding in FY26 to BeyondFY26 and moved the FY25 Design funding from FY25 to FY26 and reduced it from $1.250M to $750K. Overall project cost decreased from $35.750M to $35.350M.
  - **RDY00012 Motorized Pavement Preservation Project –** Reduced the funding in FY26 from $496Kto $0 due to limited staff availability at DOT&PF. Overall project cost reduced by $496K from $45.652M to $45.156M.
  - **RDY00015 Spenard Road Rehabilitation** – Updated the project scope to include “and include intersection improvements” as approved by the AMATS Policy Committee.
  - **RDY00016 Chugach Way Rehabilitation** – Moved the FY26 Design/ROW funding to BeyondFY26. No change to the overall project cost.
  - **RDY00019 32nd Ave Upgrade –** Moved the FY26 funding for Design/ROW to BeyondFY26. Reduced the BeyondFY26 amount from $14.5M to $14.0M (which includes Design/ROW funding originally shown in FY26. Overall project cost was reduced by $2.5M from $17.8M to $15.3M. Update description to remove “to current collector standards.”
  - **RDY00020 Dale Street and Folker Street Upgrade –** Updated the project scope to include “Project would include intersection improvements” as approved by the AMATS Policy Committee.
  - **Added a new project RDY00021 L/I Street Rehabilitation –** Added $50K in ROW funding in FY26 and $5.0M funding in BeyondFY26 for a total project cost of $5.050M. This project was originally a pavement replacement project in table 6 but was moved into Table 2 due to the increase in project scope.

Table 3 – Active Transportation

- Updated Table 3 for the following projects:
  - **NM00002 Fish Creek Trail Connection –** Moved the FY26 Utilities and Construction funding from FY26 to BeyondFY26. This is only moving from September 2026 to October 2026, but this moves it into a new Federal Fiscal Year.

- **NMO00008 Active Transportation Pavement Replacement** – Removed the FY25 funding as the $2.0M was not obligated. Reduced the FY26 funding from $723K to $450K for Design efforts for the Sitka Street Park project. Total project cost reduced by $2.274M from $4.114M to $1.841M.
    - **NMO00009 Northern Lights Blvd Sidewalk Repairs** – Reduced the FY26 funding from $4.8M to $3.080M. Total project cost reduced by $2.4M from $7.830M to $5.430M.
    - **Added a new project NMO00016 AMATS Minnesota Drive Sidewalk Repairs Rehabilitation** – Added $1.050M in FY26 for Design/ROW and $5.5M in BeyondFY26 for a total project cost of $6.550M. This project was originally a pathway pavement replacement project in Table 6 but was moved into Table 3 due to the increase in project scope.
    - Update project description for **NMO00011 Campbell Creek Trail ~~Grade Separated~~ Crossing at Lake Otis Parkway** - Project would construct an ~~elevated~~ non-motorized crossing ~~over~~ at Lake Otis Blvd to connect the east and west portions of the Campbell Creek Trail.

Table 4 – Plans and Studies

- Updated Table 4 for the following projects:
    - **PLN00020 AMATS A/C Corridor Plan –** This plan was moved into the 2027-2030 TIP in FY29 as there was not enough time or staff resources to get this plan obligated in FY26.
    - Update project **PLN00003 Seward Highway to Glenn Highway Planning & Environmental Linkages (PEL)** with $200K. for funding needs in FY26.

Table 5 – Congestion Mitigation Air Quality (CMAQ)

- Updated Table 5 for the following projects:
    - **CMQ00015 Seniors and Youth Ride Free** move all funding from FY23-25 into project CMQ00018 Downtown Transit Center in FY26.
    - **Added a new project CMAQ00018 Downtown Transit Center –** Added $25.0M in Utilities/Construction funding in FY26. AMATS and DOT&PF are working together to try and use some of the State CMAQ funding for this project.
    - **Added a new project CMAQ00019 Transit Technology Modernization –** Added $350K in FY26 for the Public Transportation Department (PTD) use. AMATS staff worked with PTD to utilize some of the available AMATS funding in FY26
    - **Added a new project CMAQ00020 AnchorRIDES Fare Collection Upgrade –** Added $1.6M in FY26 for the Public Transportation Department (PTD) use. AMATS staff worked with PTD to utilize some of the available AMATS funding in FY26.

Table 6 – Pavement Replacement

- Updated Table 6 for the following projects:
    - Removed the I/L street project as it was moved into Table 2 as a Complete Street project.
    - Removed the Minnesota Drive pathway pavement projects as they were moved into Table 3 as a Non-motorized project.

Table 7 - HSIP

- Updated Table 7 for the following projects based on feedback from DOT&PF:
    - **HSP0019 Anchorage Flashing Yellow Arrow and Signal Head Display Improvements** - Moved the Utilities and Construction FY26 funding to BeyondFY26 and added $150K in FY26 for ROW.
    - Removed project **HSP0021 Old Seward Highway: Industry way/120th Ave Channelization** as the FY26 funding is moving to BeyondFY26 (FY27). This project is still

underway and just needs to be removed from the 23-26 TIP as there is no funding shown in the fiscal year of the program.

  - **HSP0028 Northern Lights Blvd Road Die**t – FY26 funding removed and project removed from the TIP as no funding is shown in the fiscal years.
  - **HSP0029 Ingra/Gambell Road Diet** – FY25 funding was never obligated and is removed. FY26 funding removed and project removed from the TIP as no funding is shown in the fiscal years.
  - **HSP0030 Seward Highway Safety Corridor Variable Speed Limit** – FY26 funding increased by $210K for Utilities. Overall project cost increased by $210K from $5.360M to $5.570M.
  - **HSP0033 Mountain view Drive Safety Improvements** – Removed the FY26 funding. Reduced the BeyondFY26 by $599K from $11.918M to $11.319M.
  - Added new project **HSP0035 DTMF Active Railroad Crossing Signal Upgrade** with $52,560 in FY26 for Utilities.
  - Added new project **HSP0036 CR Red Light Indicator and Retroreflective Backplates** with $19K in FY26 for Design work.
  - Added new project **HSP0037 Regionwide System Retroreflective Back Plates at Signalized Intersection** with $162K in FY26 for Design work.
  - Added new project **HSP0038 Central Regional FFY26-31 Fatal Crash Review Team and Rapid Response Fund** with $600K in FY26 for Implementation.
  - Added new project **HSP0038 Ocean Dock Road 2 Track Signal System Upgrade** with $61.650K in FY26 for Design work.
  - Added new project **HSP0040 Tudor Road at Wright Street and Dale Street – VRU Improvements** with $1.247M in FY26 for Design and $649K in Beyond FY26.

Table 8 - NHS

- Updated Table 8 for the following projects based on feedback from DOT&PF:
  - **NHS0005 AMATS Area NHS Pavement and Bridge Preservation** - Reduced the FY26 funding by $5.950 from $18.6M to $12.650M. Total project cost reduced by $5.950M from $208.526M to $202.577M.
  - **NHS0006 Glenn Highway Milepost 1-34 Rehabilitation: Airport Heights to Parks Highway [Parent and Final Construction]** add $3M in funding in FY26 in NHPP.
  - **NHS0012 Abbott Road Pavement Preservation: New Seward Highway to Lake Otis Parkway –** Moved the FY26 funding to BeyondFY26. No change to total project cost.
  - **NHS00013 Glenn Highway and Artillery Road Interchange Improvements –** Increased the FY26 funding by $100k from $3.6M to $3.7M. Reduced the BeyondFY26 funding by $20K from $67.150M to $67.130M. Total project cost increased by $80K from $73.450M to $73.530M.
  - **NHS0010 Glenn Highway and Hiland Road Interchange Preservation and Operational Improvements –** Moved the FY25 ROW funding to FY26, which reduced FY25 funding by $300K from $1.9M to $1.6M. Moved the FY26 Utilities/Construction funding to BeyondFY26 and reduced the total by $9K from $17.109M to $17.100M. Total project cost recued by $9K from $21.809M to $21.800M.
  - **NHS0009 Glenn Highway Incident Management Traffic Accommodations –** Reduced the BeyondFY26 funding by $2.131M from $9.900M to $7.769M. Total project cost reduced by $2.131M from $12.400M to $10.269M.
  - **Removed project NHS00017 Glenn Highway Incident Management Traffic Accommodations [Stage 1]** as requested by DOT&PF.
  - **NHS0006 Glenn Highway Milepost 1-34 Rehabilitation: Airport Heights to Parks Highway [Parent and Final Construction] –** Added FY26 ROW funding of $65K. Increased

the BeyondFY26 funding by $2.865M from $47.037M to $49.902M. Total project cost increased by $2.930M from $53.435M to $56.365M.

  - **Removed project NHS0006 Glenn Highway Milepost 1-34 Rehabilitation: Airport Heights to Parks Highway [Stage 1, MP 1-12]** as requested by DOT&PF.
  - **NHS0014 Seward Highway: 36th Ave Interchange –** Added $5.5M funding in FY26 for Design. Reduced the BeyondFY26 funding by $5.656M from $95.656M to $90M. Total project cost decreased by $156K from $97.656M to $97.500M.
  - **NHS0008 Tudor Road Overcrossing Replacement –** Added FY26 Design funding of $1.0M. Increased the BeyondFY26 by $500K from $36.0M to $36.5M Total project cost increased by $1.5M from $40.0M to $41.5M.
  - **NHS0016 Central Regional ADA Compliance Project –** Removed the FY26 funding. Total project cost decreased by $400K from $1.682M to $1.282M.

Table 10 – Other Federal, State, and Local Funded Projects within the AMATS area

- Updated Table 10 for the following projects
  - **OFS00002 AK094 & AK105 –** Moved FY25 funding to FY26 and reduced the amount by $24K. Total project cost reduced by $24K from $5.926M to $5.902M.
  - **OFS00004 Campbell Tract Facility Alternate Entrance Alignment –** Added new funding source FLAP with $250K in FY26 for Construction. Total project cost increased by $250K from $7.157M to $7.407M.
  - **OFS00013 SS4A Implementation Grant for Bragaw Street Corridor Safety Improvements** – Updated the project description to reflect the recent communication from FHWA and USDOT about lane reductions not being eligible for this funding source.
  - **Added project OFS000015 Rabbit Creek at 140th Avenue Drainage Improvements** with FY26 funding of $425K and Beyond FY26 funding of $2.537M and a total project cost of $2.962M as requested by the MOA as part of their PROTECT grant efforts.
  - **Added project OFS000016 Atelier Life Safety Access Road** with FY26 funding of $165K and Beyond FY26 funding of $660K and a total project cost of $825K as requested by the MOA as part of the Rural and Tribal Assistance (RTA) grant efforts.
  - **Added project OFS000017 Potter Valley Life Safety Access Road** with FY26 funding of $225K and Beyond FY26 funding of $900K and a total project cost of $1.125M as requested by the MOA as part of the Rural and Tribal Assistance (RTA) grant efforts.
  - Added new project **OFS000018 Radio Tower Road – NF Campbell Creek Culvert Replacement** with FY26 funding of $1.0M and Beyond FY26 funding of $780K.

PUBLIC COMMENT OVERVIEW

The first public review period ran for a 45-day review period from January 1st to February 15th. AMATS received 40 comments and responded to each in the attached comment response summary.

- 15 comments required clarification which AMATS staff provided in the response
- 13 comments showed support for projects in the Program
- 5 comment recommendations AMATS staff recommends carrying forward (36-40)
- 4 comments require guidance from the project team or another agency
- 3 comment expressed concerns over particular project aspects or delays

The second public review period ran for a 15-day review period from February 23rd to March 9th. AMATS received no further comments.

Air Quality Conformity Demonstration for

Amendment #4

to the Anchorage 2023–2026 Transportation Improvement Program (TIP)

Interagency Consultation Draft

Prepared By:

Municipality of Anchorage

Health Department

Environmental Health Services – Air Quality Program

November 21, 2025

Timeline:

The interagency consultation team voted on December 11, 2025, and approved the appropriateness and adequacy of this draft in supporting the establishment of a regional air quality conformity determination for Amendment #4 to the Anchorage 2023–2026 Transportation Improvement Program (TIP). The draft Air Quality Conformity Demonstration was then released for a 45-day public comment period, during which no comments were received. The final Air Quality Conformity Demonstration and associated TIP action were subsequently approved by the AMATS Policy Committee on **March 19, 2026.**

Introduction and Background

Anchorage Metropolitan Area Transportation Solutions (AMATS) is the federally recognized metropolitan planning organization (MPO) that is responsible for planning the transportation network within the Municipality of Anchorage (MOA). Air Quality Program at the Anchorage Health Department in collaboration with AMATS Alaska Department of Environmental Conservation (ADEC) Air Quality Division has prepared a draft fourth amendment to the Anchorage 2023–2026 Transportation Improvement Program (TIP) to accommodate necessary scope, funding level and schedule changes for several project in the current 2023-2026 TIP beyond those included in Amendment #1, Amendment #2, and Amendment #3 to that TIP. The 2023–2026 TIP includes transportation projects utilizing federal funds, which are scheduled for full or partial implementation during calendar years 2023–2026.

As of July 23, 2024, the Anchorage area reached the end of the 20-year maintenance period for the carbon monoxide (CO) National Ambient Air Quality Standard. The Alaska State Implementation Plan (SIP) contains a limited maintenance plan for PM10 [1] air pollutants within areas of the Municipality of Anchorage. The US Environmental Protection Agency (EPA) allows demonstration of conformity in such limited maintenance areas to be based on the probability of continued compliance with Limited Maintenance Plan (LMP) eligibility rules rather than modeling anticipated future network emissions to demonstrate expected compliance with a pre-established emission budget for the air pollutant of concern. Limited maintenance areas do not employ emissions budgets because the US EPA established the LMP eligibility criteria such that it is highly improbable that a qualifying area would experience enough pollutant emissions growth over the twenty-year planning period sufficient to cause an exceedance of a federal air quality standard.

This document confirms the continued eligibility of Eagle River's Limited Maintenance Area status for PM10 and affirms that Transportation Control Measures (TCMs) required by the Alaska SIP continue to be implemented.

The LMP option allows for the demonstration of probable future compliance with the National Ambient Air Quality Standards (NAAQS) based on evaluation of current air monitoring data rather than comparing modeled air pollutant emissions against an established motor vehicle emissions budget. The EPA guidance states that emissions budgets in areas meeting established 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.

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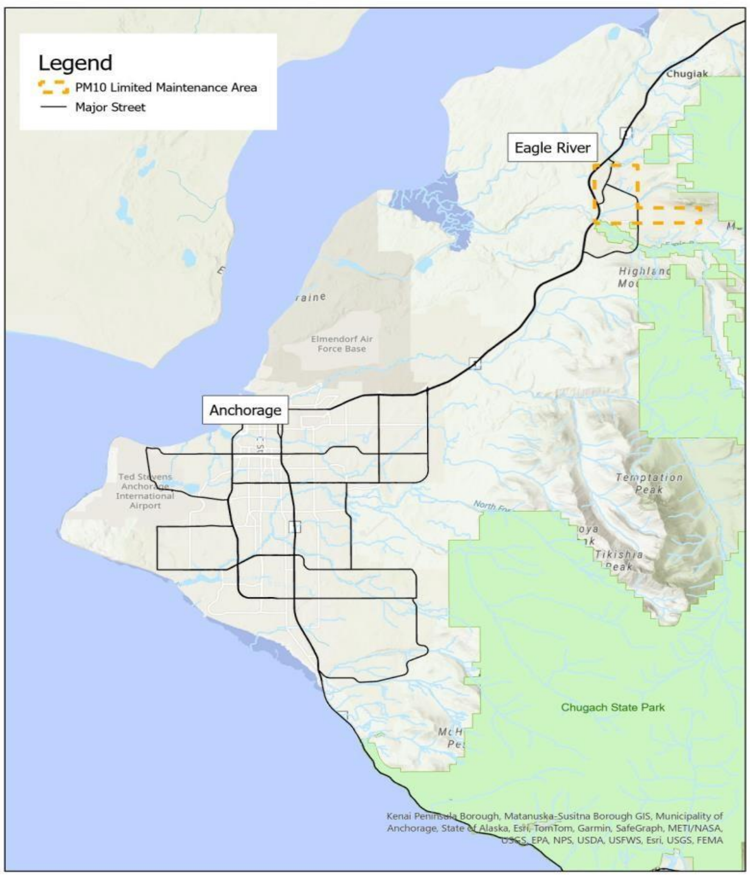
[1] PM_{10} is particulate matter consisting of particles that are 10 microns or less in aerodynamic diameter. Such particles are isolated from air by passing a sampled airstream through a size-selective inlet, incorporating a cyclone, an impactor or similar cut point which removes larger than desired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

This document includes a review of the most current PM10 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 PM10 Maintenance Areas. This same form of air monitor data analysis was originally used to establish air quality conformity for the prior 2023-2026 TIP Amendment #1, Amendment #2, and Amendment #3. This report will describe the conformity analysis performed for the Eagle River PM10 Limited Maintenance Area.

Figure 1
Eagle River PM-10 Limited Maintenance Areas



Interagency Consultation and Public Review

AMATS staff proposes this draft air quality conformity report to establish a regional air quality conformity determination for a fourth amendment to the Anchorage 2023-2026 TIP, incorporating the modifications shown in Appendix A to this report. This air quality conformity demonstration follows the methodology approved by the Interagency Consultation Team (ICT) on October 25, 2023, to establish regional air quality conformity for the 2050 Metropolitan Transportation Plan (MTP).

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

ICT members supported a demonstration based upon continued compliance with EPA's qualification criteria to use EPA's LMP option for the Eagle River PM10 Maintenance Area, consistent with the pollutant maintenance criteria applicable to the maintenance area within the SIP. AMATS also affirms that the Anchorage 2023 −2026 TIP, as modified by Amendment #4, will continue to be fiscally constrained. This conformity report is intended to be posted online for a 45-day public review and comment period prior to the final review by the AMATS Policy Committee.

CONFORMITY ANALYSIS FOR THE EAGLE RIVER PM-10 AREA

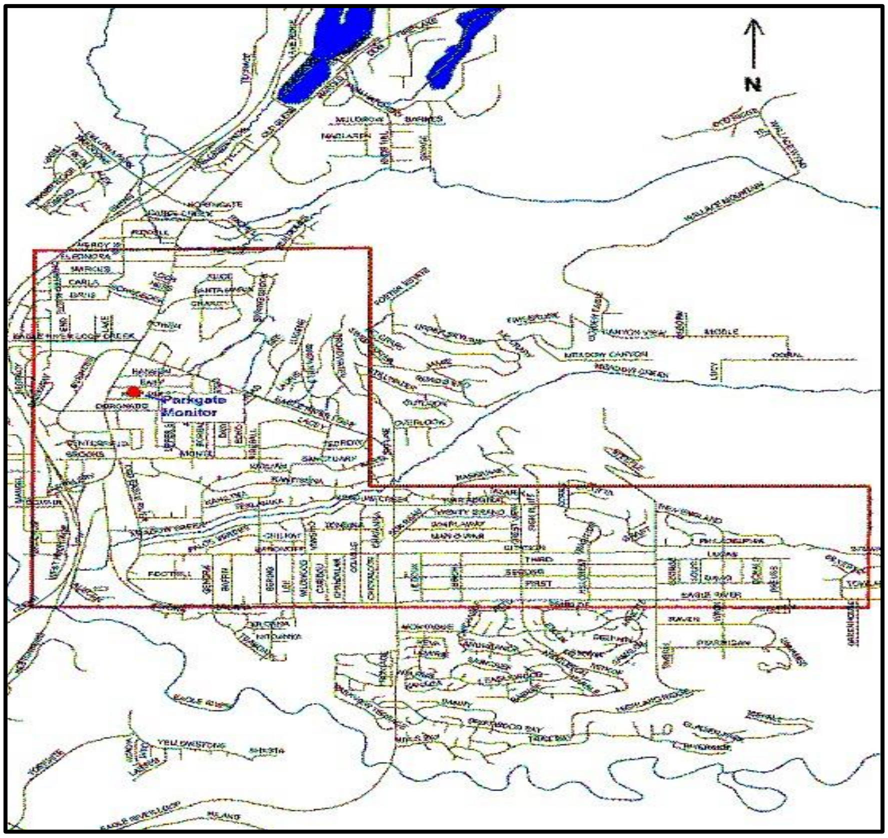
Eagle River PM_{10} Attainment Status & Qualification as a Limited Maintenance Area for Conformity Purposes

Between 1985 and 1987, Eagle River frequently violated the NAAQS for PM10 (particulate matter air pollutant with an aerodynamic diameter less than or equal to 10 µm in size). The main source of this pollution was identified as unpaved roads in the area. Consequently, in 1991, the EPA designated a nine-square-kilometer area in Eagle River as a moderate nonattainment area for PM10 and required the submission of an air quality attainment plan to bring the area into compliance with the PM10 NAAQS.

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

By 1993, most of the 22 miles of unpaved local roads in the 9 km^2 PM10 problem area were either surfaced with recycled asphalt or paved. By 2007, there were no unpaved local roads within the problem zone.

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



The road paving and recycled asphalt surfacing program has dramatically reduced PM10 concentrations in Eagle River. The last violations of the PM10 NAAQS occurred in 1987.[2]

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

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

[2] 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.

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 PM10 NAAQS would result.

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

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

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 the EPA's LMP eligibility criteria. Areas with a PM10 LMP are required to annually recompute their 5-year average PM10 Design Value (DV) to determine whether it is below 98 $\mu g/m^3$ and therefore still meets that initial PM10 LMP eligibility criterion.[4] Table 1 shows that the 5-year average DV in Eagle River continues to meet this requirement. The method used to compute these 5-year average DVs is explained in detail in Appendix B of this document.

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

[4] This requirement is found in the Wegman 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.

Table 1
5-Year Average Eagle River PM_{10} Design Values

5-Year Period	Average DV (µg/m^3)
2005-2009	81
2010-2015	92
2018-2022	81
2019-2023	78
2020-2024	67
LMP Qualification Criteria	**≤ 98 µg/m^3**

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

TABLE 2 – CONFORMITY CRITERIA from 40 CFR §93.109

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

As per 40 CFR 93.113(b), the transportation plan must: (1) provide for timely implementation of the TCMs in the applicable SIP; and (2) nothing in the transportation plan should interfere with a TCM in the SIP. Both conditions have been met. The 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.

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

The Eagle River PM10 Control Plan also called for changes in winter traction sanding practices to reduce PM10 emissions during the spring break-up period. These included reductions in the amount of sand applied and new specifications that limited the silt content in the sand to two percent (2%) or less. These measures were implemented in 1989 and are still maintained. The fact that Eagle River has remained in compliance with the NAAQS since 1989 attests to the effectiveness of these implemented control strategies.

Conclusions regarding Eagle River PM10 Air Quality Conformity:

This analysis demonstrates that the Municipality of Anchorage and the State of Alaska, working in cooperation, continue to successfully control PM10 pollution in Eagle River and adhere to long-term PM10 source reduction measures for the Eagle River Maintenance Area as prescribed in the Alaska State Implementation Plan. The amended Anchorage 2023-2026 TIP will also allow AMATS to comply with conformity rules established in 40 CFR 93 through the adoption of a fiscally constrained transportation plan that applies the most current planning assumptions. AMATS confirms that no element of the Anchorage 2023-2026 TIP, including the proposed changes in Amendment #4, will jeopardize the continued implementation of any provided PM10 control strategies for the Eagle River PM10 Maintenance Area, nor will it undermine objectives or successful practices to manage PM10 emissions in the area. Further, a review of current PM10 trends monitored within the Eagle River maintenance area demonstrates a high probability of continued compliance with the PM10 NAAQS over the remaining ten years of the Eagle River PM10 Maintenance Plan.

APPENDIX A

Changes affected by Amendment #4 to the Anchorage 2023-2026 TIP

BACKGROUND:
On January 1, 2026, AMATS released Amendment #4 of the 2023–2026 Funding Program (TIP), updating the following tables: Table 1 (Summary), Table 2 (Complete Streets), Table 3 (Active Transportation), Table 4 (Plans and Studies), Table 5 (CMAQ), Table 6 (Pavement Replacement), Table 7 (HSIP), Table 8 (NHS), and Table 10 (Other Federal, State, and Local Funds).

AMATS released Amendment #4 for a second 15-day public comment period from February 23rd to March 9th to incorporate four additional changes made based on feedback from the initial comment period.

Table 1 – Summary

- Updated Table 1 to add the match line for State CMAQ Match paid by MOA revenue lines, a PROTECT Grant cost and revenue lines, and an RTA Grant cost and revenue lines.

Table 2 – Complete Streets

- Updated Table 2 for the following projects:
    - **RDY00005 Rabbit Creek Road Rehabilitation –** Moved the $5.0M in ROW funding in FY26 to BeyondFY26 and moved the FY25 Design funding from FY25 to FY26 and reduced it from $1.250M to $750K. Overall project cost decreased from $35.750M to $35.350M.
    - **RDY00012 Motorized Pavement Preservation Project –** Reduced the funding in FY26 from $496Kto $0 due to limited staff availability at DOT&PF. Overall project cost reduced by $496K from $45.652M to $45.156M.
    - **RDY00015 Spenard Road Rehabilitation** – Updated the project scope to include "and include intersection improvements" as approved by the AMATS Policy Committee.
    - **RDY00016 Chugach Way Rehabilitation** – Moved the FY26 Design/ROW funding to BeyondFY26. No change to the overall project cost.
    - **RDY00019 32nd Ave Upgrade –** Moved the FY26 funding for Design/ROW to BeyondFY26. Reduced the BeyondFY26 amount from $14.5M to $14.0M (which includes Design/ROW funding originally shown in FY26. Overall project cost was reduced by $2.5M from $17.8M to $15.3M. Update description to remove "to current collector standards."
    - **RDY00020 Dale Street and Folker Street Upgrade –** Updated the project scope to include "Project would include intersection improvements" as approved by the AMATS Policy Committee.
    - **Added a new project RDY00021 L/I Street Rehabilitation –** Added $50K in ROW funding in FY26 and $5.0M funding in BeyondFY26 for a total project cost of $5.050M. This project was originally a pavement replacement project in table 6 but was moved into Table 2 due to the increase in project scope.

Table 3 – Active Transportation

- Updated Table 3 for the following projects:
    - **NM00002 Fish Creek Trail Connection –** Moved the FY26 Utilities and Construction funding from FY26 to BeyondFY26. This is only moving from September 2026 to October 2026, but this moves it into a new Federal Fiscal Year.

- **NMO00008 Active Transportation Pavement Replacement** – Removed the FY25 funding as the $2.0M was not obligated. Reduced the FY26 funding from $723K to $450K for Design efforts for the Sitka Street Park project. Total project cost reduced by $2.274M from $4.114M to $1.841M.
- **NMO00009 Northern Lights Blvd Sidewalk Repairs** – Reduced the FY26 funding from $4.8M to $3.080M. Total project cost reduced by $2.4M from $7.830M to $5.430M.
- **Added a new project NMO00016 AMATS Minnesota Drive Sidewalk Repairs Rehabilitation** – Added $1.050M in FY26 for Design/ROW and $5.5M in BeyondFY26 for a total project cost of $6.550M. This project was originally a pathway pavement replacement project in Table 6 but was moved into Table 3 due to the increase in project scope.
- Update project description for **NMO00011 Campbell Creek Trail ~~Grade Separated~~ Crossing at Lake Otis Parkway** - Project would construct an ~~elevated~~ non-motorized crossing ~~over~~ at Lake Otis Blvd to connect the east and west portions of the Campbell Creek Trail.

Table 4 – Plans and Studies

- Updated Table 4 for the following projects:
  - **PLN00020 AMATS A/C Corridor Plan –** This plan was moved into the 2027-2030 TIP in FY29 as there was not enough time or staff resources to get this plan obligated in FY26.
  - Update project **PLN00003 Seward Highway to Glenn Highway Planning & Environmental Linkages (PEL)** with $200K. for funding needs in FY26.

Table 5 – Congestion Mitigation Air Quality (CMAQ)

- Updated Table 5 for the following projects:
  - **CMQ00015 Seniors and Youth Ride Free** move all funding from FY23-25 into project CMQ00018 Downtown Transit Center in FY26.
  - **Added a new project CMAQ00018 Downtown Transit Center –** Added $25.0M in Utilities/Construction funding in FY26. AMATS and DOT&PF are working together to try and use some of the State CMAQ funding for this project.
  - **Added a new project CMAQ00019 Transit Technology Modernization –** Added $350K in FY26 for the Public Transportation Department (PTD) use. AMATS staff worked with PTD to utilize some of the available AMATS funding in FY26
  - **Added a new project CMAQ00020 AnchorRIDES Fare Collection Upgrade –** Added $1.6M in FY26 for the Public Transportation Department (PTD) use. AMATS staff worked with PTD to utilize some of the available AMATS funding in FY26.

Table 6 – Pavement Replacement

- Updated Table 6 for the following projects:
  - Removed the I/L street project as it was moved into Table 2 as a Complete Street project.
  - Removed the Minnesota Drive pathway pavement projects as they were moved into Table 3 as a Non-motorized project.

Table 7 - HSIP

- Updated Table 7 for the following projects based on feedback from DOT&PF:
  - **HSP0019 Anchorage Flashing Yellow Arrow and Signal Head Display Improvements** - Moved the Utilities and Construction FY26 funding to BeyondFY26 and added $150K in FY26 for ROW.
  - Removed project **HSP0021 Old Seward Highway: Industry way/120th Ave Channelization** as the FY26 funding is moving to BeyondFY26 (FY27). This project is still

underway and just needs to be removed from the 23-26 TIP as there is no funding shown in the fiscal year of the program.

- **HSP0028 Northern Lights Blvd Road Die**t – FY26 funding removed and project removed from the TIP as no funding is shown in the fiscal years.
- **HSP0029 Ingra/Gambell Road Diet** – FY25 funding was never obligated and is removed. FY26 funding removed and project removed from the TIP as no funding is shown in the fiscal years.
- **HSP0030 Seward Highway Safety Corridor Variable Speed Limit** – FY26 funding increased by $210K for Utilities. Overall project cost increased by $210K from $5.360M to $5.570M.
- **HSP0033 Mountain view Drive Safety Improvements** – Removed the FY26 funding. Reduced the BeyondFY26 by $599K from $11.918M to $11.319M.
- Added new project **HSP0035 DTMF Active Railroad Crossing Signal Upgrade** with $52,560 in FY26 for Utilities.
- Added new project **HSP0036 CR Red Light Indicator and Retroreflective Backplates** with $19K in FY26 for Design work.
- Added new project **HSP0037 Regionwide System Retroreflective Back Plates at Signalized Intersection** with $162K in FY26 for Design work.
- Added new project **HSP0038 Central Regional FFY26-31 Fatal Crash Review Team and Rapid Response Fund** with $600K in FY26 for Implementation.
- Added new project **HSP0038 Ocean Dock Road 2 Track Signal System Upgrade** with $61.650K in FY26 for Design work.
- Added new project **HSP0040 Tudor Road at Wright Street and Dale Street – VRU Improvements** with $1.247M in FY26 for Design and $649K in Beyond FY26.

Table 8 - NHS

- Updated Table 8 for the following projects based on feedback from DOT&PF:
  - **NHS0005 AMATS Area NHS Pavement and Bridge Preservation** - Reduced the FY26 funding by $5.950 from $18.6M to $12.650M. Total project cost reduced by $5.950M from $208.526M to $202.577M.
  - **NHS0006 Glenn Highway Milepost 1-34 Rehabilitation: Airport Heights to Parks Highway [Parent and Final Construction]** add $3M in funding in FY26 in NHPP.
  - **NHS0012 Abbott Road Pavement Preservation: New Seward Highway to Lake Otis Parkway –** Moved the FY26 funding to BeyondFY26. No change to total project cost.
  - **NHS00013 Glenn Highway and Artillery Road Interchange Improvements –** Increased the FY26 funding by $100k from $3.6M to $3.7M. Reduced the BeyondFY26 funding by $20K from $67.150M to $67.130M. Total project cost increased by $80K from $73.450M to $73.530M.
  - **NHS0010 Glenn Highway and Hiland Road Interchange Preservation and Operational Improvements –** Moved the FY25 ROW funding to FY26, which reduced FY25 funding by $300K from $1.9M to $1.6M. Moved the FY26 Utilities/Construction funding to BeyondFY26 and reduced the total by $9K from $17.109M to $17.100M. Total project cost recued by $9K from $21.809M to $21.800M.
  - **NHS0009 Glenn Highway Incident Management Traffic Accommodations –** Reduced the BeyondFY26 funding by $2.131M from $9.900M to $7.769M. Total project cost reduced by $2.131M from $12.400M to $10.269M.
  - **Removed project NHS00017 Glenn Highway Incident Management Traffic Accommodations [Stage 1]** as requested by DOT&PF.
  - **NHS0006 Glenn Highway Milepost 1-34 Rehabilitation: Airport Heights to Parks Highway [Parent and Final Construction] –** Added FY26 ROW funding of $65K. Increased

the BeyondFY26 funding by $2.865M from $47.037M to $49.902M. Total project cost increased by $2.930M from $53.435M to $56.365M.

- **Removed project NHS0006 Glenn Highway Milepost 1-34 Rehabilitation: Airport Heights to Parks Highway [Stage 1, MP 1-12]** as requested by DOT&PF.
- **NHS0014 Seward Highway: 36th Ave Interchange –** Added $5.5M funding in FY26 for Design. Reduced the BeyondFY26 funding by $5.656M from $95.656M to $90M. Total project cost decreased by $156K from $97.656M to $97.500M.
- **NHS0008 Tudor Road Overcrossing Replacement –** Added FY26 Design funding of $1.0M. Increased the BeyondFY26 by $500K from $36.0M to $36.5M Total project cost increased by $1.5M from $40.0M to $41.5M.
- **NHS0016 Central Regional ADA Compliance Project –** Removed the FY26 funding. Total project cost decreased by $400K from $1.682M to $1.282M.

<u>**Table 10 – Other Federal, State, and Local Funded Projects within the AMATS area**</u>

- Updated Table 10 for the following projects
  - **OFS00002 AK094 & AK105 –** Moved FY25 funding to FY26 and reduced the amount by $24K. Total project cost reduced by $24K from $5.926M to $5.902M.
  - **OFS00004 Campbell Tract Facility Alternate Entrance Alignment –** Added new funding source FLAP with $250K in FY26 for Construction. Total project cost increased by $250K from $7.157M to $7.407M.
  - **OFS00013 SS4A Implementation Grant for Bragaw Street Corridor Safety Improvements** – Updated the project description to reflect the recent communication from FHWA and USDOT about lane reductions not being eligible for this funding source.
  - **Added project OFS000015 Rabbit Creek at 140th Avenue Drainage Improvements** with FY26 funding of $425K and Beyond FY26 funding of $2.537M and a total project cost of $2.962M as requested by the MOA as part of their PROTECT grant efforts.
  - **Added project OFS000016 Atelier Life Safety Access Road** with FY26 funding of $165K and Beyond FY26 funding of $660K and a total project cost of $825K as requested by the MOA as part of the Rural and Tribal Assistance (RTA) grant efforts.
  - **Added project OFS000017 Potter Valley Life Safety Access Road** with FY26 funding of $225K and Beyond FY26 funding of $900K and a total project cost of $1.125M as requested by the MOA as part of the Rural and Tribal Assistance (RTA) grant efforts.
  - Added new project **OFS000018 Radio Tower Road – NF Campbell Creek Culvert Replacement** with FY26 funding of $1.0M and Beyond FY26 funding of $780K.

<u>**PUBLIC COMMENT OVERVIEW**</u>

The first public review period ran for a 45-day review period from January 1st to February 15th. AMATS received 40 comments and responded to each in the attached comment response summary.

- 15 comments required clarification which AMATS staff provided in the response
- 13 comments showed support for projects in the Program
- 5 comment recommendations AMATS staff recommends carrying forward (36-40)
- 4 comments require guidance from the project team or another agency
- 3 comment expressed concerns over particular project aspects or delays

The second public review period ran for a 15-day review period from February 23rd to March 9th. AMATS received no further comments.

APPENDIX B

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, 2020-2024, in accordance with the 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 1704. These concentrations were arranged in order of magnitude and were assigned rank, where the highest concentration was rank = 1, and the lowest was rank = 1704. An abbreviated version of this table is shown below. During this period, the lowest PM_{10} concentration measured was 0 µg/m3 (rank = 1704) and the highest was 125.9 µg/m3 (rank = 1).

Table 1

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

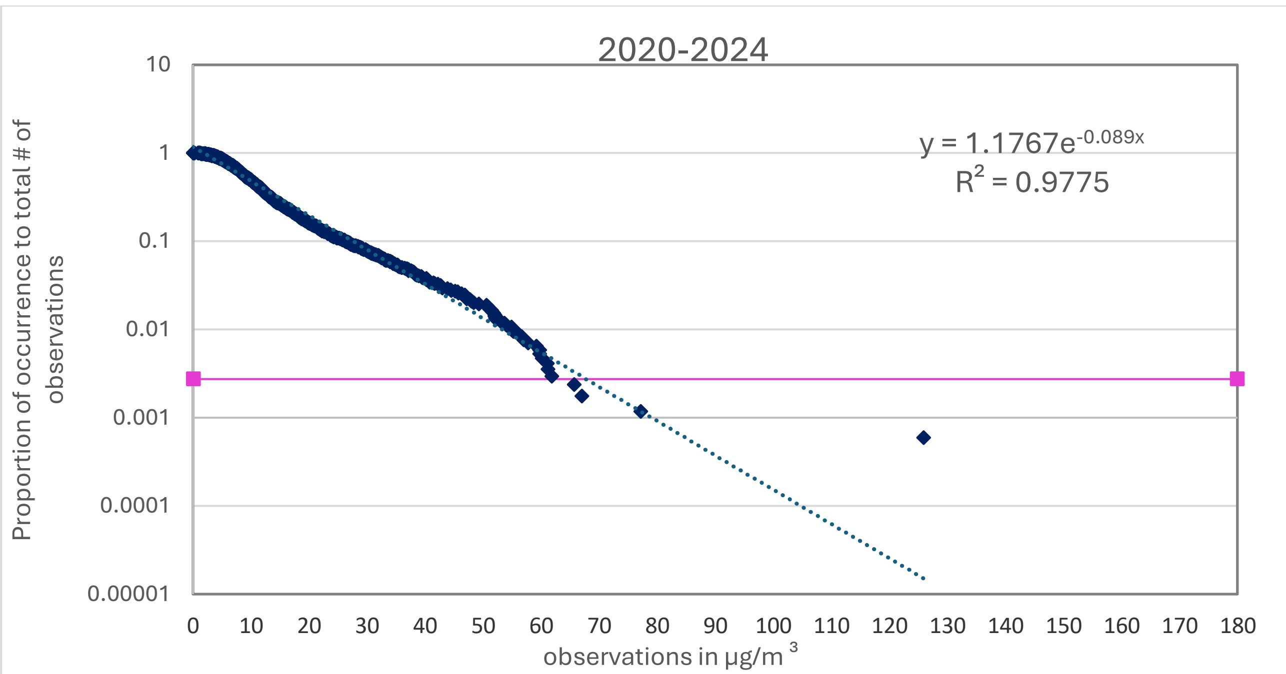
The Eagle River PM_{10} Design Value for comparison to the PM_{10} LMP eligibility criteria was determined from the empirical frequency plot of 24-hour PM_{10} data and was calculated as the concentration that corresponds to $P = 1/365$. This resulting concentration represents the highest expected concentration 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 = 1.1767 e-0.08949x

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

y = 1/365 = 0.00274 = 1.1767 e-0.08949x

Solving for x yields x = 67.7 µg/m3



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 67.7 µg/m^3.

Per EPA data handling rules for PM_{10} data, decimal values are truncated. Hence, the Eagle River PM_{10} DV for 2020-2024 is properly truncated to 67 µg/m3.

This design value is compliant with EPA's primary, PM_{10} LMP Qualification Criteria: ≤ 98 µg/m3.

Table 1. Four-Year Program Summary
AMATS FFY 2023-2026 TIP Amendment 4

PC Final
03/19/2026

Funding Code	FEDERAL FISCAL PROGRAMMING YEAR ($ in Thousands) October 1 - September 30				4-year total	
	2023	2024	2025	2026		
AMATS Surface Transportation Block Grant (AMATS STBG) (Tables 2, 3, 4, 5, & 10)						
AMATS STBG Project Cost	$28,155,300	$33,621,000	$27,895,855	$32,281,938	$121,954,093	
Carry Forward AMATS STBG Project Cost	$0	$0	$0	$13,065,646	$13,065,646	
AMATS STBG Project Match (State)	$1,602,321	$773,722	$614,853	$937,617	$3,928,513	
AMATS STBG Project Match (MOA)	$1,142,808	$2,491,375	$2,154,187	$3,523,108	$9,311,478	
AMATS STBG Total (Cost + Match)	**$30,900,429**	**$36,886,097**	**$30,664,895**	**$49,808,309**	**$148,259,730**	
AMATS STBG Federal Revenue	$28,155,300	$33,621,000	$27,895,855	$35,668,000	$125,340,155	
Carry Forward AMATS STBG Federal Revenue	$0	$0	$0	$14,093,000	$14,093,000	
AMATS STBG Revenue Match (State)	$1,602,321	$773,722	$614,853	$937,617	$3,928,513	
AMATS STBG Revenue Match (MOA)	$1,142,808	$2,491,375	$2,154,187	$3,523,108	$9,311,478	
AMATS STBG Total Revenue (Revenue + Match)	**$30,900,429**	**$36,886,097**	**$30,664,895**	**$54,221,725**	**$152,673,146**	
AMATS Transportation Alternatives Program (AMATS TAP) (Tables 3 & 4)						
AMATS TAP Project Cost	$818,730	$1,398,209	$1,250,256	$2,112,000	$5,579,195	
Carry Forward AMATS TAP Project Cost	$0	$0	$4,250,118	$0	$4,250,118	
AMATS TAP Match (State)	$0	$36,120	$0	$209,645	$245,765	
AMATS TAP Match (MOA)	$40,635	$102,671	$545,986	$0	$689,292	
AMATS TAP Total (Cost +Match)	**$859,365**	**$1,537,000**	**$6,046,360**	**$2,321,645**	**$10,764,370**	
AMATS TAP Federal Revenue	$818,730	$1,398,209	$2,050,000	$2,112,000	$6,378,939	
Carry Forward AMATS TAP Federal Revenue	$0	$0	$4,250,000	$0	$4,250,000	
AMATS TAP Revenue Match (State)	$0	$36,120	$0	$209,645	$245,765	
AMATS TAP Revenue Match (MOA)	$40,635	$102,671	$545,986	$0	$689,292	
AMATS TAP Total (Revenue +Match)	**$859,365**	**$1,537,000**	**$6,845,986**	**$2,321,645**	**$11,563,996**	
AMATS Carbon Reduction Program (AMATS CRP) (Tables 3 & 5)						
AMATS CRP Project Cost	$68,228	$2,705,300	$2,890,669	$3,835,000	$9,499,197	
Carry Forward AMATS CRP Project Cost	$0	$0	$2,649,046	$6,530,185	$9,179,231	
AMATS CRP Match (MOA)	$6,773	$268,538	$549,891	$934,069	$1,759,271	
AMATS CRP Total (Cost +Match)	**$75,001**	**$2,973,838**	**$6,089,606**	**$11,299,254**	**$20,437,699**	
AMATS CRP Federal Revenue	$68,228	$2,705,300	$2,890,715	$3,835,000	$9,499,243	
Carry Forward AMATS CRP Federal Revenue	$0	$0	$2,649,000	$6,530,185	$9,179,185	$0
AMATS CRP Revenue Match (MOA)	$6,773	$268,538	$549,891	$934,069	$1,759,271	
AMATS CRP Total (Revenue +Match)	**$75,001**	**$2,973,838**	**$6,089,606**	**$11,299,254**	**$20,437,699**	

Project estimates are shown in Year of Expenditure Dollars.

Table 1. Four-Year Program Summary
AMATS FFY 2023-2026 TIP Amendment 4

PC Final
03/19/2026

Funding Code	FEDERAL FISCAL PROGRAMMING YEAR ($ in Thousands) October 1 - September 30				4-year total
	2023	2024	2025	2026	
AMATS Congestion Mitigation Air Quality (AMATS CMAQ) (Table 5)					
AMATS CMAQ Project Cost	$1,982,000	$2,262,000	$2,323,000	$2,386,000	$8,953,000
AMATS CMAQ Match (State)	$97,410	$125,204	$135,052	$141,305	$498,971
AMATS CMAQ Match (Local)	$99,330	$99,330	$95,537	$95,537	$389,734
AMATS CMAQ Total (Cost +Match)	**$2,178,740**	**$2,486,534**	**$2,553,589**	**$2,622,842**	**$9,841,705**
AMATS CMAQ Federal Revenue	$1,982,000	$2,262,000	$2,323,000	$2,386,000	$8,953,000
AMATS CMAQ Revenue Match (State)	$97,410	$125,204	$135,052	$141,305	$498,971
AMATS CMAQ Revenue Match (Local)	$99,330	$99,330	$95,537	$95,537	$389,734
AMATS CMAQ Total (Revenue +Match)	**$2,178,740**	**$2,486,534**	**$2,553,589**	**$2,622,842**	**$9,841,705**
AMATS Coronavirus Response and Relief Supplemental Appropriations Act (AMATS CRRSAA) (Tables 2 & 4)					
AMATS CRRSAA Project Cost	$10,546,790	$0	$0	$0	$10,546,790
AMATS CRRSAA Total (Cost)	**$10,546,790**	**$0**	**$0**	**$0**	**$10,546,790**
AMATS CRRSAA Federal Revenue	$10,546,790	$0	$0	$0	$10,546,790
AMATS CRRSAA Total (Revenue)	**$10,546,790**	**$0**	**$0**	**$0**	**$10,546,790**
Other Funded Projects within the AMATS area outside the AMATS Allocation					
Highway Safety Improvement Program (Table 7)					
UnCat 148 Project Cost	$330,300	$1,831,950	$2,628,846	$152,100	$4,943,196
AC UnCat 148 Project Cost	$330,300	$1,831,950	$2,628,846	$152,100	$4,943,196
VRU Project Cost	$0	$0	$0	$16,138,151	$16,138,151
130 Project Cost	$0	$23,850	$0	$3,480,300	$3,504,150
HSIP Project Cost	$98,000	$3,282,000	$0	$52,560	$3,432,560
HSIP Penalty	$0	$0	$0	$4,254,487	$4,254,487
UnCat 148 Project Match (State)	$0	$0	$575,000	$150,000	$725,000
UnCat 148 Project Match (MOA)	$36,700	$203,550	$265,294	$15,000	$520,544
AC UnCat 148 Project Match (State)	$0	$0	$0	$1,793,128	$1,793,128
VRU Project Match (State)	$0	$0	$26,800	$0	$26,800
130 Project Match (State)	$0	$0	$0	$1,793,128	$1,793,128
HSIP Project Match (State)	$0	$2,650	$0	$386,700	$389,350
HSIP Total (Cost + Match)	**$795,300**	**$7,175,950**	**$6,124,786**	**$28,367,654**	**$42,463,690**
UnCat 148 Revenue	$330,300	$1,831,950	$2,628,846	$152,100	$4,943,196
AC UnCat 148 Revenue	$330,300	$1,831,950	$2,628,846	$152,100	$4,943,196
VRU Revenue	$0	$0	$0	$16,138,151	$16,138,151
130 Revenue	$0	$23,850	$0	$3,480,300	$3,504,150
HSIP Revenue	$98,000	$3,282,000	$0	$52,560	$3,432,560
HSIP Penalty	$0	$0	$0	$4,254,487	$4,254,487
UnCat 148 Revenue Match (State)	$0	$0	$575,000	$150,000	$725,000
UnCat 148 Revenue Match (MOA)	$36,700	$203,550	$265,294	$15,000	$520,544
AC UnCat 148 Revenue (State)	$0	$0	$0	$1,793,128	$1,793,128

Project estimates are shown in Year of Expenditure Dollars.

Table 1. Four-Year Program Summary
AMATS FFY 2023-2026 TIP Amendment 4

PC Final
03/19/2026

Funding Code	FEDERAL FISCAL PROGRAMMING YEAR ($ in Thousands) October 1 - September 30				4-year total
	2023	2024	2025	2026	
VRU Revenue Match (State)	$0	$0	$26,800	$0	$26,800
130 Revenue Match (State)	$0	$0	$0	$1,793,128	$1,793,128
HSIP Revenue Match (State)	$0	$2,650	$0	$386,700	$389,350
HSIP Total Revenue	**$795,300**	**$7,175,950**	**$6,124,786**	**$28,367,654**	**$42,463,690**
National Highway Performance Program (Table 8)					
NHPP Project Cost	$24,062,022	$26,079,100	$495,000	$26,454,470	$77,090,592
NHPP-AC Project Cost	$0	$0	$7,059,480	$3,789,420	$10,848,900
NHPP Project Match (State)	$0	$0	$1,415,240	$0	$1,415,240
NHPP Total (Cost + Match)	**$24,062,022**	**$26,079,100**	**$8,969,720**	**$30,243,890**	**$89,354,732**
NHPP Federal Revenue	$24,062,022	$26,079,100	$495,000	$26,454,470	$77,090,592
NHPP-AC Federal Revenue	$0	$0	$7,059,480	$3,789,420	$10,848,900
NHPP Match Revenue (State)	$0	$0	$1,415,240	$0	$1,415,240
NHPP Total Revenue	**$24,062,022**	**$26,079,100**	**$8,969,720**	**$30,243,890**	**$89,354,732**
Transit Capital FTA Section 5307 to MOA (Table 9)					
FTA 5307 to MOA Project Cost	$6,287,000	$6,923,000	$4,950,000	$4,955,000	$23,115,000
FTA 5307 to MOA Project Match (Local)	$1,572,000	$1,730,750	$1,237,500	$1,253,500	$5,793,750
FTA 5307 to MOA Total (Cost +Match)	**$7,859,000**	**$8,653,750**	**$6,187,500**	**$6,208,500**	**$28,908,750**
FTA 5307 to MOA Federal Revenue	$6,287,000	$6,923,000	$4,950,000	$4,955,000	$23,115,000
FTA 5307 to MOA Match Revenue (Local)	$1,572,000	$1,730,750	$1,237,500	$1,253,500	$5,793,750
FTA 5307 to MOA Total Revenue	**$7,859,000**	**$8,653,750**	**$6,187,500**	**$6,208,500**	**$28,908,750**
Transit Capital FTA Section 5310 to MOA (Table 9)					
FTA 5310 to MOA Project Cost	$263,000	$273,000	$192,000	$192,000	$920,000
FTA 5310 to MOA Project Match (Local)	$66,000	$68,000	$48,000	$48,000	$230,000
FTA 5310 to MOA Total (Cost +Match)	**$329,000**	**$341,000**	**$240,000**	**$240,000**	**$1,150,000**
FTA 5310 to MOA Federal Revenue	$263,000	$273,000	$192,000	$192,000	$920,000
FTA 5310 to MOA Match Revenue (Local)	$66,000	$68,000	$48,000	$48,000	$230,000
FTA 5310 to MOA Total Revenue	**$329,000**	**$341,000**	**$240,000**	**$240,000**	**$1,150,000**
Transit Capital FTA Section 5339 to MOA (Table 9)					
FTA 5339 to MOA Project Cost	$565,000	$636,000	$576,000	$2,376,000	$4,153,000
FTA 5339 to MOA Project Match (Local)	$141,000	$159,000	$144,000	$594,000	$1,038,000
FTA 5339 to MOA Total (Cost +Match)	**$706,000**	**$795,000**	**$720,000**	**$2,970,000**	**$5,191,000**
FTA 5339 to MOA Federal Revenue	$565,000	$636,000	$576,000	$2,376,000	$4,153,000
FTA 5339 to MOA Match Revenue	$141,000	$159,000	$144,000	$594,000	$1,038,000
FTA 5339 to MOA Total Revenue	**$706,000**	**$795,000**	**$720,000**	**$2,970,000**	**$5,191,000**

Project estimates are shown in Year of Expenditure Dollars.

Table 1. Four-Year Program Summary
AMATS FFY 2023-2026 TIP Amendment 4

PC Final
03/19/2026

Funding Code	FEDERAL FISCAL PROGRAMMING YEAR ($ in Thousands) October 1 - September 30				4-year total
	2023	2024	2025	2026	
Transit Capital FTA Section 5307 to ARRC (Table 9)					
FTA 5307 to ARRC Project Cost	$2,920,000	$3,380,000	$1,597,600	$1,100,000	$8,997,600
FTA 5307 to ARRC Project Match (ARRC)	$730,000	$845,000	$399,400	$275,000	$2,249,400
FTA 5307 to ARRC Total (Cost + Match)	**$3,650,000**	**$4,225,000**	**$1,997,000**	**$1,375,000**	**$11,247,000**
FTA 5307 to ARRC Federal Revenue	$2,920,000	$3,380,000	$1,597,600	$1,100,000	$8,997,600
FTA 5307 to ARRC Match Revenue	$730,000	$845,000	$399,400	$275,000	$2,249,400
FTA 5307 to ARRC Total Revenue	**$3,650,000**	**$4,225,000**	**$1,997,000**	**$1,375,000**	**$11,247,000**
Transit Capital FTA Section 5337 [State of Good Repair] to ARCC (Table 9)					
FTA 5337 to ARRC Project Cost	$10,280,000	$1,204,000	$8,160,000	$7,760,000	$27,404,000
FTA 5337 to ARRC Project Match (ARRC)	$2,570,000	$1,300,000	$2,040,000	$1,940,000	$7,850,000
FTA 5337 to ARRC Total (Cost + Match)	**$12,850,000**	**$2,504,000**	**$10,200,000**	**$9,700,000**	**$35,254,000**
FTA 5337 to ARRC Federal Revenue	$10,280,000	$1,204,000	$8,160,000	$7,760,000	$27,404,000
FTA 5337 to ARRC Match Revenue	$2,570,000	$1,300,000	$2,040,000	$1,940,000	$7,850,000
FTA 5337 to ARRC Total Revenue	**$12,850,000**	**$2,504,000**	**$10,200,000**	**$9,700,000**	**$35,254,000**
State STBG, State CMAQ, ACCS Partners, State NEVI, & State GF (Tables 5, 8 & 10)					
State STBG Project Cost	$4,476,634	$0	$17,201,200	$981,513	$22,659,347
State CMAQ Project Cost	$0	$1,364,550	$454,850	$0	$1,819,400
ACCS Partners Project Cost	$0	$0	$56,700,000	$0	$56,700,000
State NEVI Project Cost	$0	$600,000	$600,000	$0	$1,200,000
State GF Project Cost	$1,000,000	$2,700,000	$0	$0	$3,700,000
State STBG Project Match (State)	$0	$0	$1,470,240	$181,300	$1,651,540
State CMAQ Project Match (MOA)	$0	$0	$0	$0	$0
State CMAQ Project Match (State)	$0	$135,450	$45,150	$0	$180,600
State NEVI Project Match (Third Party)	$0	$0	$0	$0	$0
State STBG, State CMAQ, ACCS Partners, State NEVI, & State GF Total Cost	**$5,476,634**	**$4,800,000**	**$76,471,440**	**$1,162,813**	**$87,910,887**
State STBG Federal Revenue	$4,476,634	$0	$17,201,200	$981,513	$22,659,347
State CMAQ Federal Revenue	$0	$1,364,550	$454,850	$0	$1,819,400
ACCS Partners Revenue	$0	$0	$56,700,000	$0	$56,700,000
State NEVI Federal Revenue	$0	$600,000	$600,000	$0	$1,200,000
State GF Revenue	$1,000,000	$2,700,000	$0	$0	$3,700,000
State STBG Revenue Match (State)	$0	$0	$1,470,240	$181,300	$1,651,540
State CMAQ Revenue Match (State)	$0	$135,450	$45,150	$0	$180,600
State CMAQ Revenue Match (MOA)	$0	$0	$0	$0	$0
State NEVI Revenue Match (Third Party)	$0	$0	$0	$0	$0
State STBG, State CMAQ, ACCS Partners, State NEVI, & State GF Total Revenue	**$5,476,634**	**$4,800,000**	**$76,471,440**	**$1,162,813**	**$87,910,887**

Project estimates are shown in Year of Expenditure Dollars.

Table 1. Four-Year Program Summary
AMATS FFY 2023-2026 TIP Amendment 4

PC Final
03/19/2026

Funding Code	FEDERAL FISCAL PROGRAMMING YEAR ($ in Thousands) October 1 - September 30				4-year total
	2023	2024	2025	2026	
Discretionary Grants (Tables 5 & 10)					
AOPPP Grant Project Cost	$450,000	$0	$0	$0	$450,000
SS4A Grant Project Cost	$0	$0	$0	$5,000,000	$5,000,000
WCPP Grant Project Cost	$0	$0	$626,659	$0	$626,659
BUILD Grant Project Cost	$0	$0	$14,240,000	$0	$14,240,000
FLAP Project Cost	$0	$0	$0	$250,000	$250,000
PROTECT Grant Project Cost	$0	$0	$0	$386,623	$386,623
RTA Grant Project Cost	$0	$0	$0	$390,000	$390,000
AOPPP Grant Match (MOA)	$50,000	$0	$0	$0	$50,000
SS4A Grant Match (MOA)	$0	$0	$0	$1,250,000	$1,250,000
WCPP Grant Match (State)	$0	$0	$62,204	$0	$62,204
BUILD Grants Match (Other)	$0	$0	$3,560,000	$0	$3,560,000
PROTECT Grant Match (MOA)	$0	$0	$0	$38,378	$38,378
Grants Total (Cost +Match)	**$500,000**	**$0**	**$18,488,863**	**$7,315,001**	**$26,303,864**
AOPPP Grant Revenue	$450,000	$0	$0	$0	$450,000
SS4A Grant Project Revenue	$0	$0	$0	$5,000,000	$5,000,000
WCPP Grant Project Revenue	$0	$0	$626,659	$0	$626,659
BUILD Grant Project Revenue	$0	$0	$14,240,000	$0	$14,240,000
FLAP Project Revenue	$0	$0	$0	$250,000	$250,000
PROTECT Grant Project Revenue	$0	$0	$0	$386,623	$386,623
RTA Grant Project Revenue	$0	$0	$0	$390,000	$390,000
AOPPP Grant Revenue Match (MOA)	$50,000	$0	$0	$0	$50,000
SS4A Grant Revenue Match (MOA)	$0	$0	$0	$1,250,000	$1,250,000
WCPP Grant Revenue Match (State)	$0	$0	$62,204	$0	$62,204
BUILD Grant Revenue Match (Other)	$0	$0	$3,560,000	$0	$3,560,000
PROTECT Grant Revenue Match (MOA)	$0	$0	$0	$38,378	$38,378
Grants Total (Revenue +Match)	**$500,000**	**$0**	**$18,488,863**	**$7,315,001**	**$26,303,864**
Grand Total Cost	**$100,788,281**	**$98,457,269**	**$174,753,759**	**$153,634,908**	**$527,634,217**
Grand Total Revenue					**$532,847,259**

Project estimates are shown in Year of Expenditure Dollars.

Table 2. Complete Streets
AMATS FFY 2023-2026 TIP Amendment 4

PC Final
03/19/2026

Grandfathered Project	Responsible Agency	TIP Need ID*	PROJECT LOCATION	PROJECT PHASING PLAN	FUND CODE	FEDERAL FISCAL PROGRAMMING YEAR October 1 - September 30: 2023	2024	2025	2026	Estimated funding needs after 2026	Est project cost 2023-2026	Project Cost Pre-2023	Est total project cost
Yes	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.	2023 - Utilities	AMATS STBG	$4,548,500	$0	$0	$0	*$0*	$4,548,500	$45,236,652	$49,785,152
					State Match for AMATS STBG	$451,500	$0	$0	$0	*$0*	$451,500	$4,490,348	$4,941,848
				Total		**$5,000,000**	**$0**	**$0**	**$0**	***$0***	**$5,000,000**	**$49,727,000**	**$54,727,000**
Yes	DOT&PF	RDY00001	**Fireweed Lane Rehabilitation** [Spenard Road to Seward Highway] - This project would rehabilitate Fireweed Lane from Spenard Road to the Seward Highway and include a road diet, changing Fireweed from 4 lanes to a maximum of 3 lanes (2 with a center turn lane). This project would also include non-motorized improvements.	2023 - D 2026 - D/ROW	AMATS STBG	$2,501,675	$0	$0	$0	*$42,983,325*	$2,501,675	$909,700	$46,394,700
					State Match for AMATS STBG	$248,325	$0	$0	$0	*$4,266,675*	$248,325	$90,300	$4,605,300
					Carry Forward AMATS STBG	$0	$0	$0	$0	*$0*	$0	$909,700	$909,700
					State Match for Carry Forward AMATS STBG	$0	$0	$0	$0	*$0*	$0	$90,300	$90,300
				Total		**$2,750,000**	**$0**	**$0**	**$0**	***$47,250,000***	**$2,750,000**	**$2,000,000**	**$52,000,000**
Yes	DOT&PF	RDY00003	**Spenard Road Rehabilitation** [Benson Blvd to Minnesota Dr] - Project will rehabilitate to improve traffic flow. This project would also include non-motorized improvements.	2024 - ROW 2026 - D	AMATS STBG	$0	$3,365,890	$0	$909,700	*$18,194,000*	$4,275,590	$4,548,500	$27,018,090
					MOA Match for AMATS STBG	$0	$167,055	$0	$45,150	*$903,000*	$212,205	$225,750	$1,340,955
					State Match for AMATS STBG	$0	$167,055	$0	$45,150	*$903,000*	$212,205	$225,750	$1,340,955
				Total		**$0**	**$3,700,000**	**$0**	**$1,000,000**	***$20,000,000***	**$4,700,000**	**$5,000,000**	**$29,700,000**
Yes	DOT&PF	RDY00005	**Rabbit Creek Road Rehabilitation** [Seward Highway to Goldenview Drive] - Project would rehabilitate 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.	2026 - D	AMATS STBG	$0	$0	$0	$682,275	*$30,020,100*	$682,275	$1,364,550	$32,066,925
					State Match for AMATS STBG	$0	$0	$0	$67,725	*$2,979,900*	$67,725	$135,450	$3,183,075
				Total		**$0**	**$0**	**$0**	**$750,000**	***$33,000,000***	**$750,000**	**$1,500,000**	**$35,250,000**
Yes	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.	2023 - D 2024 - D/ROW 2025 - D 2026 - U/C	AMATS STBG	$100,066	$545,820	$818,730	$0	*$0*	$1,464,616	$454,850	$1,919,466
					MOA Match for AMATS STBG	$4,966	$27,090	$40,635	$0	*$0*	$72,691	$22,575	$95,266
					State Match for AMATS STBG	$4,966	$27,090	$40,635	$0	*$0*	$72,691	$22,575	$95,266
					Carry Forward AMATS STBG	$0	$0	$0	$9,733,790	*$0*	$9,733,790	$0	$9,733,790
					MOA Match for Carry Forward AMATS STBG	$0	$0	$0	$483,105	*$0*	$483,105	$0	$483,105
					State Match for Carry Forward AMATS STBG	$0	$0	$0	$483,105	*$0*	$483,105	$0	$483,105
				Total		**$109,999**	**$600,000**	**$900,000**	**$10,700,000**	***$0***	**$12,309,999**	**$500,000**	**$12,809,999**
Yes	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.	2024 - D 2026 - D/ROW	AMATS STBG	$0	$727,760	$0	$1,410,035	*$6,413,385*	$2,137,795	$454,850	$9,006,030
					State Match for AMATS STBG	$0	$72,240	$0	$139,965	*$636,615*	$212,205	$45,150	$893,970
				Total		**$0**	**$800,000**	**$0**	**$1,550,000**	***$7,050,000***	**$2,350,000**	**$500,000**	**$9,900,000**
Yes	DOT&PF	RDY00010	**Mountain Air Drive** [Rabbit Creek Road to Sandpiper Drive] - Extend Mountain Air Drive from Rabbit Creek Road to Sandpiper Drive. Recommend separated pathway. Purpose: Circulation, access, and safety.	2023 - D 2024 - D 2026 - ROW	AMATS STBG	$454,850	$682,275	$0	$1,364,550	*$10,461,550*	$2,501,675	$909,700	$13,872,925
					MOA Match for AMATS STBG	$45,150	$67,725	$0	$135,450	*$1,038,450*	$248,325	$90,300	$1,377,075
				Total		**$500,000**	**$750,000**	**$0**	**$1,500,000**	***$11,500,000***	**$2,750,000**	**$1,000,000**	**$15,250,000**

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

Table 2. Complete Streets
AMATS FFY 2023-2026 TIP Amendment 4

PC Final
03/19/2026

Grandfathered Project	Responsible Agency	TIP Need ID*	PROJECT LOCATION	PROJECT PHASING PLAN	FUND CODE	FEDERAL FISCAL PROGRAMMING YEAR October 1 - September 30				Estimated funding needs after 2026	Est project cost 2023-2026	Project Cost Pre-2023	Est total project cost
						2023	2024	2025	2026				
Yes	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.	2025 - D 2026 - ROW	AMATS STBG	$0	$0	$909,700	$306,944	*$12,462,890*	$1,216,644	$1,819,400	$15,498,934
					MOA Match for AMATS STBG	$0	$0	$90,300	$30,468	*$1,237,110*	$120,768	$180,600	$1,538,478
					Carry Forward AMATS STBG	$0	$0	$0	$3,331,856	*$0*	$3,331,856	$0	$3,331,856
					MOA Match for Carry Forward AMATS STBG	$0	$0	$0	$330,732	*$0*	$330,732	$0	$330,732
				Total		**$0**	**$0**	**$1,000,000**	**$4,000,000**	***$13,700,000***	**$5,000,000**	**$2,000,000**	**$20,700,000**
Yes	DOT&PF	RDY00012	**Motorized Pavement Replacement Program -** This program will provide a single funding source for several pavement overlay and/or replacement projects. Improvements are also expected to include ADA and some existing curb and sidewalk repair. May include those projects listed in Table 6 or other priorities.	2023-2026 Programming	AMATS STBG	$4,924,965	$8,064,226	$3,862,586	$0	*$18,194,000*	$16,851,777	$0	$35,045,777
					AMATS CRRSAA	$6,631,000	$0	$0	$0	*$0*	$6,631,000	$0	$6,631,000
					State Match for AMATS STBG	$244,435	$400,242	$191,707	$0	*$903,000*	$836,383	$0	$1,739,383
					MOA Match for AMATS STBG	$244,435	$400,242	$191,707	$0	*$903,000*	$836,383	$0	$1,739,383
				Total		**$12,044,835**	**$8,864,709**	**$4,246,000**	**$0**	***$20,000,000***	**$25,155,544**	**$0**	**$45,155,544**
No	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	AMATS STBG	$0	$573,111	$336,589	$336,589	*$2,292,444*	$1,246,289	$0	$3,538,733
					AMATS CRRSAA	$1,890,000	$0	$0	$0	*$0*	$1,890,000	$0	$1,890,000
					MOA Match for AMATS STBG	$0	$56,889	$33,411	$33,411	*$227,556*	$123,711	$0	$351,267
				Total		**$1,890,000**	**$630,000**	$370,000	$370,000	***$2,520,000***	**$3,260,000**	**$0**	**$5,780,000**
No	DOT&PF	RDY00015	**Spenard Road Rehabilitation** [Minnesota Drive to Northwood Drive] - Project would rehabilitate Spenard Road from Minnesota Drive to Northwood Drive and include intersection improvements. Project would include non-motorized improvements and consider adjacent land use.	2025 - D	AMATS STBG	$0	$0	$1,637,460	$0	*$16,413,899*	$1,637,460	$0	$18,051,359
					MOA Match for AMATS STBG	$0	$0	$81,270	$0	*$814,650*	$81,270	$0	$895,920
					State Match for AMATS STBG	$0	$0	$81,270	$0	*$814,650*	$81,270	$0	$895,920
				Total		**$0**	**$0**	**$1,800,000**	**$0**	***$18,043,200***	**$1,800,000**	**$0**	**$19,843,200**
No	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	AMATS STBG	$0	$1,091,640	$0	$0	*$9,460,880*	$1,091,640	$0	$10,552,520
					MOA Match for AMATS STBG	$0	$108,360	$0	$0	*$939,120*	$108,360	$0	$1,047,480
				Total		**$0**	**$1,200,000**	**$0**	**$0**	***$10,400,000***	**$1,200,000**	**$0**	**$11,600,000**
No	DOT&PF	RDY00018	**3rd Avenue Reconstruction** [E Street to Gambell Street] **-** The purpose of the project is to reconstruct 3rd Ave from E Street to Gambell Street. This project will look at lane reductions, parking removal, lower speed limits, changing from a one-way to two-way from A Street to Gambell Street, lighting and signal upgrades, signal to all-way stop conversions, non-motorized facilities, drainage upgrades, and other improvements as needed to meet ADA requirements.	2023 - D 2025 - D 2026 - D	AMATS STBG	$791,439	$0	$363,880	$1,091,640	*$14,964,565*	$2,246,959	$0	$17,211,524
					MOA Match for AMATS STBG	$39,281	$0	$18,060	$54,180	*$742,718*	$111,521	$0	$854,238
					State Match for AMATS STBG	$39,281	$0	$18,060	$54,180	*$742,718*	$111,521	$0	$854,238
				Total		**$870,000**	**$0**	**$400,000**	**$1,200,000**	***$16,450,000***	**$2,470,000**	**$0**	**$18,920,000**
No	DOT&PF	RDY00019	**32nd Ave Upgrade** [Lois Drive to Minnestoa Drive] - Project would upgrade 32nd Ave from Lois Drive to Minnesota Drive. This project would look at including lighting upgrades, addition of non-motorized facilities, and drainage upgrades were possible.	2023 - D	AMATS STBG	$1,182,610	$0	$0	$0	*$12,735,800*	$1,182,610	$0	$13,918,410
					MOA Match for AMATS STBG	$117,390	$0	$0	$0	*$1,264,200*	$117,390	$0	$1,381,590
				Total		**$1,300,000**	**$0**	**$0**	**$0**	***$14,000,000***	**$1,300,000**	**$0**	**$15,300,000**
No	DOT&PF	RDY00020	**Dale Street and Folker Street Upgrade** [Tudor Road to 40th Ave] - Project would upgrade Dale Street and Folker from Tudor Road to 40th Ave to current local standards. This project will include non-motorized facilities on Dale Street from Tudor Road to 40th Ave to link up with the non-motorized facilities on Tudor Road and 40th Ave. This project would look at including lighting upgrades, non-motorized facilities, and drainage upgrades were possible. Project would include	2025 - D	AMATS STBG	$0	$0	$909,700	$0	*$10,668,962*	$909,700	$0	$11,578,662
					MOA Match for AMATS STBG	$0	$0	$90,300	$0	*$1,059,038*	$90,300	$0	$1,149,338

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

Grandfathered Project	Responsible Agency	TIP Need ID*	PROJECT LOCATION	PROJECT PHASING PLAN	FUND CODE	FEDERAL FISCAL PROGRAMMING YEAR				Estimated funding needs after 2026	Est project cost 2023-2026	Project Cost Pre-2023	Est total project cost
						October 1 - September 30							
						2023	2024	2025	2026				
			intersection improvements.	**Total**		**$0**	**$0**	**$1,000,000**	**$0**	***$11,728,000***	**$1,000,000**	**$0**	**$12,728,000**
Yes	DOT&PF	RDY00021	**L/I Street** Rehabilitation [3rd Ave to 15th Ave] - Project would rehabilitate L/I Street from 15th Ave to 3rd Ave to reduce lanes, reduce speeds, intersection improvemetns, and active transportation improvements. Project design should be consistent with the Minnosota I/L Corridor Plan recommendations.	2026 - ROW	AMATS STBG	$0	$0	$0	$45,485	*$4,548,500*	$45,485	$0	$4,593,985
					State Match for AMATS STBG	$0	$0	$0	$4,515	*$451,500*	$4,515	$0	$456,015
				Total		**$0**	**$0**	**$0**	**$50,000**	***$5,000,000***	**$50,000**	**$0**	**$5,050,000**
The contingency list of projects for each year will consist of the following year's projects.				AMATS STBG Totals		**$14,504,105**	**$15,050,722**	**$8,838,645**	**$6,147,218**	***$209,814,300***	**$44,540,691**	**$55,698,202**	**$310,053,192**
				AMATS CRRSAA Totals		**$8,521,000**	**$0**	**$0**	**$0**	***$0***	**$8,521,000**	**$0**	**$8,521,000**
				Carry Forward AMATS STBG Totals		**$0**	**$0**	**$0**	**$13,065,646**	***$0***	**$13,065,646**	**$909,700**	**$13,975,346**
				State Match for AMATS STBG Totals		**$988,507**	**$666,627**	**$331,672**	**$311,535**	***$11,698,058***	**$2,298,340**	**$5,009,573**	**$19,005,971**
				MOA Match for AMATS STBG Totals		**$451,222**	**$827,361**	**$545,683**	**$298,659**	***$9,128,842***	**$2,122,924**	**$519,225**	**$11,770,992**
				State Match for Carry Forward AMATS		**$0**	**$0**	**$0**	**$483,105**	***$0***	**$483,105**	**$0**	**$483,105**
				MOA Match for Carry Forward AMATS STBG Totals		**$0**	**$0**	**$0**	**$813,837**	***$0***	**$813,837**	**$0**	**$813,837**
				Total		**$24,464,834**	**$16,544,709**	**$9,716,000**	**$21,120,000**	**$230,641,200**	**$71,845,543**	**$62,136,700**	**$364,623,443**

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

Table 3. Active Transportation
AMATS FFY 2023-2026 TIP Amendment 4

PC Final
03/19/2026

Grandfathered Project	Responsible Agency	TIP Need ID*	PROJECT LOCATION	PROJECT PHASING PLAN	FUND CODE	FEDERAL FISCAL PROGRAMMING YEAR October 1 - September 30 2023	2024	2025	2026	Estimated funding needs after 2026	Est project cost 2023-2026	Project Cost Pre-2023	Est total project cost
Yes	DOT&PF	TAP00001	**Chugach Foothills Connector, Phase II -** Project will construct a multi-use path on Tudor Road between Regal Mountain Drive and Campbell Airstrip Road.	2023 - U/C	AMATS STBG	$227,425	$0	$0	$0	*$0*	$227,425	$0	$227,425
					MOA Match for AMATS STBG	$22,575	$0	$0	$0	*$0*	$22,575	$0	$22,575
				Total		**$250,000**	**$0**	**$0**	**$0**	***$0***	**$250,000**	**$0**	**$250,000**
Yes	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.	2024 - D 2025 - ROW/U/C 2026 - D	AMATS STBG	$0	$0	$4,798,341	$335,224	*$0*	$5,133,565	$1,728,430	$6,861,995
					MOA Match for AMATS STBG	$0	$0	$476,300	$33,276	*$0*	$509,576	$171,570	$681,146
					AMATS TAP	$0	$670,449	$1,250,256	$0	*$0*	$1,920,704	$0	$1,920,704
					MOA Match for AMATS TAP	$0	$66,551	$124,105	$0	*$0*	$190,656	$0	$190,656
					AMATS CRP	$0	$0	$2,390,237	$0	*$0*	$2,390,237	$0	$2,390,237
					MOA Match for AMATS CRP	$0	$0	$237,263	$0	*$0*	$237,263	$0	$237,263
					Carry Forward AMATS CRP	$0	$0	$2,649,046	$0	*$0*	$2,649,046	$0	$2,649,046
					MOA Match for Carry Forward AMATS CRP	$0	$0	$262,954	$0	*$0*	$262,954	$0	$262,954
					Carry Forward AMATS TAP	$0	$0	$4,250,118	$0	*$0*	$4,250,118	$0	$4,250,118
					MOA Match for Carry Forward AMATS TAP	$0	$0	$421,882	$0	*$0*	$421,882	$0	$421,882
				Total		**$0**	**$737,000**	**$16,860,501**	**$368,500**	***$0***	**$17,966,001**	**$1,900,000**	**$19,866,001**
Yes	DOT&PF	NMO00002	**Fish Creek Trail Connection** [Northern Lights Blvd to the Tony Knowles Coastal Trail] - This project will construct a connection of the Fish Creek Trail to the Tony Knowles Coastal Trail.	2024 - D/ROW 2025 - D 2026 - D/ROW	AMATS STBG	$0	$0	$773,245	$0	*$14,327,775*	$773,245	$1,637,460	$16,738,480
					MOA Match for AMATS STBG	$0	$0	$76,755	$0	*$1,422,225*	$76,755	$162,540	$1,661,520
					AMATS TAP	$0	$363,880	$0	$0	*$0*	$363,880	$0	$363,880
					MOA Match for AMATS TAP	$0	$36,120	$0	$0	*$0*	$36,120	$0	$36,120
					AMATS CRP	$0	$0	$0	$864,215	*$0*	$864,215	$0	$864,215
					MOA Match for AMATS CRP	$0	$0	$0	$85,785	*$0*	$85,785	$0	$85,785
					Carry Forward AMATS CRP	$0	$0	$0	$0	*$0*	$0	$0	$0
					MOA Match for Carry Forward AMATS CRP	$0	$0	$0	$0	*$0*	$0	$0	$0
				Total		**$0**	**$400,000**	**$850,000**	**$950,000**	***$15,750,000***	**$2,200,000**	**$1,800,000**	**$19,750,000**
Yes	DOT&PF	NMO00006	**Potter Marsh Improvements -** This project would make improvements to the Potter Marsh southern parking facility.	2024 - C	AMATS STBG	$0	$106,435	$0	$0	*$0*	$106,435	$647,706	$754,141
					State Match for AMATS STBG	$0	$10,565	$0	$0	*$0*	$10,565	$64,294	$74,859
				Total		**$0**	**$117,000**	**$0**	**$0**	***$0***	**$117,000**	**$712,000**	**$829,000**
Yes	DOT&PF	NMO00008	**Active Transportation Pavement Replacement -** This program will provide a single funding source for active transportation pavement replacement projects. May include those projects listed in Table 6 or other priorities.	2023-2026 - Programming	AMATS STBG	$957,914	$307,479	$0	$409,365	*$0*	$1,674,758	$0	$1,674,758
					State Match for AMATS STBG	$47,543	$15,261	$0	$20,318	*$0*	$83,121	$0	$83,121
					MOA Match for AMATS STBG	$47,543	$15,261	$0	$20,318	*$0*	$83,121	$0	$83,121
				Total		**$1,053,000**	**$338,000**	**$0**	**$450,000**	***$0***	**$1,841,000**	**$0**	**$1,841,000**
No	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 2025 - ROW 2026 - U/C	AMATS STBG	$1,182,610	$0	$0	$1,235,696	*$0*	$2,418,306	$955,185	$3,373,491
					State Match for AMATS STBG	$117,390	$0	$0	$122,659	*$0*	$240,049	$94,815	$334,864
					AMATS TAP	$0	$0	$0	$1,566,180	*$0*	$1,566,180	$0	$1,566,180
					State Match for AMATS TAP	$0	$0	$0	$155,465	*$0*	$155,465	$0	$155,465
				Total		**$1,300,000**	**$0**	**$0**	**$3,080,000**	***$0***	**$4,380,000**	**$1,050,000**	**$5,430,000**

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

Grandfathered Project	Responsible Agency	TIP Need ID*	PROJECT LOCATION	PROJECT PHASING PLAN	FUND CODE	FEDERAL FISCAL PROGRAMMING YEAR, October 1 - September 30: 2023	2024	2025	2026	Estimated funding needs after 2026	Est project cost 2023-2026	Project Cost Pre-2023	Est total project cost
No	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	AMATS TAP	$0	$0	$0	$545,820	*$4,912,380*	$545,820	$0	$5,458,200
					State Match for AMATS TAP	$0	$0	$0	$54,180	*$487,620*	$54,180	$0	$541,800
				Total		**$0**	**$0**	**$0**	**$600,000**	***$5,400,000***	**$600,000**	**$0**	**$6,000,000**
No	DOT&PF	NMO00011	**Campbell Creek Trail Crossing at Lake Otis Parkway -** Project would construct an non-motorized crossing at Lake Otis Blvd to connect the east and west portions of the Campbell Creek Trail.	2023 - D 2026 - D	AMATS STBG	$773,245	$0	$0	$1,182,610	*$9,460,880*	$1,955,855	$0	$11,416,735
					MOA Match for AMATS STBG	$76,755	$0	$0	$117,390	*$939,120*	$194,145	$0	$1,133,265
					AMATS TAP	$409,365	$0	$0	$0	*$0*	$409,365	$0	$409,365
					MOA Match for AMATS TAP	$40,635	$0	$0	$0	*$0*	$40,635	$0	$40,635
				Total		**$1,300,000**	**$0**	**$0**	**$1,300,000**	***$10,400,000***	**$3,200,000**	**$0**	$13,600,000
No	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	AMATS STBG	$90,970	$90,970	$227,425	$227,425	*$909,700*	$636,790	$0	$1,546,490
					In-Kind MOA Match for AMATS STBG	$9,030	$9,030	$22,575	$22,575	*$90,300*	$63,210	$0	$153,510
				Total		**$100,000**	**$100,000**	**$250,000**	**$250,000**	***$1,000,000***	**$700,000**	**$0**	**$1,700,000**
No	DOT&PF	NMO00015	**Eagle River Road Pathway** [Eagle River Loop Road to Mile Hi Avenue] **-** Project will rehabilitate the existing pathway along Eagle River Road from Eagle River Loop Road to where it ends just east of Hillcrest Lane and extend the pathway to Mile Hi Avenue.	2024 - D	AMATS STBG	$0	$0	$0	$0	*$4,038,158*	$0	$0	$4,038,158
					State Match for AMATS STBG	$0	$0	$0	$0	*$400,842*	$0	$0	$400,842
					AMATS TAP	$0	$363,880	$0	$0	*$0*	$363,880	$0	$363,880
					State Match for AMATS TAP	$0	$36,120	$0	$0	*$0*	$36,120	$0	$36,120
				Total		**$0**	**$400,000**	**$0**	**$0**	***$4,439,000***	**$400,000**	**$0**	**$4,839,000**
No	DOT&PF	NMO00016	**AMATS Minnesota Drive Sidewalk Repairs Rehabilitation** [Tudor Road to Hillcrest Drive] - Project would rehabilitate the sidewalks along Minnesota Drive from Tudor Road to Hillcrest Drive, including intersection improvements at Benson and Northern Lights to add in missing crossings, and other non-motorized improvements.	2026 - D/ROW	AMATS CRP	$0	$0	$0	$955,185	*$5,003,350*	$955,185	$0	$5,958,535
					State Match for AMATS CRP	$0	$0	$0	$94,815	*$496,650*	$94,815	$0	$591,465
				Total		**$0**	**$0**	**$0**	**$1,050,000**	***$5,500,000***	**$1,050,000**	**$0**	**$6,550,000**
			The contingency list of projects for each year will consist of the following year's projects.	**AMATS STBG Totals**		**$3,232,164**	**$504,884**	**$5,799,011**	**$3,390,320**	***$28,736,513***	**$12,926,378**	**$4,968,781**	**$46,631,673**
				AMATS TAP Totals		**$409,365**	**$1,398,209**	**$1,250,256**	**$2,112,000**	***$4,912,380***	**$5,169,830**	**$0**	**$10,082,210**
				AMATS CRP Totals		**$0**	**$0**	**$2,390,237**	**$1,819,400**	***$5,003,350***	**$4,209,637**	**$0**	**$9,212,987**
				Carry Forward AMATS CRP		**$0**	**$0**	**$2,649,046**	**$0**	***$0***	**$2,649,046**	**$0**	**$2,649,046**
				Carry Forward AMATS TAP		**$0**	**$0**	**$4,250,118**	**$0**	***$0***	**$4,250,118**	**$0**	**$4,250,118**
				State Match for AMATS STBG		**$164,933**	**$25,826**	**$0**	**$142,977**	***$400,842***	**$333,736**	**$159,109**	**$893,686**
				State Match for AMATS TAP		**$0**	**$36,120**	**$0**	**$209,645**	***$487,620***	**$245,765**	**$0**	**$733,385**
				MOA Match for AMATS STBG		**$146,873**	**$15,261**	**$553,055**	**$170,983**	***$2,361,345***	**$886,172**	**$334,110**	**$3,581,627**
				MOA Match for AMATS TAP		**$40,635**	**$102,671**	**$124,105**	**$0**	***$0***	**$267,411**	**$0**	**$267,411**
				MOA Match for AMATS CRP		**$0**	**$0**	**$237,263**	**$85,785**	***$0***	**$323,048**	**$0**	**$323,048**
				MOA Match for Carry Forward AMATS CRP		**$0**	**$0**	**$262,954**	**$0**	***$0***	**$262,954**	**$0**	**$262,954**
				MOA Match for Carry Forward AMATS TAP		**$0**	**$0**	**$421,882**	**$0**	***$0***	**$421,882**	**$0**	**$421,882**
				In-Kind MOA Match for AMATS STBG		**$9,030**	**$9,030**	**$22,575**	**$22,575**	***$90,300***	**$63,210**	**$0**	**$153,510**
				Total		**$4,003,000**	**$2,092,000**	**$17,960,501**	**$7,953,685**	***$41,992,350***	**$32,009,186**	**$5,462,000**	**$79,463,536**

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

Grandfathered Project	Responsible Agency	TIP Need ID*	PROJECT LOCATION	PROJECT PHASING PLAN	FUND CODE	FEDERAL FISCAL PROGRAMMING YEAR October 1 - September 30				Estimated funding needs after 2026	Est project cost 2023-2026	Project Cost Pre-2023	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.	2026 - Plan	AMATS STBG	$0	$0	$0	$181,940	*$0*	$181,940	$4,548,500	$4,730,440
					State Match for AMATS STBG	$0	$0	$0	$18,060	*$0*	$18,060	$451,500	$469,560
				Total		**$0**	**$0**	**$0**	**$200,000**	***$0***	**$200,000**	**$5,000,000**	**$5,200,000**
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.	2023 - Plan	AMATS STBG	$45,485	$0	$0	$0	*$0*	$45,485	$0	$45,485
					State Match for AMATS STBG	$4,515	$0	$0	$0	*$0*	$4,515	$0	$4,515
				Total		**$50,000**	**$0**	**$0**	**$0**	***$0***	**$50,000**	**$0**	**$50,000**
No	AMATS	PLN00010	**AMATS 2052 MTP Update -** Funding for the AMATS 2052 Metropolitan Transportation Plan Update.	2024 - Plan	AMATS STBG	$0	$363,880	$0	$0	*$0*	$363,880	$0	$363,880
					In-Kind MOA Match for AMATS STBG	$0	$36,120	$0	$0	*$0*	$36,120	$0	$36,120
				Total		**$0**	**$400,000**	**$0**	**$0**	***$0***	**$400,000**	**$0**	**$400,000**
No	DOT&PF	PLN00011	**AMATS Minnesota Drive and I/L Street Corridor Plan** [International Airport Road to 3rd Ave] **-** Project would provide a comprehensive analysis of the Minnesota Drive and I/L Street corridor's current conditions, anticipated growth patterns and their impacts, likely outcomes and reasonable mitigation alternatives. It would include recommended improvements based on identified needs and community input, and a timeline for implementation. Project would include modeling analysis and engineering work as needed. The project should be evaluated for rehabilitation as a Complete Street, adhering to the AMATS Complete Streets policy.	2023 - Plan	AMATS CRRSAA	$636,790	$0	$0	$0	*$0*	$636,790	$0	$636,790
				Total		**$636,790**	**$0**	**$0**	**$0**	***$0***	**$636,790**	**$0**	**$636,790**
No	DOT&PF	PLN00013	**AMATS Tudor Road Corridor Plan** [Muldoon Road to Minnesota Drive] **-** Project would provide a comprehensive analysis of the Tudor Road corridor's current conditions, anticipated growth patterns and their impacts, likely outcomes and reasonable mitigation alternatives. It would include recommended improvements based on identified needs and community input, and a timeline for implementation. Project would include modeling analysis and engineering work as needed.	2024 - Plan	AMATS STBG	$0	$818,730	$0	$0	*$0*	$818,730	$0	$818,730
					State Match for AMATS STBG	$0	$81,270	$0	$0	*$0*	$81,270	$0	$81,270
				Total		**$0**	**$900,000**	**$0**	**$0**	***$0***	**$900,000**	**$0**	**$900,000**
No	DOT&PF	PLN00014	**AMATS Northern Lights Blvd and Benson Blvd Corridor Plan** [LaTouche Street to Minnesota Drive]**-** Project would provide a comprehensive analysis of the Northern Lights Blvd and Benson Blvd corridor's current conditions, anticipated growth patterns and their impacts, likely outcomes and reasonable mitigation alternatives, such as a lane reduction. It would include recommended improvements based on identified needs and community input, and a timeline for implementation. Project would include modeling analysis and engineering work as needed.	2025 - Plan	AMATS STBG	$0	$0	$818,730	$0	*$0*	$818,730	$0	$818,730
					State Match for AMATS STBG	$0	$0	$81,270	$0	*$0*	$81,270	$0	$81,270
				Total		**$0**	**$0**	**$900,000**	**$0**	***$0***	**$900,000**	**$0**	**$900,000**
No	AMATS	PLN00015	**AMATS Complete Street Plan -** This plan will build on the AMATS Complete Street policy to provide planning guidance for street types, sidewalks, roadways, intersections, curbsides and ADA accessibility as well as plan implementation. This plan will also develop multi-modal street typologies for the AMATS area and a corresponding street typology map. These typologies may include recommendations for development review, streetscape design, traffic signal upgrades, recommended road reclassifications, and bicycle and pedestrian facilities design.	2023 - Plan	AMATS STBG	$409,365	$0	$0	$0	*$0*	$409,365	$0	$409,365
					MOA Match for AMATS STBG	$40,635	$0	$0	$0	*$0*	$40,635	$0	$40,635
				Total		**$450,000**	**$0**	**$0**	**$0**	***$0***	**$450,000**	**$0**	**$450,000**
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	AMATS CRRSAA	$600,000	$0	$0	$0	*$0*	$600,000	$0	$600,000
				Total		**$600,000**	**$0**	**$0**	**$0**	***$0***	**$600,000**	**$0**	**$600,000**
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	AMATS CRRSAA	$550,000	$0	$0	$0	*$0*	$550,000	$0	$550,000
				Total		**$550,000**	**$0**	**$0**	**$0**	***$0***	**$550,000**	**$0**	**$550,000**
No	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	AMATS TAP	$409,365	$0	$0	$0	*$0*	$409,365	$0	$409,365
					In-Kind MOA Match for AMATS TAP	$40,635	$0	$0	$0	*$0*	$40,635	$0	$40,635
				Total		**$450,000**	**$0**	**$0**	**$0**	***$0***	**$450,000**	**$0**	**$450,000**

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

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

PC Final
03/19/2026

Grandfathered Project	Responsible Agency	TIP Need ID*	PROJECT LOCATION	PROJECT PHASING PLAN	FUND CODE	FEDERAL FISCAL PROGRAMMING YEAR October 1 - September 30				Estimated funding needs after 2026	Est project cost 2023-2026	Project Cost Pre-2023	Est total project cost
						2023	2024	2025	2026				
No	AMATS	PLN00021	**AMATS Climate Action Plan -** This project will build on the Anchorage Climate Action Plan (adopted May 2019) by developing a climate action plan for the AMATS planning area. This data-based project will inventory current and past Anchorage/Chugiak-Eagle River transportation system greenhouse gas (GHG) emissions (including carbon) in order to quantitatively evaluate strategies and actions to reduce future GHG emissions, including carbon reduction strategies, related to transportation. The project will focus on equity and include a strategic implementation plan.	2023 - Study	AMATS STBG	$409,365	$0	$0	$0	*$0*	$409,365	$0	$409,365
					In-Kind MOA Match for AMATS STBG	$40,635	$0	$0	$0	*$0*	$40,635	$0	$40,635
				Total		**$450,000**	**$0**	**$0**	**$0**	***$0***	**$450,000**	**$0**	**$450,000**
No	MOA Public Transportation Department	PLN00022	**Anchorage Human Services Coordinated Transportation Plan -** Federal transit law requires that projects selected for funding under the Enhanced Mobility for Seniors and Individuals with Disabilities (Section 5310) Program be "included in a locally developed, coordinated public transit-human services transportation plan," and that the plan be "developed and approved through a process that included participation by seniors, individuals with disabilities, representatives of public, private, and nonprofit transportation and human services providers and other members of the public" utilizing transportation services. These coordinated plans identify the transportation needs of individuals with disabilities, older adults, and people with low incomes, provide strategies for meeting these needs, and prioritize transportation services for funding and implementation.	2023 - Study	AMATS STBG	$181,940	$0	$0	$0	*$0*	$181,940	$0	$181,940
					MOA Match for AMATS STBG	$18,060	$0	$0	$0	*$0*	$18,060	$0	$18,060
				Total		**$200,000**	**$0**	**$0**	**$0**	***$0***	**$200,000**	**$0**	**$200,000**
No	AMATS	PLN00023	**AMATS Congestion Management Process (CMP) Update -** Project will update the AMATS Congestion Management Process plan and conduct an evaluation of the effectiveness of the CMP in the AMATS transportation planning process.	2025 - Study	AMATS STBG	$0	$272,910	$0	$0	*$0*	$272,910	$0	$272,910
					In-Kind MOA Match for AMATS STBG	$0	$27,090	$0	$0	*$0*	$27,090	$0	$27,090
				Total		**$0**	**$300,000**	**$0**	**$0**	***$0***	**$300,000**	**$0**	**$300,000**
No	AMATS	PLN00024	**AMATS Freight Mobility Update -** Update the AMATS Freight Mobility Study (FMS) to reflect the growth of freight distribution in the AMATS Planning Area since 2017 as well as recommend the establishment of safe freight corridors, routes, access, and intermodal/distribution facilities. Where applicable take into consideration the findings and recommendations of the Statewide Freight Mobility Study prepared for Alaska DOT&PF in 2021	2026 - Study	AMATS STBG	$0	$0	$0	$181,940	*$0*	$181,940	$0	$181,940
					In-Kind MOA Match for AMATS STBG	$0	$0	$0	$18,060	*$0*	$18,060	$0	$18,060
				Total		**$0**	**$0**	**$0**	**$200,000**	***$0***	**$200,000**	**$0**	**$200,000**
			The contingency list of projects for each year will consist of the following year's projects.	**AMATS STBG Total**		**$1,046,155**	**$1,455,520**	**$818,730**	**$181,940**	***$0***	**$3,502,345**		**$3,502,345**
				AMATS CRRSAA Total		**$1,786,790**	**$0**	**$0**	**$0**	***$0***	**$1,786,790**		**$1,786,790**
				AMATS TAP Total		**$409,365**	**$0**	**$0**	**$0**	***$0***	**$409,365**		**$409,365**
				State Match for AMATS STBG		**$4,515**	**$81,270**	**$81,270**	**$0**	***$0***	**$167,055**		**$167,055**
				MOA Match for AMATS STBG		**$58,695**	**$0**	**$0**	**$0**	***$0***	**$58,695**		**$58,695**
				In-Kind MOA Match for AMATS STBG		**$40,635**	**$63,210**	**$0**	**$18,060**	***$0***	**$121,905**		**$121,905**
				In-Kind MOA Match for AMATS TAP		**$40,635**	**$0**	**$0**	**$0**	***$0***	**$40,635**		**$40,635**

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

Grandfathered Project	Responsible Agency	TIP Need ID*	PROJECT LOCATION	PROJECT PHASING PLAN	FUND CODE	FEDERAL FISCAL PROGRAMMING YEAR October 1 - September 30 2023	2024	2025	2026	Estimated funding needs after 2026	Est project cost 2023 - 2026	Project Cost Pre-2023	Est total project cost
			Statewide Improvement Program (SIP) Transportation Control Measures (TCM)										
No	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	AMATS CMAQ	$708,420	$988,420	$1,087,627	$1,150,628	*$3,638,800*	$3,935,095	$0	$7,573,895
					State Match for AMATS CMAQ	$70,320	$98,114	$107,962	$114,215	*$361,200*	$390,611	$0	$751,811
					AMATS STBG	$656,130	$45,147	$367,795	$213,922	*$0*	$1,282,995	$0	$1,282,995
					MOA Match for AMATS STBG	$65,130	$4,481	$36,509	$21,235	*$0*	$127,355	$0	$127,355
					AMATS CRP	$0	$330,983	$454,947	$0	*$0*	$785,930	$0	$785,930
					MOA Match for AMATS CRP	$0	$32,855	$45,160	$0	*$0*	$78,014	$0	$78,014
				Total		**$1,500,000**	**$1,500,000**	**$2,100,000**	**$1,500,000**	***$4,000,000***	**$6,600,000**	**$0**	**$10,600,000**
No	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	AMATS CMAQ	$272,910	$272,910	$272,910	$272,910	*$1,091,640*	$1,091,640	$0	$2,183,280
					State Match for AMATS CMAQ	$27,090	$27,090	$27,090	$27,090	*$108,360*	$108,360	$0	$216,720
				Total		**$300,000**	**$300,000**	**$300,000**	**$300,000**	***$1,200,000***	**$1,200,000**	**$0**	**$2,400,000**
			Project and Programs funded with CMAQ and AMATS STBG										
No	MOA	CMQ00011	**Arterial Roadway Dust Control 2023-2026 -** Magnesium chloride ($MgCl_2$) 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	AMATS CMAQ	$90,970	$90,970	$90,970	$90,970	*$363,880*	$363,880	$0	$727,760
					MOA Match for AMATS CMAQ	$9,030	$9,030	$9,030	$9,030	*$36,120*	$36,120	$0	$72,240
				Total		**$100,000**	**$100,000**	**$100,000**	**$100,000**	***$400,000***	**$400,000**	**$0**	**$800,000**
No	MOA	CMQ00012	**Traffic Control Signalization 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	AMATS STBG	$146,462	$363,880	$363,880	$363,880	*$1,455,520*	$1,238,102	$0	$2,693,622
					AMATS CRRSAA	$239,000	$0	$0	$0	*$0*	$239,000	$0	$239,000
					MOA Match for AMATS STBG	$14,538	$36,120	$36,120	$36,120	*$144,480*	$122,898	$0	$267,378
				Total		**$400,000**	**$400,000**	**$400,000**	**$400,000**	***$1,600,000***	**$1,600,000**	**$0**	**$3,200,000**
No	MOA	CMQ00013	**Non-Motorized Facility Maintenance Equipment -** This project will purchase maintenance equipment that will be used to plow and sweep non-motorized facilities during the winter and summers months within the AMATS area. $500K in FY24 will be provided by Alaska DOT&PF outside the AMATS allocation.	2023-2025 Purchase	AMATS CMAQ	$909,700	$909,700	$727,760	$0	*$0*	$2,547,160	$0	$2,547,160
					MOA Match for AMATS CMAQ	$90,300	$90,300	$72,240	$0	*$0*	$252,840	$0	$252,840
					State CMAQ	$0	$454,850	$0	$0	*$0*	$454,850	$0	$454,850
					State Match for State CMAQ	$0	$45,150	$0	$0	*$0*	$45,150	$0	$45,150
				Total		**$1,000,000**	**$1,500,000**	**$800,000**	**$0**	***$0***	**$3,254,850**	**$0**	**$3,300,000**
No	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	AMATS CMAQ	$0	$0	$0	$598,583	*$0*	$598,583	$0	$598,583
					MOA Match for AMATS CMAQ	$0	$0	$0	$59,417	*$0*	$59,417	$0	$59,417
				Total		**$0**	**$0**	**$0**	**$658,000**	***$0***	**$658,000**	**$0**	**$658,000**
Yes	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	AMATS STBG	$1,364,550	$7,364,931	$1,364,550	$0	*$4,101,837*	$10,094,031	$0	$14,195,869
					MOA Match for AMATS STBG	135450	$731,069	$135,450	$0	*$407,163*	$1,001,969	$0	$1,409,132
					AMATS CRP	$0	$1,819,400	$0	$0	*$0*	$1,819,400	$0	$1,819,400
					MOA Match for AMATS CRP	$0	$180,600	$0	$0	*$0*	$180,600	$0	$180,600
				Total		**$1,500,000**	**$10,096,000**	**$1,500,000**	**$0**	***$4,509,000***	**$13,573,400**	**$0**	**$18,263,000**
Yes	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	AMATS STBG	$2,729,100	$5,835,726	$8,309,155	$2,729,100	*$5,458,200*	$19,603,081	$0	$25,061,281
					MOA Match for AMATS STBG	$270,900	$579,275	$824,796	$270,900	*$541,800*	$1,945,870	$0	$2,487,670
				Total		**$3,000,000**	**$6,415,000**	**$9,133,951**	**$3,000,000**	***$6,000,000***	**$21,548,951**	**$0**	**$27,548,951**
Yes	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	AMATS CMAQ	$0	$0	$143,733	$272,910	*$0*	$416,643	$0	$416,643
					MOA Match for AMATS CMAQ	$0	$0	$14,267	$27,090	*$0*	$41,357	$0	$41,357
					AMATS CRP	$0	$509,432	$0	$0	*$0*	$509,432	$0	$509,432
					MOA Match for AMATS CRP	$0	$50,568	$0	$0	*$0*	$50,568	$0	$50,568
				Total		**$0**	**$560,000**	**$158,000**	**$300,000**	***$0***	**$1,018,000**	**$0**	**$1,018,000**
No	MOA Public Transportation Department	CMQ00016	**Microtransit -** Establish a new on-demand Microtransit service in Anchorage, to be managed by the MOA Public Transportation Department. This project includes professional services, software, equipment and/or other Microtransit technology. The primary goals of the project are to connect residents to jobs, activity centers, and existing fixed-route bus service in the region while providing a low-cost transportation alternative to single-occupancy vehicles.	2023-2026 - Implementation	AMATS CRP	$68,228	$45,485	$45,485	$45,485	*$0*	$204,683	$0	$204,683
					MOA Match for AMATS CRP	$6,773	$4,515	$4,515	$4,515	*$0*	$20,318	$0	$20,318
				Total		**$75,000**	**$50,000**	**$50,000**	**$50,000**	***$0***	**$225,000**	**$0**	**$225,000**

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

Table 5. Funding for CMAQ Eligible Projects
AMATS FFY 2023-2026 TIP Amendment 4

PC Final
03/19/2026

Grandfathered Project	Responsible Agency	TIP Need ID*	PROJECT LOCATION	PROJECT PHASING PLAN	FUND CODE	FEDERAL FISCAL PROGRAMMING YEAR October 1 - September 30 2023	2024	2025	2026	Estimated funding needs after 2026	Est project cost 2023 - 2026	Project Cost Pre-2023	Est total project cost
No	MOA Public Transportation Department	CMQ00017	**Muldoon Transit Hub Mixed Use Development -** Develop a mixed-use transit oriented development to replace the existing collection of on-street bus stops at/near the intersection of Muldoon Road and Debarr Road. This project would include property acquisition or lease negotiation, final design, and construction. FY23 is funded with grant funding outside the AMATS allocations.	2023 - Design 2024 - U/C 2026 - U/C	AMATS STBG	$0	$3,000,191	$0	$3,239,442	*$0*	$6,239,632	$0	$6,239,632
					MOA Match for AMATS STBG	$0	$297,809	$0	$321,558	*$0*	$619,368	$0	$619,368
					AOPPP Grant	$450,000	$0	$0	$0	*$0*	$450,000	$0	$450,000
					MOA Match for AOPPP Grant	$50,000	$0	$0	$0	*$0*	$44,669	$0	$44,669
				Total		**$500,000**	**$3,298,000**	**$0**	**$3,561,000**	***$0***	**$7,534,000**	**$0**	**$7,534,000**
No	MOA Public Transportation Department	CMQ00018	**Downtown Transit Center** – The Downtown Transit Center Relocation Project will provide a modernized, centrally located facility to better serve current and future transit needs. The project will replace the existing transit center with a new site designed to improve operational efficiency, passenger safety, and connectivity to surrounding development. The project will include design, engineering, and construction.	2026 - U/C	AMATS STBG	$0	$0	$0	$16,016,115	*$0*	$16,016,115	$0	$16,016,115
					MOA Match for AMATS STBG	$0	$0	$0	$1,589,816	*$0*	$1,589,816	$0	$1,589,816
					AMATS CRP	$0	$0	$0	$196,200	*$0*	$196,200	$0	$196,200
					MOA Match for AMATS CRP	$0	$0	$0	$19,475	*$0*	$19,475	$0	$19,475
					Carry Forward AMATS CRP	$0	$0	$0	$6,530,185	*$0*	$6,530,185	$0	$6,530,185
					MOA Match for Carry Forward AMATS CRP	$0	$0	$0	$648,209	*$0*	$648,209	$0	$648,209
				Total		**$0**	**$0**	**$0**	**$25,000,000**	***$0***	**$25,000,000**	**$0**	**$25,000,000**
No	MOA Public Transportation Department	CMQ00019	**Transit Technology Modernization -** This project migrates People Mover's self-hosted Avail system to a vendor-managed cloud platform. The migration preserves all existing functions while improving reliability, update frequency, and system performance. This project includes the hosting transition and three additional years of hosting fees.	2026 - Implementation	AMATS CRP	$0	$0	$0	$318,395	*$0*	$318,395	$0	$318,395
					MOA Match for AMATS CRP	$0	$0	$0	$31,605	*$0*	$31,605	$0	$31,605
				Total		**$0**	**$0**	**$0**	**$350,000**	***$0***	**$350,000**	**$0**	**$350,000**
No	MOA Public Transportation Department	CMQ00020	**AnchorRIDES Fare Collection Upgrade -** This project modernizes the AnchorRIDES fare collection system by procuring and installing new fareboxes capable of accepting open payments, smart cards, cash, and/or coins. This includes installation of supporting hardware, such as stationary vaults, computers, and cabling, along with an APOS system for smart media distribution. Implementation and three-year subscriptions for cloud-based software platforms to manage data, enable mobile and open-loop payments, and facilitate smart media distribution.	2026 - Implementation	AMATS CRP	$0	$0	$0	$1,455,520	*$0*	$1,455,520	$0	$1,455,520
					MOA Match for AMATS CRP	$0	$0	$0	$144,480	*$0*	$144,480	$0	$144,480
				Total		**$0**	**$0**	**$0**	**$1,600,000**	***$0***	**$1,600,000**	**$0**	**$1,600,000**
				AMATS STBG Total		**$4,896,241**	**$16,609,874**	**$10,405,380**	**$22,562,460**	***$11,015,557***	**$54,473,956**	**$0**	**$65,489,513**
				AMATS CRP Total		**$68,228**	**$2,705,300**	**$500,432**	**$2,015,600**	***$0***	**$5,289,559**	**$0**	**$5,289,559**
				AMATS CMAQ Total		**$1,982,000**	**$2,262,000**	**$2,323,000**	**$2,386,000**	***$5,094,320***	**$8,953,001**	**$0**	**$14,047,321**
				AMATS CRRSAA Total		**$239,000**	**$0**	**$0**	**$0**	***$0***	**$239,000**	**$0**	**$239,000**
				State CMAQ Total		**$0**	**$454,850**	**$0**	**$0**	***$0***	**$454,850**	**$0**	**$454,850**
				Carry Forward AMATS CRP		**$0**	**$0**	**$0**	**$6,530,185**	***$0***	**$6,530,185**	**$0**	**$6,530,185**
				AOPPP Grant Total		**$450,000**	**$0**	**$0**	**$0**	***$0***	**$450,000**	**$0**	**$450,000**
			The contingency list of projects for each year will consist of the following year's projects.	**State Match for AMATS CMAQ**		**$97,410**	**$125,204**	**$135,052**	**$141,305**	***$469,560***	**$498,971**	**$0**	**$968,531**
				MOA Match for AMATS CMAQ		**$99,330**	**$99,330**	**$95,537**	**$95,537**	***$36,120***	**$389,735**	**$0**	**$425,855**
				MOA Match for AMATS STBG		**$486,018**	**$1,648,754**	**$1,032,874**	**$2,239,629**	***$1,093,443***	**$5,407,275**	**$0**	**$6,500,718**
				MOA Match for AMATS CRP		**$6,773**	**$268,538**	**$49,675**	**$200,075**	***$0***	**$525,060**	**$0**	**$525,060**
				MOA Match for AOPPP Grant		**$50,000**	**$0**	**$0**	**$0**	***$0***	**$50,000**	**$0**	**$50,000**
				MOA Match for Carry Forward AMATS CRP		**$0**	**$0**	**$0**	**$648,209**	***$0***	**$648,209**	**$0**	**$648,209**
				MOA Match for State CMAQ		**$0**	**$0**	**$0**	**$0**	***$0***	**$0**	**$0**	**$0**
				State Match for State CMAQ		**$0**	**$45,150**	**$0**	**$0**	***$0***	**$45,150**	**$0**	**$45,150**

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

Table 6. Pavement Replacement
AMATS FFY 2023-2026 TIP Amendment 4

PC Final
03/19/2026

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	Upper 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	Muldoon Road - Glenn Highway to Provider Drive
18	36th Ave/Providence Drive - C Street to Old Seward Highway
19	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	Bragaw Street - Northern Lights Blvd to Mountain View Drive
6	Muldoon Road - E. 16th Ave to Boundary Ave
7	Tudor Road - Seward Highway to Muldoon Road
8	Tudor Road - Minnesota Drive to Seward Highway
9	Glenn Highway Pathway - Boniface to S. Peters Creek
10	Debarr Road - Airport Heights to Boniface Pkwy
11	International Airport Road - Northwood Drive to Homer Road
12	Patterson Street - Northern Lights Blvd to Sherwood including Spurs
13	Birch Knoll Bike Trail - Labar Road to E Klatt Road
14	Sitka Street Park Pathway - Orca Street to Lake Otis Parkway
	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 Amendment 4

PC Final
03/19/2026

Responsible Agency	TIP Need ID*	PROJECT LOCATION	PROJECT PHASING PLAN	FUND CODE	FEDERAL FISCAL PROGRAMMING YEAR October 1 - September 30				Estimated funding needs after 2026	Est project cost 2023-2026	Project Cost Pre-2023	Est total project cost
					2023	2024	2025	2026				
DOT&PF	**HSP0009**	**Gambell St Utility Pole Removal and Increased Lighting** - Remove existing utility/lighting poles and replace with new poles/lighting that have a break away base and are further from the travel lanes.	2024 - ROW 2025 - D 2026 - U/C	UnCat 148	$0	$450,000	$360,000	$0	*$0*	$810,000	$0	$810,000
				State Match for UnCat 148	$0	$50,000	$40,000	$0	*$0*	$90,000	$0	$90,000
				AC UnCat 148	$0	$0	$0	$7,542,061	*$0*	$7,542,061	$0	$7,542,061
				State Match for AC	$0	$0	$0	$838,007	*$0*	$838,007	$0	$838,007
			Total		**$0**	**$500,000**	**$400,000**	**$8,380,068**	***$0***	**$9,280,068**	**$0**	**$9,280,068**
DOT&PF	**HSP0010**	**Gambell and Ingra Streets - Overhead Signal Indication Upgrades** - Install new signal poles and mast arms to provide a minimum of one signal head over each through lane.	2026 - U/C	AC UnCat 148	$0	$0	$0	$8,027,290	*$0*	$8,027,290	$0	$8,027,290
				State Match for AC UnCat 148	$0	$0	$0	$891,921	*$0*	$891,921	$0	$891,921
			Total		**$0**	**$0**	**$0**	**$8,919,211**	***$0***	**$8,919,211**	$0	**$8,919,211**
DOT&PF	**HSP0014**	**5th Ave: Concrete St to Karluk St Pedestrian Improvements** - Develop and construct a pedestrian safety intervention between Concrete Street and the couplet of 5th and 6th Avenues. The project scope also proposes to improve existing lighting levels to the extent practicable.	2025 - D 2026 - U/C	HSIP Penalty	$0	$0	$575,000	$0	*$0*	$575,000	$0	$575,000
				VRU	$0	$0	$0	$3,480,300	*$0*	$3,480,300	$0	$3,480,300
				State Match for VRU	$0	$0	$0	$386,700	*$0*	$386,700	$0	$386,700
			Total		**$0**	**$0**	**$575,000**	**$3,867,000**	***$0***	**$4,442,000**	**$0**	**$4,442,000**
DOT&PF	**HSP0019**	**Anchorage Flashing Yellow Arrow and Signal Head Display Improvements** - This project proposes to replace existing 5-section protected-permissive signal heads with 4-section FYA signals heads at 21 signalized intersections in Anchorage. The scope includes increasing the number of through signal heads at select locations. This project nominations aims to reduce left-turning, T-bone, and rear end crashes.	2026 - ROW	UnCat 148	$0	$0	$0	$135,000	*$17,820,000*	$135,000	$0	$17,955,000
				State Match for UnCat 148	$0	$0	$0	$15,000	*$1,980,000*	$15,000	$0	$1,995,000
			Total		**$0**	**$0**	**$0**	**$150,000**	***$19,800,000***	**$150,000**	$0	**$19,950,000**
DOT&PF	**HSP0031**	**Anchorage Flashing Yellow Arrow and Signal Head Display Improvements [Stage 1]** - This project proposes to replace existing 5-section protected-permissive signal heads with 4-section FYA signals heads at 21 signalized intersections in Anchorage. The scope includes increasing the number of through signal heads at select locations. This project nominations aims to reduce left-turning, T-bone, and rear end crashes.	2026 - ROW	HSIP Penalty	$0	$0	$0	$150,000	*$19,800,000*	$150,000	$0	$19,950,000
			Total		**$0**	**$0**	**$0**	**$150,000**	***$0***	**$150,000**	$0	**$19,950,000**
DOT&PF	**HSP0020**	**Tudor Road: Baxter Road to Patterson Street Channelization** - This project proposes to install center median on Tudor Road between Baxter Road and Patterson Street in Anchorage. This project nomination aims to reduce head-on and left-turning angle crashes on this segment of Tudor Road.	2023 - D 2024 - D/ROW 2026 - U/C	UnCat 148	$330,300	$229,500	$0	$0	*$0*	$559,800	$0	$559,800
				State Match for UnCat 148	$36,700	$25,500	$0	$0	*$0*	$62,200	$0	$62,200
				NHPP	$0	$0	$0	$71,813	*$0*	$71,813	$0	$71,813
				State Match for NHPP	$0	$0	$0	$7,979	*$0*	$7,979	$0	$7,979
				STBG	$0	$0	$0	$4,254,487	*$0*	$4,254,487	$0	$4,254,487
				State Match for STBG	$0	$0	$0	$472,721	*$0*	$472,721	$0	$472,721
			Total		**$367,000**	**$255,000**	**$0**	**$4,807,000**	***$0***	**$5,429,000**	$0	**$5,429,000**
DOT&PF	**HSP0022**	**Ocean Dock Road RR Crossing Device Upgrades** - This project proposes to upgrade existing at-grade crossing devices from passive to active on Ocean Dock Rd (Crossing #868543R). This project will be constructed through utility agreement with Alaska Railroad Corporation.	2023 - D 2024 - D/ROW	130	$50,000	$1,310,000	$0	$0	*$0*	$1,360,000	$0	$1,360,000
				State Match for 130	$0	$0	$0	$0	*$0*	$0	$0	$0
			Total		**$50,000**	**$1,310,000**	**$0**	**$0**	***$0***	**$1,360,000**	$0	**$1,360,000**
DOT&PF	**HSP0023**	**Anchorage Pedestrian Lighting Phase I** - Increase lighting levels on three arterial segments (Muldoon Dr, Tudor Rd, Seward Hwy) by adding pedestrian scale and street lighting.	2024 - C 2025 - U/C	UnCat 148	$0	$246,600	$297,036	$0	*$0*	$543,636	$0	$543,636
				State Match for UnCat 148	$0	$27,400	$33,004	$0	*$0*	$60,404	$0	$60,404
			Total		**$0**	**$274,000**	**$330,040**	**$0**	***$0***	**$604,040**	$0	**$604,040**

*Projects are not listed in priority order.

Table 7. Highway Safety Improvement Program (HSIP)
AMATS FFY 2023-2026 TIP Amendment 4

PC Final
03/19/2026

Responsible Agency	TIP Need ID*	PROJECT LOCATION	PROJECT PHASING PLAN	FUND CODE	FEDERAL FISCAL PROGRAMMING YEAR October 1 - September 30 2023	2024	2025	2026	Estimated funding needs after 2026	Est project cost 2023-2026	Project Cost Pre-2023	Est total project cost
DOT&PF	HSP0024	**68th Ave, Ocean View Dr, and 2nd St/FAA Rd RR Crossing Improvements** **Nomination name was: Railroad Crossing Sight Distance Improvements and Signal Hut Upgrades** - Install upgraded signal huts at railroad crossings in Central Region to locations that do not block sight distance. This project is a continuation of RR Crossing work identified in 19CN02.	2024 - U	130	$48,000	$1,972,000	$0	$0	*$0*	$2,020,000	$0	$2,020,000
				State Match for 130	$0	$0	$0	$0	*$0*	$0	$0	$0
			Total		**$48,000**	**$1,972,000**	**$0**	**$0**	***$0***	**$2,020,000**	$0	**$2,020,000**
DOT&PF	HSP0025	**CR Guardrail Inventory and Upgrade** - Inventory and upgrade existing guardrail in Central Region to current standards on roads with posted speed limits of 50 miles per hour or greater.	2024 - C	UnCat 148	$0	$882,000	$0	$0	*$0*	$882,000	$0	$882,000
				State Match for UnCat 148	$0	$98,000	$0	$0	*$0*	$98,000	$0	$98,000
			Total		**$0**	**$980,000**	**$0**	**$0**	***$0***	**$980,000**	$0	**$980,000**
DOT&PF	HSP0026	**Anchorage Signalized Intersection Cameras** - This project proposes to improve enforcement capabilities of the Anchorage Police Department by installing traffic signal cameras at signalized intersections in Anchorage where cameras do not currently exist. Between 2017 and 2023, Anchorage experienced 13 fatal, 23 serious injury, 76 minor injury, 30 Possible Injury, and 20 property damage only hit-and-run crashes involved pedestrians and bicyclists.	2024 - D 2025 - C	UnCat 148	$0	$23,850	$842,400	$0	*$0*	$866,250	$0	$866,250
				State Match for UnCat 148	$0	$2,650	$93,600	$0	*$0*	$96,250	$0	$96,250
				VRU	$0	$23,850	$0	$0	*$0*	$23,850	$0	$23,850
				State Match for VRU	$0	$2,650	$0	$0	*$0*	$2,650	$0	$2,650
			Total		**$0**	**$53,000**	**$936,000**	**$0**	***$0***	**$989,000**	$0	**$989,000**
DOT&PF	HSP0030	**Seward Highway Safety Corridor Variable Speed Limit** - The project proposes to implement road weather condition based variable speed limits (VSLs) in the Safety Corridor section of the Seward Highway between MP 90-118 of the Traffic Safety Corridor.	2025 - D 2026 - D/U	HSIP	$0	$0	$495,000	$819,000	*$3,699,000*	$1,314,000	$0	$5,013,000
				State Match for HSIP	$0	$0	$55,000	$91,000	*$411,000*	$146,000	$0	$557,000
			Total		**$0**	**$0**	**$550,000**	**$910,000**	***$4,110,000***	**$1,460,000**	$0	**$5,570,000**
DOT&PF	HSP0032	**Vision Zero Speed Limit Compliance** - This project will provide funding via force account agreements to the Municipality's Paint & Sign Shop and CR DOT&PF Maintenance and Operations staff for non-ground disturbing improvements that encourage driver compliance with posted speed limits.	2025 - Programming	UnCat 148	$0	$0	$647,010	$0	*$0*	$647,010	$0	$647,010
				State Match for UnCat 148	$0	$0	$71,890	$0	*$0*	$71,890	$0	$71,890
			Total		**$0**	**$0**	**$718,900**	**$0**	***$0***	**$718,900**	$0	**$718,900**
DOT&PF	HSP0033	**Mountain View Drive Safety Improvements** - Project will improve safety of all road users by converting green signal indicators to flashing yellow arrows, installing pedestrian safety features, upgrading facilities to comply with PROWAG guidelines, implementing a road diet, modifying select right-turn locations, and implementing access management.	2025 - D	UnCat 148	$0	$0	$482,400	$0	*$10,187,100*	$482,400	$0	$10,669,500
				State Match for UnCat 148	$0	$0	$26,800	$0	*$565,950*	$26,800	$0	$592,750
				MOA Match for UnCat 148	$0	$0	$26,800	$0	*$565,950*	$26,800	$0	$592,750
			Total		**$0**	**$0**	**$536,000**	**$0**	***$11,319,000***	**$536,000**	**$0**	**$11,855,000**
DOT&PF	HSP0034	**A Street Road Diet** - Enhance safety of all road users by removing a lane on the western portion of roadway between Fireweed Lane and 9th Ave through installation of concrete barrier, constructing pedestrian facilities, reducing posted speed limit, installing permanent speed feedback signs, and installing a new traffic signal at A Street and 16th Ave.	2026 - D	AC UnCat 148	$0	$0	$0	$568,800	*$1,836,000*	$568,800	$0	$2,404,800
				State Match for AC UnCat 148	$0	$0	$0	$63,200	*$204,000*	$63,200	$0	$267,200
			Total		**$0**	**$0**	**$0**	**$632,000**	***$2,040,000***	**$632,000**	$0	**$2,672,000**
DOT&PF	HSP0035	**DTMF Activated Railroad Crossing Signal Upgrades** - This project proposes to improve crossing safety for ARRC ontrack vehicles, equipment, and roadway traffic by installing Dual Tone Multi Frequency (DTMF) radio controlled switches to facilitate signal activation at nine grade crossings.	2026 - U	130	$0	$0	$0	$52,560	*$0*	$52,560	$0	$52,560
			Total		**$0**	**$0**	**$0**	**$52,560**	***$0***	**$52,560**	**$0**	**$52,560**

*Projects are not listed in priority order.

Project estimates are shown in Year of Expenditure Dollars.

Table 7. Highway Safety Improvement Program (HSIP)
AMATS FFY 2023-2026 TIP Amendment 4

PC Final
03/19/2026

Responsible Agency	TIP Need ID*	PROJECT LOCATION	PROJECT PHASING PLAN	FUND CODE	FEDERAL FISCAL PROGRAMMING YEAR October 1 - September 30				Estimated funding needs after 2026	Est project cost 2023-2026	Project Cost Pre-2023	Est total project cost
					2023	2024	2025	2026				
DOT&PF	**HSP0036**	**CR Red Light Indicator and Retroreflective Backplates -** Install Red Light Indicator Lights and retroreflective backplate at 22 intersections in central region.	2026 - D	UnCat 148	$0	$0	$0	$17,100	*$2,775,600*	$17,100	$0	$2,792,700
				State Match for UnCat 148	$0	$0	$0	$1,900	*$308,400*	$1,900	$0	$310,300
			Total		**$0**	**$0**	**$0**	**$19,000**	***$3,084,000***	**$19,000**	**$0**	**$3,103,000**
DOT&PF	**HSP0037**	**Regionwide Systemic Retroreflective Back Plates at Signalized Intersections** - Install retroreflective backplate at traffic signals across central region.	2026 - D	UnCat 148	$0	$0	$0	$145,800	*$15,489,000*	$145,800	$0	$15,634,800
				State Match for UnCat 148	$0	$0	$0	$16,200	*$1,721,000*	$16,200	$0	$1,737,200
			Total		**$0**	**$0**	**$0**	**$162,000**	***$17,210,000***	**$162,000**	**$0**	**$17,372,000**
DOT&PF	**HSP0038**	**Central Region FFY26-31 Fatal Crash Review Team and Rapid Response Fund** - Rapid Response Fund for quick-build projects at locations of fatal and serious injury crashes.	2026 - Implementation	UnCat 148	$0	$0	$0	$540,000	*$1,080,000*	$540,000	$0	$1,620,000
				State Match for UnCat 148	$0	$0	$0	$60,000	*$120,000*	$60,000	$0	$180,000
			Total		**$0**	**$0**	**$0**	**$600,000**	***$1,200,000***	**$600,000**	**$0**	**$1,800,000**
DOT&PF	**HSP0039**	**Ocean Dock Road 2 Track Signal System Upgrade** - RR signal system upgrade.	2026 - D	130	$0	$0	$0	$61,650	*$1,241,460*	$61,650	$0	$1,303,110
			Total		**$0**	**$0**	**$0**	**$61,650**	***$1,241,460***	**$61,650**	**$0**	**$1,303,110**
DOT&PF	**HSP0040**	**Tudor Road at Wright Street and Dale Street - VRU Improvements** - Project will construct pedestrian improvements at Rudor Road & Wright Street and Tudor Road and Dale Street.	2026 - D	HSIP	$0	$0	$0	$1,122,300	*$584,100*	$1,122,300	$0	$1,706,400
				State Match for HSIP	$0	$0	$0	$124,700	*$64,900*	$124,700	$0	$189,600
			Total		**$0**	**$0**	**$0**	**$1,247,000**	***$649,000***	**$1,247,000**	**$0**	**$1,896,000**
				UnCat 148 Total	**$330,300**	**$1,831,950**	**$2,628,846**	**$152,100**	***$30,782,700***	**$4,943,196**	$0	**$35,725,896**
				AC UnCat 148 Total	**$0**	**$0**	**$0**	**$16,138,151**	***$1,836,000***	**$16,138,151**	$0	**$17,974,151**
				VRU Total	**$0**	**$23,850**	**$0**	**$3,480,300**	***$0***	**$3,504,150**	$0	**$3,504,150**
				130 Total	**$98,000**	**$3,282,000**	**$0**	**$52,560**	***$0***	**$3,432,560**	$0	**$3,432,560**
				HSIP Total	**$0**	**$0**	**$495,000**	**$819,000**	***$3,699,000***	**$1,314,000**	$0	**$5,013,000**
				NHPP Total	**$0**	**$0**	**$0**	**$71,813**	***$0***	**$71,813**	$0	**$71,813**
				STBG Total	**$0**	**$0**	**$0**	**$4,254,487**	***$0***	**$4,254,487**	$0	**$4,254,487**
				HSIP Penalty Total	**$0**	**$0**	**$575,000**	**$150,000**	***$19,800,000***	**$725,000**	**$0**	**$20,525,000**
				State Match for UnCat 148	**$36,700**	**$203,550**	**$265,294**	**$15,000**	***$2,545,950***	**$520,544**	$0	**$3,066,494**
				MOA Match for UnCat 148	**$0**	**$0**	**$26,800**	**$0**	***$565,950***	**$26,800**	**$0**	**$592,750**
				State Match for AC UnCat 148	**$0**	**$0**	**$0**	**$1,793,128**	***$204,000***	**$1,793,128**	**$0**	**$1,997,128**
				State Match for VRU	**$0**	**$2,650**	**$0**	**$386,700**	***$0***	**$389,350**	$0	**$389,350**
				State Match for 130	**$0**	**$0**	**$0**	**$0**	***$0***	**$0**	$0	**$0**
				State Match for HSIP	**$0**	**$0**	**$55,000**	**$91,000**	***$411,000***	**$146,000**	$0	**$557,000**
				State Match for NHPP	**$0**	**$0**	**$0**	**$7,979**	***$0***	**$7,979**	$0	**$7,979**
				State Match for STBG	**$0**	**$0**	**$0**	**$472,721**	***$0***	**$472,721**	$0	**$472,721**

*Projects are not listed in priority order.

Responsible Agency	TIP Need ID*	PROJECT LOCATION	PROJECT PHASING PLAN	FUND CODE	FEDERAL FISCAL PROGRAMMING YEAR October 1 - September 30				Estimated funding needs after 2026	Est project cost 2023-2026	Project Cost Pre-2023	Est total project cost
					2023	2024	2025	2026				
DOT&PF	NHS0005	**AMATS Area NHS Pavement and Bridge Preservation -** Crack sealing, surface treatment drainage, signage, guardrail, illumination, and other refurbishments to prolong the life of road pavement and bridges and their safety related structures. Project includes NHS Lane Delineators, Destination & Distance Signing, Pavement Markings and Signalization, Abandoned Vehicle Program, Road Surfacing and Transfer, Road Surface Treatments, and improve curb ramps to meet ADA standards (in coordination with Need ID 30397). The scope does not include landscaping or other elements inconsistent with a pavement preservation focus. This is a DOT&PF central region wide program with approximately $25M going to projects within the AMATS area on an annual basis with minimal non-NHS route support.	2023-2026+ - All Phases	NHPP	$23,350,000	$23,350,000	$0	$16,920,420	*$23,350,000*	$63,620,420	$97,373,481	$184,343,901
				State Match for NHPP	$1,650,000	$1,650,000	$0	$1,679,580	*$1,650,000*	$4,979,580	$6,880,781	$13,510,361
				State STBG	$0	$0	$9,708,911	$0	*$0*	$9,708,911	$0	$9,708,911
				State Match for STBG	$0	$0	$963,740	$0	*$0*	$963,740	$0	$963,740
			Total		**$25,000,000**	**$25,000,000**	**$10,672,651**	**$18,600,000**	***$25,000,000***	**$79,272,651**	**$104,254,262**	**$208,526,913**
DOT&PF	NHS0012	**Abbott Rd Pavement Preservation: New Seward Hwy to Lake Otis Pkwy -** pavement preservation of (respective roadway) including drainage and other improvements necessary to maintain the corridor in a state of good repair.	2025- D	NHPP-AC	$0	$0	$454,850	$0	*$6,004,020*	$454,850	$0	$6,458,870
				State Match for NHPP-AC	$0	$0	$45,150	$0	*$595,980*	$45,150	$0	$641,130
				NHPP	$0	$0	$0	$0	*$0*	$0	$0	$0
				State Match for NHPP	$0	$0	$0	$0	*$0*	$0	$0	$0
			Total		**$0**	**$0**	**$500,000**	**$0**	***$6,600,000***	**$500,000**	**$0**	**$7,100,000**
DOT&PF	NHS0013	**Glenn Highway and Artillery Road Interchange Improvements -** The project will reconstruct the Glenn Highway and Artillery Road interchange in Eagle River to improve safety and operations. Work includes bridge (#1328) replacement, retaining walls, nearby intersections, channelization, pedestrian sidewalks and pathways, lighting, roadside hardware, ADA facilities, drainage improvements, landscaping, signing, striping, and utilities as needed.	2024- D 2026- D	State GF	$0	$2,700,000	$0	$0	*$0*	$2,700,000	$0	$2,700,000
				NHPP	$0	$0	$0	$0	*$62,699,420*	$0	$0	$62,699,420
				State Match for NHPP	$0	$0	$0	$0	*$4,430,580*	$0	$0	$4,430,580
				NHPP-AC	$0	$0	$0	$3,455,800	*$0*	$3,455,800	$0	$3,455,800
				State Match for NHPP-AC	$0	$0	$0	$244,200	*$0*	$244,200	$0	$244,200
			Total		**$0**	**$2,700,000**	**$0**	**$3,700,000**	***$67,130,000***	**$6,400,000**	**$0**	**$73,530,000**
DOT&PF	NHS0010	**Glenn Highway and Hiland Road Interchange Preservation and Operational Improvements -** Project will evaluate alternatives to make short term improvements to the Hiland Road interchange utilizing the existing bridge over the highway.	2025- D 2026- ROW	State GF	$0	$0	$0	$0	*$0*	$0	$750,000	$750,000
				NHPP-AC	$0	$0	$1,455,520	$272,910	*$15,555,870*	$1,728,430	$1,864,885	$19,149,185
				State Match for NHPP-AC	$0	$0	$144,480	$27,090	*$1,544,130*	$171,570	$185,115	$1,900,815
			Total		**$0**	**$0**	**$1,600,000**	**$300,000**	***$17,100,000***	**$1,900,000**	**$2,800,000**	**$21,800,000**
DOT&PF	NHS0009	**Glenn Highway Incident Management Traffic Accommodations -** Construction modifications and improvements to facilitate efficient through travel along the Glenn Highway corridor and nearby roads between Boniface Parkway and the Parks Highway so that during times when lanes are blocked by accidents or other events, gridlock does not preclude travel between Anchorage, Eagle River, and the Matanuska Valley.	2025- D	NHPP-AC	$0	$0	$1,401,000	$0	*$0*	$1,401,000	$0	$1,401,000
				State Match for NHPP-AC	$0	$0	$99,000	$0	*$0*	$99,000	$0	
				NHPP	$0	$0	$0	$0	*$7,256,246*	$0	$934,000	$8,190,246
				State Match for NHPP	$0	$0	$0	$0	*$512,754*	$0	$66,000	$578,754
			Total		**$0**	**$0**	**$1,500,000**	**$0**	***$7,769,000***	**$1,500,000**	**$1,000,000**	**$10,269,000**
DOT&PF	NHS0006	**Glenn Highway Milepost 1-34 Rehabilitation: Airport Heights to Parks Highway [Parent and Final Construction]-** Rehabilitate the Glenn Highway from the intersection with Airport Heights (MP 1) to the Parks Highway (MP 34). The project may include bridge work, roadside hardware, drainage improvements, interchange improvements, utilities, and safety improvements. Parent Project: Preconstruction of total project and construction of final stage (Mirror Lake MP 23.5 to Parks Highway MP 34)	2025- D/ROW 2026 - ROW	NHPP-AC	$0	$0	$1,928,710	$60,710	*$0*	$1,989,420	$0	$1,989,420
				State Match for NHPP-AC	$0	$0	$136,290	$4,290	*$0*	$140,580	$0	$140,580
				NHPP	$0	$0	$0	$2,802,000	*$46,608,468*	$2,802,000	$4,047,489	$53,457,957
				State Match for NHPP	$0	$0	$0	$198,000	*$3,293,532*	$198,000	$286,011	$3,777,543
			Total		**$0**	**$0**	**$2,065,000**	**$3,065,000**	***$49,902,000***	**$5,130,000**	**$4,333,500**	**$59,365,500**

*Projects are not listed in priority order.

Responsible Agency	TIP Need ID*	PROJECT LOCATION	PROJECT PHASING PLAN	FUND CODE	FEDERAL FISCAL PROGRAMMING YEAR October 1 - September 30				Estimated funding needs after 2026	Est project cost 2023-2026	Project Cost Pre-2023	Est total project cost
					2023	2024	2025	2026				
DOT&PF	NHS0011	**Muldoon Road Pavement Preservation: DeBarr Road to JBER Gate Number 3-** This is a pavement preservation project for Muldoon Road from DeBarr Road to JBER Gate Number 3. This project includes roadway resurfacing, roadside hardware, drainage improvements, intersection improvements, ADA improvements, utilities and bridge work, as necessary.	2025 - D	State STBG	$0	$0	$909,700	$0	*$545,820*	$909,700	$0	$1,455,520
				State Match for State STBG	$0	$0	$90,300	$0	*$54,180*	$90,300	$0	$144,480
				NHPP	$0	$0	$0	$0	*$16,465,570*	$0	$0	$16,465,570
				State Match for NHPP	$0	$0	$0	$0	*$1,634,430*	$0	$0	$1,634,430
			Total		**$0**	**$0**	**$1,000,000**	**$0**	***$18,700,000***	**$1,000,000**	**$0**	**$19,700,000**
DOT&PF	NHS0014	**Seward Highway: 36th Ave Interchange-** This project will design and construct an interchange at the intersection of the Seward Highway and 36th Avenue.	2025 - D 2026 - D	State GF	$0	$0	$0	$0	*$0*	$0	$0	$0
				NHPP-AC	$0	$0	$1,819,400	$0	*$0*	$1,819,400	$0	$1,819,400
				State Match for NHPP-AC	$0	$0	$180,600	$0	*$0*	$180,600	$0	$180,600
				NHPP	$0	$0	$0	$5,003,350	*$81,873,000*	$5,003,350	$0	$86,876,350
				State Match for NHPP	$0	$0	$0	$496,650	*$8,127,000*	$496,650	$0	$8,623,650
			Total		**$0**	**$0**	**$2,000,000**	**$5,500,000**	***$90,000,000***	**$7,500,000**	**$0**	**$97,500,000**
DOT&PF	NHS0008	**Tudor Road Overcrossing Replacement-**Replace Tudor Road Overcrossing (NBI 1323) at the Seward Highway to meet current standards. Improve turning movements and non-motorized accommodations to address safety concerns. Rehabilitate interchange ramps and intersections to meet new bridge configuration, as needed.	2023 - D 2024 - D 2026 - D	State GF	$1,000,000	$0	$0	$0	*$0*	$1,000,000	$0	$1,000,000
				NHPP	$0	$2,729,100	$0	$909,700	*$33,204,050*	$3,638,800	$0	$36,842,850
				State Match for NHPP	$0	$270,900	$0	$90,300	*$3,295,950*	$361,200	$0	$3,657,150
			Total		**$1,000,000**	**$3,000,000**	**$0**	**$1,000,000**	***$36,500,000***	**$5,000,000**	**$0**	**$41,500,000**
DOT&PF	NHS0016	**Central Region ADA Compliance Project-**Reconstruction of Americans with Disabilities Act (ADA) improvements along State-owned and operated routes in DOT&PF's Central Region to implement DTO&PF's ADA Transition Plan and to ensure compliance with the ADA. Project elements may include curb ramps, sidewalks, roadside hardware, drainage improvements, and utilities.	2023 - D	NHPP	$712,022	$0	$0	$0	*$0*	$454,850	$712,022	$1,166,872
				State Match for NHPP	$70,678	$0	$0	$0	*$0*	$45,150	$70,678	$115,828
			Total		**$782,700**	**$0**	**$0**	**$0**	***$0***	**$500,000**	**$782,700**	**$1,282,700**
DOT&PF	NHS0020	**Drainage Improvements Anchorage Area FY25 (Parent) -** This project will address drainage issues to improve resiliency of the surface transportation network. Improvements may include culverts, storm drain systems, settling and detention ponds, erosion caused by hydraulic mechanisms, and other similar elements. This work may also include associated roadside hardware, pedestrian facilities, bridge work, striping, and utilities and other elements as necessary. This is the parent project.	2025 - All Phases	State STBG	$0	$0	$4,548,500	$0	*$0*	$4,548,500	$0	$4,548,500
				State Match for STBG	$0	$0	$451,500	$0	*$0*	$451,500	$0	$451,500
			Total		**$0**	**$0**	**$5,000,000**	**$0**	***$0***	**$5,000,000**	**$0**	**$5,000,000**
		The contingency list of projects for each year will consist of the following year's projects.		**NHPP Total**	**$24,062,022**	**$26,079,100**	**$0**	**$25,635,470**	***$271,456,754***	**$75,519,420**	**$103,066,992**	**$450,043,166**
				NHPP-AC Total	**$0**	**$0**	**$7,059,480**	**$3,789,420**	***$21,559,890***	**$10,848,900**	**$1,864,885**	**$34,273,675**
				State STBG Total	**$0**	**$0**	**$15,167,111**	**$0**	***$545,820***	**$15,167,111**	**$0**	**$15,712,931**
				State GF	**$1,000,000**	**$2,700,000**	**$0**	**$0**	***$0***	**$3,700,000**	**$750,000**	**$4,450,000**
				State Match for NHPP	**$1,720,678**	**$1,920,900**	**$0**	**$2,464,530**	***$22,944,246***	**$6,080,580**	**$7,303,470**	**$36,328,296**
				State Match for NHPP-AC	**$0**	**$0**	**$605,520**	**$275,580**	***$2,140,110***	**$881,100**	**$185,115**	**$3,107,325**
				State Match for STBG	**$0**	**$0**	**$1,415,240**	**$0**	***$0***	**$1,415,240**	**$0**	**$1,415,240**

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Responsible Agency	TIP Need ID*	PROJECT LOCATION	PROJECT PHASING PLAN	FUND CODE	FEDERAL FISCAL PROGRAMMING YEAR October 1 - September 30					Estimated funding needs after 2026	Est project cost 2023-2026	Project Cost Pre-2023	Est total project cost
					Carryover	2023	2024	2025	2026				
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	5307	$0	$800,000	$4,200,000	$3,600,000	$3,600,000	*$10,800,000*	$12,200,000	$0	$23,000,000
				MOA Match		$200,000	$1,050,000	$900,000	$900,000	*$2,700,000*	$3,050,000	$0	$5,750,000
			Total			**$1,000,000**	**$5,250,000**	**$4,500,000**	**$4,500,000**	***$13,500,000***	**$15,250,000**	**$0**	**$28,750,000**
MOA Public Transportation	**TRN00002**	**Fleet Replacement/Expansion -** This project funds the fleet expansion and replacement for the AnchorRIDES paratransit service, as well as the fixed route fleet.	2023-2026 - Implementation	5307	$0	$3,111,000	$0	$0	$80,000	*$480,000*	$3,191,000	$0	$3,671,000
				MOA Match		$778,000	$0	$0	$16,000	*$120,000*	$794,000	$0	$914,000
			Total			**$3,889,000**	**$0**	**$0**	**$100,000**	***$600,000***	**$3,985,000**	**$0**	**$4,585,000**
MOA Public Transportation	**TRN00003**	**ADA Complementary Paratransit Services -** Costs associated with ADA paratransit programs are eligible for this funding. The project funds the ADA paratransit eligibility process with a transportation skills assessment and a travel training program for people who could benefit from individualized instruction regarding how to independently ride People Mover buses. May also be used to purchase AnchorRIDES trips.	2023-2026 - Implementation	5307	$0	$0	$225,000	$0	$225,000	*$960,000*	$450,000	$0	$1,410,000
				MOA Match		$0	$56,250	$0	$75,000	*$240,000*	$131,250	$0	$371,250
			Total			**$0**	**$281,250**	**$0**	**$300,000**	***$1,200,000***	**$581,250**	**$0**	**$1,781,250**
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	2023-2026 - Implementation	5307	$0	$320,000	$500,000	$225,000	$0	*$60,000*	$1,045,000	$0	$1,105,000
				MOA Match		$80,000	$125,000	$56,250	$0	*$15,000*	$261,250	$0	$276,250
			Total			**$400,000**	**$625,000**	**$300,000**	**$0**	***$75,000***	**$1,306,250**	**$0**	**$1,381,250**
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	5307	$0	$136,000	$500,000	$37,500	$37,500	*$0*	$711,000	$0	$711,000
				MOA Match		$34,000	$125,000	$9,375	$9,375	*$0*	$177,750	$0	$177,750
			Total			**$170,000**	**$625,000**	**$50,000**	**$50,000**	***$0***	**$888,750**	**$0**	**$888,750**
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	5307	$0	$960,000	$700,000	$525,000	$450,000	*$1,200,000*	$2,635,000	$0	$3,835,000
				MOA Match		$240,000	$175,000	$131,250	$112,500	*$300,000*	$658,750	$0	$958,750
			Total			**$1,200,000**	**$875,000**	**$700,000**	**$600,000**	***$1,500,000***	**$3,293,750**	**$0**	**$4,793,750**
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	5307	$0	$960,000	$798,000	$562,500	$562,500	*$1,800,000*	$2,883,000	$0	$4,683,000
				MOA Match		$240,000	$199,500	$140,625	$140,625	*$450,000*	$720,750	$0	$1,170,750
			Total			**$1,200,000**	**$997,500**	**$750,000**	**$750,000**	***$2,250,000***	**$3,603,750**	**$0**	**$5,853,750**
MOA Public Transportation	**TRN00008**	**Operating Assistance** - Section 5307 operating assistance for fixed route, demand responsive, and/or Microtransit public transit service.	2023-2026 - Implementation	5307	$0	$0	$0	$0	$0	*$2,400,000*	$0	$0	$2,400,000
				MOA Match		$0	$0	$0	$0	*$600,000*	$0	$0	$600,000
			Total			**$0**	**$0**	**$0**	**$0**	***$3,000,000***	**$0**	**$0**	**$3,000,000**
		subtotal FTA Section 5307				**$7,859,000**	**$8,653,750**	**$6,300,000**	**$6,300,000**	***$22,125,000***	**$57,817,500**	**$0**	**$79,942,500**
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.		5310		$263,000	*$273,000*	*$192,000*	*$192,000*	*$419,200*	$920,000	$0	$1,339,200
				MOA Match		$66,000	*$68,000*	*$48,000*	*$48,000*	*$104,800*	$230,000	$0	$334,800
			Total			**$329,000**	**$341,000**	**$240,000**	**$240,000**	***$524,000***	**$1,150,000**	**$0**	**$1,674,000**
		subtotal FTA Section 5310				**$329,000**	**$341,000**	**$240,000**	**$240,000**	***$524,000***	**$1,150,000**	**$0**	**$1,674,000**
MOA Public Transportation	**TRN00010**	**Section 5339 Bus and Bus Facilities Program -** This program includes capital projects to replace, rehabilitate and purchase buses, vans, and related equipment, and to construct bus-related facilities, including technological changes or innovations to modify low or no emission vehicles or facilities.		5339		$565,000	*$636,000*	*$576,000*	*$576,000*	*$1,291,200*	$2,353,000	$0	$3,644,200
				MOA Match		$141,000	*$159,000*	*$144,000*	*$144,000*	*$322,800*	$588,000	$0	$910,800
			Total			**$706,000**	**$795,000**	**$720,000**	**$720,000**	***$1,614,000***	**$2,941,000**	**$0**	**$4,555,000**

Responsible Agency	TIP Need ID*	PROJECT LOCATION	PROJECT PHASING PLAN	FUND CODE	FEDERAL FISCAL PROGRAMMING YEAR October 1 - September 30 Carryover	2023	2024	2025	2026	Estimated funding needs after 2026	Est project cost 2023-2026	Project Cost Pre-2023	Est total project cost
MOA Public Transportation	**TRN00011**	**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.		5339(b)		$0	$0	$0	$1,800,000	*$1,291,200*	$1,800,000	$0	$3,091,200
				Local Match		$0	$0	$0	$450,000	*$322,800*	$450,000	$0	$772,800
			Total			**$0**	**$0**	**$0**	**$2,250,000**	***$1,614,000***	**$2,250,000**	**$0**	**$3,864,000**
		subtotal FTA Section 5339				**$706,000**	**$795,000**	**$720,000**	**$2,970,000**	***$3,228,000***	**$5,191,000**	**$0**	**$8,419,000**
		subtotal FTA section 5307, 5310, 5339 Transit funding to the MOA				**$8,894,000**	**$9,789,750**	**$7,260,000**	**$9,510,000**	***$25,877,000***	**$64,158,500**	**$0**	**$90,035,500**
		Alaska Railroad - FTA Section 5307 (Rail Tier) Funds											
Alaska Railroad Corporation	**TRN00012**	**1% Transit Security on the Alaska Railroad Corporation projects**	2023-2026 - Implementation	5307	$0	$20,000	$20,000	$40,000	$0	*$90,970*	$80,000	$0	$170,970
				Local Match	$0	$5,000	$5,000	$10,000	$0	*$9,030*	$20,000	$0	$29,030
			Total		**$0**	**$25,000**	**$25,000**	**$50,000**	**$0**	***$100,000***	**$100,000**	**$0**	**$200,000**
Alaska Railroad Corporation	**TRN00013**	**Preventive Maintenance** - This project partially funds statewide maintenance costs of passenger vehicle railcars and locomotives. Preventive maintenance is defined as all activities, supplies, materials, labor, services and associated costs required to preserve or extend the functionality and serviceability of the asset.	2023-2026 - Implementation	5307	$2,800,000	$2,800,000	$2,800,000	$0	$0	*$13,190,650*	$5,600,000	$0	$18,790,650
				Local Match	$700,000	$700,000	$700,000	$0	$0	*$1,309,350*	$1,400,000	$0	$2,709,350
			Total		**$3,500,000**	**$3,500,000**	**$3,500,000**	**$0**	**$0**	***$14,500,000***	**$7,000,000**	**$0**	**$21,500,000**
Alaska Railroad Corporation	**TRN00014**	**1% Associated Transit Enhancements -** can include benches, landscaping, and other transit related amenities.	2023-2026 - Implementation	5307	$0	$20,000	$20,000	$60,000	$0	*$90,970*	$100,000	$0	$190,970
				Local Match	$0	$5,000	$5,000	$15,000	$0	*$9,030*	$25,000	$0	$34,030
			Total		**$0**	**$25,000**	**$25,000**	**$75,000**	**$0**	***$100,000***	**$125,000**	**$0**	**$225,000**
Alaska Railroad Corporation	**TRN00015**	**Track Rehab** - Rail and tie rehabilitation inside AMATS boundaries including shoulder widening, siding program, drainage, State of Good Repair and improvement projects related to track infrastructure.	2023-2026 - Implementation	5307	$6,800,000	$40,000	$40,000	$560,000	$560,000	*$227,425*	$1,200,000	$0	$1,427,425
				Local Match	$1,700,000	$10,000	$10,000	$140,000	$140,000	*$22,575*	$300,000	$0	$322,575
			Total		**$8,500,000**	**$50,000**	**$50,000**	**$700,000**	**$700,000**	***$250,000***	**$1,500,000**	**$0**	**$1,750,000**
Alaska Railroad Corporation	**TRN00016**	**Radio and Communication System** - Replace, upgrade or improvements to radio and communication locations, equipment, systems or components.	2023-2026 - Implementation	5307	$0	$0	$20,000	$280,000	$280,000	*$45,485*	$580,000	$0	$625,485
				Local Match	$0	$0	$5,000	$70,000	$70,000	*$4,515*	$145,000	$0	$149,515
			Total		**$0**	**$0**	**$25,000**	**$350,000**	**$350,000**	***$50,000***	**$725,000**	**$0**	**$775,000**
Alaska Railroad Corporation	**TRN00017**	**Bridge Rehabilitation** - Bridge engineering, preventive maintenance, rehabilitation, replacements, and other bridge improvements within AMATS boundaries.	2023-2026 - Implementation	5307	$200,000	$40,000	$40,000	$0	$0	*$227,425*	$80,000	$0	$307,425
				Local Match	$50,000	$10,000	$10,000	$0	$0	*$22,575*	$20,000	$0	$42,575
			Total		**$250,000**	**$50,000**	**$50,000**	**$0**	**$0**	***$250,000***	**$100,000**	**$0**	**$350,000**
Alaska Railroad Corporation	**TRN00018**	**Signal and Detector System** - Replace, upgrade or improve in-track detector and at-grade signal systems equipment and communication components within AMATS boundaries.	2023-2026 - Implementation	5307	$280,000	$0	$20,000	$20,000	$0	*$45,485*	$40,000	$0	$85,485
				Local Match	$70,000	$0	$5,000	$5,000	$0	*$4,515*	$10,000	$0	$14,515
			Total		**$350,000**	**$0**	**$25,000**	**$25,000**	**$0**	***$50,000***	**$50,000**	**$0**	**$100,000**
Alaska Railroad Corporation	**TRN00019**	**Facility Rehab** - Within AMATS boundaries replace, upgrade or improve ARRC buildings and related functional appurtenances.	2023-2026 - Implementation	5307	$52,000	$0	$420,000	$637,600	$260,000	*$45,485*	$1,317,600	$0	$1,363,085
				Local Match	$13,000	$0	$105,000	$159,400	$65,000	*$4,515*	$329,400	$0	$333,915
			Total		**$65,000**	**$0**	**$525,000**	**$797,000**	**$325,000**	***$50,000***	**$1,647,000**	**$0**	**$1,697,000**
Alaska Railroad Corporation	**TRN00026**	**Railroad Technology Infrastructure** - Replace or upgrade technology and networking hardware, software, and connectivity components.	2023-2026 - Implementation	5307	$0	$0	$0	$1,840,000	$1,120,000	*$45,485*	$2,960,000	$0	$3,005,485
				Local Match	$0	$0	$0	$460,000	$280,000	*$4,515*	$740,000	$0	$744,515
			Total		**$0**	**$0**	**$0**	**$2,300,000**	**$1,400,000**	***$50,000***	**$3,700,000**	**$0**	**$3,750,000**
		subtotal FTA Section 5307 (Rail Tier) Transit funding to Railroad			**$12,665,000**	**$3,650,000**	**$4,225,000**	**$4,297,000**	**$2,775,000**	***$15,400,000***	**$14,947,000**	**$0**	**$30,347,000**
		Alaska Railroad - FTA Section 5337 (State of Good Repair) Funds											
Alaska Railroad Corporation	**TRN00020**	**Track Rehab** - Rail and tie rehabilitation inside AMATS boundaries including shoulder widening, siding program, drainage, State of Good Repair and improvement projects related to track infrastructure.	2019 - 2022 - Implementation	5337	$400,000	$600,000	$560,000	$560,000	$600,000	*$2,638,130*	$2,320,000	$0	$4,958,130
				Local Match	$100,000	$150,000	$140,000	$140,000	$150,000	*$261,870*	$580,000	$0	$841,870
			Total		**$500,000**	**$750,000**	**$700,000**	**$700,000**	**$750,000**	***$2,900,000***	**$2,900,000**	**$0**	**$5,800,000**
Alaska Railroad Corporation	**TRN00021**	**Preventive Maintenance -** This project partially funds statewide maintenance costs of passenger vehicle railcars and locomotives. Preventive maintenance is defined as all activities, supplies, materials, labor, services and associated costs required to preserve or extend the functionality and serviceability of the asset.	2019 - 2022 - Implementation	5337	$3,120,000	$800,000	$120,000	$720,000	$720,000	*$1,319,065*	$2,360,000	$0	$3,679,065
				Local Match	$780,000	$200,000	$30,000	$180,000	$180,000	*$130,935*	$590,000	$0	$720,935
			Total		**$3,900,000**	**$1,000,000**	**$150,000**	**$900,000**	**$900,000**	***$1,450,000***	**$2,950,000**	**$0**	**$4,400,000**
Alaska Railroad Corporation	**TRN00022**	**Bridge Rehabilitation** - Bridge engineering, preventive maintenance, rehabilitation, replacements, and other bridge improvements within AMATS boundaries.	2020 - 2022 - Implementation	5337	$288,000	$8,800,000	$4,000	$6,800,000	$6,400,000	*$5,130,708*	$22,004,000	$0	$27,134,708
				Local Match	$72,000	$2,200,000	$1,000,000	$1,700,000	$1,600,000	*$509,292*	$6,500,000	$0	$7,009,292
			Total		**$360,000**	**$11,000,000**	**$5,000,000**	**$8,500,000**	**$8,000,000**	***$5,640,000***	**$28,504,000**	**$0**	**$34,144,000**
Alaska Railroad Corporation	**TRN00023**	**Radio and Communication System** - Replace, upgrade or improvements to radio and communication locations, equipment, systems or components.	2023-2026 - Implementation	5337	$0	$40,000	$40,000	$40,000	$40,000	*$181,940*	$160,000	$0	$341,940
				Local Match	$0	$10,000	$10,000	$10,000	$10,000	*$18,060*	$40,000	$0	$58,060
			Total		**$0**	**$50,000**	**$50,000**	**$50,000**	**$50,000**	***$200,000***	**$200,000**	**$0**	**$400,000**
Alaska Railroad Corporation	**TRN00024**	**Signal and Detector System** - Replace, upgrade or improve in-track detector and at-grade signal systems equipment and communication components within AMATS boundaries.	2023-2026 - Implementation	5337	$0	$20,000	$40,000	$20,000	$0	*$90,970*	$80,000	$0	$170,970
				Local Match	$0	$5,000	$10,000	$5,000	$0	*$9,030*	$20,000	$0	$29,030
			Total		**$0**	**$25,000**	**$50,000**	**$25,000**	**$0**	***$100,000***	**$100,000**	**$0**	**$200,000**

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

Responsible Agency	TIP Need ID*	PROJECT LOCATION	PROJECT PHASING PLAN	FUND CODE	FEDERAL FISCAL PROGRAMMING YEAR October 1 - September 30					Estimated funding needs after 2026	Est project cost 2023-2026	Project Cost Pre-2023	Est total project cost
					Carryover	2023	2024	2025	2026				
Alaska Railroad Corporation	**TRN00025**	**Facility Rehab** - Within AMATS boundaries replace, upgrade or improve ARRC buildings and related functional appurtenances.	2023-2026 - Implementation	5337	$0	$20,000	$440,000	$20,000	$0	*$90,970*	$480,000	$0	$570,970
				Local Match	$0	$5,000	$110,000	$5,000	$0	*$9,030*	$120,000	$0	$129,030
			Total		**$0**	**$25,000**	**$550,000**	**$25,000**	**$0**	***$100,000***	**$600,000**	**$0**	**$700,000**
Alaska Railroad Corporation	**TRN00027**	**Railroad Technology Infrastructure** - Replace or upgrade technology and networking hardware, software, and connectivity components.	2023-2026 - Implementation	5337	$0	$0	$0	$896,000	$0	*$45,485*	$896,000	$0	$941,485
				Local Match	$0	$0	$0	$224,000	$0	*$4,515*	$224,000	$0	$228,515
			Total		**$0**	**$0**	**$0**	**$1,120,000**	**$0**	***$50,000***	**$1,120,000**	**$0**	**$1,170,000**
		subtotal FTA Section 5337 (SGR) funding to Railroad			**$4,760,000**	**$12,850,000**	**$6,500,000**	**$11,320,000**	**$9,700,000**	***$10,440,000***	**$36,374,000**	**$0**	**$46,814,000**
		Alaska Railroad - FTA Section 5337 (SGR) Funds				$0	$0	$0	$0	*$0*	$0	$0	$0
		subtotal FTA Section 5337 funding to Railroad				$12,850,000	$800	$11,320,000	$9,700,000	*$17,400*	$33,870,800	$0	$33,888,200
		subtotal FTA Sections 5307 (Rail Tier) & 5337 Transit funding to ARRC				**$16,500,000**	**$10,725,000**	**$15,617,000**	**$12,475,000**	***$25,840,000***	**$51,321,000**	**$0**	**$77,161,000**
		Total Transit Program (FTA {5307+5310+5337})				$25,394,000	$20,514,750	$22,877,000	$21,985,000	*$51,717,000*	$115,479,500	$0	$167,196,500
		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.											

Table 10. Other Federal, State, and Local Funded Projects within the AMATS Area
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PC Final
03/19/2026

Responsible Agency	TIP Need ID*	PROJECT LOCATION	PROJECT PHASING PLAN	FUND CODE	FEDERAL FISCAL PROGRAMMING YEAR October 1 - September 30 2023	2024	2025	2026	Estimated funding needs after 2026	Est project cost 2023 -2026	Project Cost Pre-2023	Est total project cost
MOA	**OFS00002**	**AK094 & AK105 - Construction & Road Improvements @ APU.**	2023 - U/C 2026 - U/C	Federal Earmark	$2,684,525	$0	$0	$2,684,343	*$0*	$5,368,867	$0	$5,368,867
				MOA Match for Earmark	$266,475	$0	$0	$266,457	*$0*	$532,933	$0	$532,933
			Total		**$2,951,000**	**$0**	**$0**	**$2,950,800**	***$0***	**$5,901,800**	$0	$5,901,800
DOT&PF	**OFS00004**	**Campbell Tract Facility Alternate Entrance Alignment -** Relocate the CTF entrance road 260' to align with East 68th Avenue.	2023 - U/C 2025 - U/C 2026 - C	AMATS STBG	$4,476,634	$0	$2,034,089	$0	*$0*	$6,510,723	$0	$6,510,723
				State Match for AMATS STBG	$444,366	$0	$201,911	$0	*$0*	$646,277	$0	$646,277
				FLAP	$0	$0	$0	$250,000	*$0*	$250,000	$0	$250,000
			Total		**$4,921,000**	**$0**	**$2,236,000**	**$250,000**	***$0***	**$7,407,000**	**$0**	**$7,407,000**
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	$14,240,000	$0	*$0*	$14,240,000	$0	$14,240,000
				ACCS Partners	$0	$0	$56,700,000	$0	*$0*	$56,700,000	$0	$56,700,000
				Match for BUILD Grant	$0	$0	$3,560,000	$0	*$0*	$1,413,512	$0	$1,413,512
			Total		**$0**	**$0**	**$74,500,000**	**$0**	***$0***	**$72,353,512**	$0	$72,353,512
DOT&PF	**OFS00010**	**International Airport Charging Stations -** This project involves the installation of electric vehicle (EV) charging stations at the cell phone parking lots of the Ted Stevens Anchorage International Airport. Work includes the design, procurement, and installation of the charging stations, as well as the necessary electrical infrastructure to support their operation.	2024 - C 2025 - C	State CMAQ Flex	$0	$909,700	$454,850	$0	*$0*	$1,364,550	$0	$1,364,550
				State Match for State CMAQ Flex	$0	$90,300	$45,150	$0	*$0*	$135,450	$0	$135,450
			Total		**$0**	**$1,000,000**	**$500,000**	**$0**	***$0***	**$1,500,000**	$0	$1,500,000
DOT&PF	**OFS00011**	**National Electric Vehicle Infrastructure Program -** For the planning and strategic deployment of electric vehicle (EV) charging infrastructure and to establish an interconnected network as per the National Electric Vehicle Infrastructure Program.	2024 - C 2025 - C	State NEVI	$0	$600,000	$600,000	$0	*$0*	$1,200,000	$0	$1,200,000
				Third Party Match for NEVI	$0	$150,000	$150,000	$0	*$0*	$300,000	$0	$300,000
			Total		**$0**	**$750,000**	**$750,000**	**$0**	***$0***	**$1,500,000**	$0	$1,500,000
MOA	**OFS00013**	**SS4A Implementation Grant for Bragaw Street Corridor Safety Improvements** [Northern Lights Blvd to Glenn Hwy] - The implementation project will consider road safety improvements and select countermeasures to improve safety throughout the project corridor. The grant award includes two Planning, Design and Development projects: a Leading Pedestrian Interval Pilot Study; and a Speed Management Study.	2026 - D	SS4A Grant	$0	$0	$0	$5,000,000	*$20,196,000*	$5,000,000	$0	$25,196,000
				MOA Match for SS4A Grant	$0	$0	$0	$1,250,000	*$5,049,000*	$1,250,000	$0	$6,299,000
			Total		**$0**	**$0**	**$0**	**$6,250,000**	***$25,245,000***	**$6,250,000**	$0	$31,495,000
DOT&PF	**OFS00014**	**Glenn Highway Wildlife Vehicle Collision Mitigation Study –** This project is a comprehensive study of the Glenn Highway corridor to consolidate and evaluate past research, engage stakeholders, and develop alternatives and recommendations for Wildlife-Vehicle Collision (WVC) mitigation, including potential wildlife crossing locations, fencing, wildlife tracking, and other mitigation options. This study will define specific transportation policy improvements and project recommendations with an emphasis on providing wildlife crossings along the Glenn Highway Corridor between the Airport Heights and Glenn/Parks Interchanges.	2025 - Planning	WCPP Grant	$0	$0	$626,659	$0	*$0*	$626,659	$0	$626,659
				State Match for WCPP Grant	$0	$0	$62,204	$0	*$0*	$62,204	$0	$62,204
			Total		**$0**	**$0**	**$688,863**	**$0**	***$0***	**$688,863**	$0	$688,863
DOT&PF	**OFS00015**	**Rabbit Creek at E 140th Avenue Drainage Improvements –** Natural hazard mitigation and resilience improvements that will increase infrastructure durability, ensure year-round access for vehicle traffic and emergency services.	2026 - D/ROW	PROTECT Grant	$0	$0	$0	$386,623	*$2,308,181*	$386,623	$0	$2,694,803
				MOA Match for PROTECT Grant	$0	$0	$0	$38,378	*$229,118*	$38,378	$0	$267,496
			Total		**$0**	**$0**	**$0**	**$425,000**	***$2,537,299***	**$425,000**	$0	$2,962,299

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

Table 10. Other Federal, State, and Local Funded Projects within the AMATS Area
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PC Final
03/19/2026

Responsible Agency	TIP Need ID*	PROJECT LOCATION	PROJECT PHASING PLAN	FUND CODE	FEDERAL FISCAL PROGRAMMING YEAR October 1 - September 30: 2023	2024	2025	2026	Estimated funding needs after 2026	Est project cost 2023 -2026	Project Cost Pre-2023	Est total project cost
DOT&PF	**OFS00016**	**Atelier Life Safety Access Road** [Atelier Drive to Klutina Drive] **–** Project would create a secondary access route to improve public safety and emergency access. Vision is a limited access recreational road, potentially gated, with access to vehicular traffic only during an emergency (allowing emergency vehicles a secondary access as well as a secondary evacuation route).	2026 - D	RTA Grant	$0	$0	$0	$165,000	*$660,000*	$165,000	$0	$825,000
			Total		**$0**	**$0**	**$0**	**$165,000**	***$660,000***	**$165,000**	$0	$825,000
DOT&PF	**OFS00017**	**Potter Valley Life Safety Access Road** [Romania Drive to Potter Valley Road] **–** Analyze and plan for road improvements from Romania Drive to Potter Valley Road to improve the safety and functionality of the existing network of public roads by aligning a vital secondary access route for emergency services and evacuation.	2026 - D	RTA Grant	$0	$0	$0	$225,000	*$900,000*	$225,000	$0	$1,125,000
			Total		**$0**	**$0**	**$0**	**$225,000**	***$900,000***	**$225,000**	$0	$1,125,000
DOT&PF	**OFS00018**	**Radio Tower Road – NF Campbell Creek Culvert Replacement –** Project will replace the culvert on Radio Tower Road on NF Campbell Creek with a fish passage culvert.	2026 - D/ROW/U/C	Y240 STBG	$0	$0	$0	$909,700	*$709,566*	$909,700	$0	$1,619,266
				State Match for Y240 STBG	$0	$0	$0	$90,300	*$70,434*	$90,300	$0	$160,734
			Total		**$0**	**$0**	**$0**	**$1,000,000**	***$780,000***	**$1,000,000**	$0	$1,780,000
				Federal Earmark Total	**$2,684,525**	**$0**	**$0**	**$2,684,343**	***$0***	**$5,368,867**	**$0**	**$5,368,867**
				AMATS STBG Total	**$4,476,634**	**$0**	**$2,034,089**	**$0**	***$0***	**$6,510,723**	**$0**	**$6,510,723**
				BUILD Grant Total	**$0**	**$0**	**$14,240,000**	**$0**	***$0***	**$14,240,000**	**$0**	**$14,240,000**
				ACCS Partners Total	**$0**	**$0**	**$56,700,000**	**$0**	***$0***	**$56,700,000**	**$0**	**$56,700,000**
				State CMAQ Flex Total	**$0**	**$909,700**	**$454,850**	**$0**	***$0***	**$1,364,550**	**$0**	**$1,364,550**
				State NEVI Total	**$0**	**$600,000**	**$600,000**	**$0**	***$0***	**$1,200,000**	**$0**	**$1,200,000**
				SS4A Grant Total	**$0**	**$0**	**$0**	**$5,000,000**	***$20,196,000***	**$5,000,000**	**$0**	**$25,196,000**
				PROTECT Grant	**$0**	**$0**	**$0**	**$386,623**	***$2,308,181***	**$0**	**$0**	**$0**
				WCPP Grant	**$0**	**$0**	**$626,659**	**$0**	***$0***	**$626,659**	**$0**	**$626,659**
				FLAP	**$0**	**$0**	**$0**	**$250,000**	***$0***	**$250,000**	**$0**	**$250,000**
				RTA Grant	**$0**	**$0**	**$0**	**$390,000**	***$1,560,000***	**$7,407,000**	**$0**	**$7,407,000**
				Y240 STBG	**$0**	**$0**	**$0**	**$909,700**	***$709,566***	**$14,240,000**	**$0**	**$14,240,000**
				MOA Match for Earmark Total	**$266,475**	**$0**	**$0**	**$266,457**	***$0***	**$532,933**	**$0**	**$532,933**
				State Match for AMATS STBG Total	**$444,366**	**$0**	**$201,911**	**$0**	***$0***	**$646,277**	**$0**	**$646,277**
				Match for BUILD Grant Total	**$0**	**$0**	**$3,560,000**	**$0**	***$0***	**$1,413,512**	**$0**	**$1,413,512**
				State Match for State CMAQ Flex Total	**$0**	**$90,300**	**$45,150**	**$0**	***$0***	**$135,450**	**$0**	**$135,450**
				Third Parth Match for NEVI Total	**$0**	**$0**	**$0**	**$0**	***$0***	**$0**	**$0**	**$0**
				State Match for State STBG	**$0**	**$0**	**$0**	**$0**	***$0***	**$0**	**$0**	**$0**
				State Match for WCPP Grant	**$0**	**$0**	**$62,204**	**$0**	***$0***	**$62,204**	**$0**	**$62,204**
				MOA Match for PROTECT Grant	**$0**	**$0**	**$0**	**$38,378**	***$229,118***	**$38,378**	**$0**	**$267,496**
				State Match for Y240 STBG	**$0**	**$0**	**$0**	**$90,300**	***$70,434***	**$425,000**	**$0**	**$2,962,299**
				MOA Match for SS4A Grant Total	**$0**	**$0**	**$0**	**$1,250,000**	***$5,049,000***	**$1,250,000**	**$0**	**$6,299,000**

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