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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**

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Randy Warden
Division Administrator, Alaska Division
Federal Highway Administration

**SCOT TANNER
RASTELLI**

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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 (PM_{2.5}) 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 (PM_{2.5}) 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 YOY 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 PM₁₀ 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 PM₁₀ Limited Maintenance Area. The ICT confirmed that the proposed changes in TIP Amendment #4 do not jeopardize PM₁₀ 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 21, 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

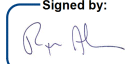
Dear Randy Warden and Susan Fletcher,

Enclosed for your review is the Alaska 2024-2027 Statewide Transportation and Infrastructure Program (STIP) Amendment #5, submitted for the sole purpose of incorporating the Anchorage Metropolitan Area Transportation Solutions (AMATS) 2027-2030 Transportation Improvement Program (TIP) Tables, Narrative, and Air Quality Conformity Demonstration.

AMATS TIP 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 air quality consultation was held on December 11, 2025, and an Air Quality Conformity Determination was developed per 40 CFR §93.104(c). The 2027-2030 TIP Tables, Narrative and Air Quality Conformity Determination were adopted by the AMATS Policy Committee on March 19th, 2026. The requirements for public review were satisfied by the AMATS TIP and Air Quality Conformity Demonstration public review period.

We request your approval of the 2024-2027 STIP Amendment #5 to incorporate by reference the 2027-2030 AMATS TIP into the Alaska 2024-2027 STIP.

Sincerely,

Signed by:

3BFC855630834FF...
Ryan Anderson, P.E.
Commissioner

Enclosed: AMATS FFY 2027-2030 TIP Transmittal Letters, Tables, Narrative, Air Quality Conformity Demonstration, and Self-certification.

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
Bradley Storozuk, STIP Planner, Program Management & Administration, DOT&PF
James Starzec, AMATS Planning Transportation Planner, Anchorage Field Office, DOT&PF
Mark Eisenman, Anchorage Area Planner, Project Delivery, 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 21, 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 2027-2030
TIP

The Anchorage Metropolitan Area Transportation Solutions (AMATS) Policy Committee approved the AMATS FFY 2027-2030 Transportation Improvement Program (TIP) Tables, Narrative, and Air Quality Conformity Demonstration on March 19, 2026.

The AMATS FFY 2027-2030 TIP 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 interagency air quality consultation was held on December 11, 2025, and an air quality determination was developed per 40 CFR §93.104(c). The requirements for public review were satisfied by the MPO TIP and Air Quality Conformity Demonstration public review period.

Staff recommend approval to incorporate AMATS FFY 2027-2030 TIP 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 #5 will be submitted by DOT&PF to FHWA and FTA to request approval to incorporate AMATS FFY 2027-2030 TIP into the Alaska 2024-2027 STIP.

Attachments:

Anchorage Field Office/Project Delivery Transmittal Memo

AMATS Transmittal Memo

AMATS FFY 2027-2030 TIP Tables, Narrative, Air Quality Conformity Demonstration, and Self-certification.

Approved:

Signed by:



3BFC855630834FF...

Ryan Anderson, Commissioner

4/23/2026

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
Bradley Storozuk, STIP Planner, Program Management & Administration, DOT&PF
James Starzec, AMATS Planning Transportation Planner, Anchorage Field Office, DOT&PF
Mark Eisenman, Anchorage Area Planner, Project Delivery, 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
Program Development and Statewide Planning

TO: Adam Moser
Program Management Chief
Program Management &
Administration

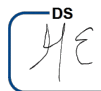
DATE: April 20, 2026

THRU: Ben White
Urban Planning Chief
Anchorage Field Office



TELEPHONE NO: (907) 269-0522

FROM: Mark Eisenman
AMATS Planning & DOT&PF
Anchorage Area Planner/Acting
AMATS Coordinator
Anchorage Field Office



SUBJECT: Recommend Approval of
FFY 2027-2030 AMATS TIP

The Anchorage Metropolitan Area Transportation Solutions (AMATS) Policy Committee approved the FFY 2027-2030 AMATS Transportation Improvement Program (TIP) on March 19, 2026.

We find that FFY 2027-2030 AMATS TIP meets all the requirements of US Code Title 23, Section 134, meets conformity, and is fiscally constrained by the allocations made in the 2024-2027 Statewide Transportation Improvement Program (STIP).

Staff recommends approval. Your approval of the FFY 2027-2030 AMATS TIP is recommended and staff requests that appropriate action be taken to incorporate the FFY 2027-2030 AMATS TIP into the STIP.

Attachments: AMATS 2027-2030 TIP Tables
AMATS 2027-2030 TIP Narrative
AMATS 2027-2030 Air Quality Conformity Demonstration
AMATS 2026 Self Certification and Backup

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
James Starzec, Transportation Planner, Project Delivery, AFO, DOT&PF
Bradley Storozuk, DOT&PF STIP Planner, Program Management & Administration, DOT&PF



METROPOLITAN PLANNING ORGANIZATION
4700 Elmore Road
Anchorage, Alaska 99507

April 17, 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 2027-2030 Transportation Improvement Program (TIP). The AMATS Policy Committee adopted the Air Quality Conformity Demonstration, Narrative, and TIP tables on March 19, 2026.

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
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 2027-2030 TIP Tables
AMATS 2027-2030 TIP Narrative
AMATS 2027-2030 Air Quality Conformity Demonstration
AMATS 2026 Self Certification and Backup

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

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

Project estimates are shown in Year of Expenditure Dollars.

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

Funding Code	FEDERAL FISCAL PROGRAMMING YEAR				4-year total
	October 1 - September 30				
	2027	2028	2029	2030	
AMATS CMAQ Total (Revenue +Match)	\$2,622,843	\$2,701,528	\$2,782,573	\$2,866,051	\$10,972,995
Other Funded Projects within the AMATS area outside the AMATS Allocation					
Highway Safety Improvement Program (Table 7)					
UnCat 148 Project Cost	\$7,381,290	\$28,007,100	\$0	\$0	\$35,388,390
HSIP Project Cost	\$10,188,000	\$0	\$0	\$0	\$10,188,000
UnCat 148 Project Match (State)	\$820,143	\$3,111,900	\$0	\$0	\$3,932,043
HSIP Project Match (State)	\$1,132,000	\$0	\$0	\$0	\$1,132,000
HSIP Total (Cost + Match)	\$19,521,433	\$31,119,000	\$0	\$0	\$50,640,433
UnCat 148 Revenue	\$7,381,290	\$28,007,100	\$0	\$0	\$35,388,390
HSIP Revenue	\$10,188,000	\$0	\$0	\$0	\$10,188,000
UnCat 148 Revenue Match (State)	\$820,143	\$3,111,900	\$0	\$0	\$3,932,043
HSIP Revenue Match (State)	\$1,132,000	\$0	\$0	\$0	\$1,132,000
HSIP Total Revenue	\$19,521,433	\$31,119,000	\$0	\$0	\$50,640,433
National Highway Performance Program (Table 8)					
NHPP Project Cost	\$25,060,309	\$104,626,194	\$269,552,205	\$23,350,000	\$422,588,708
NHPP-AC Project Cost	\$97,448,266	\$0	\$0	\$0	\$97,448,266
NHPP Project Match (State)	\$2,505,825	\$0	\$0	\$0	\$2,505,825
NHPP Total (Cost + Match)	\$125,014,400	\$104,626,194	\$269,552,205	\$23,350,000	\$522,542,799
NHPP Federal Revenue	\$25,060,309	\$104,626,194	\$269,552,205	\$23,350,000	\$422,588,708
NHPP-AC Federal Revenue	\$97,448,266	\$0	\$0	\$0	\$97,448,266
NHPP Match Revenue (State)	\$2,505,825	\$0	\$0	\$0	\$2,505,825
NHPP Total Revenue	\$125,014,400	\$104,626,194	\$269,552,205	\$23,350,000	\$522,542,799
Transit Capital FTA Section 5307 to MOA (Table 9)					
FTA 5307 to MOA Project Cost	\$7,080,000	\$8,040,000	\$7,220,000	\$7,220,000	\$29,560,000
FTA 5307 to MOA Project Match (Local)	\$1,770,000	\$2,385,000	\$2,180,000	\$2,180,000	\$8,515,000
FTA 5307 to MOA Total (Cost +Match)	\$8,850,000	\$10,425,000	\$9,400,000	\$9,400,000	\$38,075,000
FTA 5307 to MOA Federal Revenue	\$7,080,000	\$8,040,000	\$7,220,000	\$7,220,000	\$29,560,000
FTA 5307 to MOA Match Revenue (Local)	\$1,770,000	\$2,385,000	\$2,180,000	\$2,180,000	\$8,515,000
FTA 5307 to MOA Total Revenue	\$8,850,000	\$10,425,000	\$9,400,000	\$9,400,000	\$38,075,000
Transit Capital FTA Section 5310 to MOA (Table 9)					
FTA 5310 to MOA Project Cost	\$320,000	\$320,000	\$320,000	\$320,000	\$1,280,000
FTA 5310 to MOA Project Match (Local)	\$80,000	\$80,000	\$80,000	\$80,000	\$320,000
FTA 5310 to MOA Total (Cost +Match)	\$400,000	\$400,000	\$400,000	\$400,000	\$1,600,000
FTA 5310 to MOA Federal Revenue	\$320,000	\$320,000	\$320,000	\$320,000	\$1,280,000

Project estimates are shown in Year of Expenditure Dollars.

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

Funding Code	FEDERAL FISCAL PROGRAMMING YEAR				4-year total
	October 1 - September 30				
	2027	2028	2029	2030	
FTA 5310 to MOA Match Revenue (Local)	\$80,000	\$80,000	\$80,000	\$80,000	\$320,000
FTA 5310 to MOA Total Revenue	\$400,000	\$400,000	\$400,000	\$400,000	\$1,600,000
Transit Capital FTA Section 5339 to MOA (Table 9)					
FTA 5339 to MOA Project Cost	\$600,000	\$600,000	\$20,600,000	\$600,000	\$22,400,000
FTA 5339 to MOA Project Match (Local)	\$150,000	\$150,000	\$5,150,000	\$150,000	\$5,600,000
FTA 5339 to MOA Total (Cost +Match)	\$750,000	\$750,000	\$25,750,000	\$750,000	\$28,000,000
FTA 5339 to MOA Federal Revenue	\$600,000	\$600,000	\$20,600,000	\$600,000	\$22,400,000
FTA 5339 to MOA Match Revenue	\$150,000	\$150,000	\$5,150,000	\$150,000	\$5,600,000
FTA 5339 to MOA Total Revenue	\$750,000	\$750,000	\$25,750,000	\$750,000	\$28,000,000
Transit Capital FTA Section 5307 to ARRC (Table 9)					
FTA 5307 to ARRC Project Cost	\$1,148,000	\$1,000,000	\$640,000	\$520,000	\$3,308,000
FTA 5307 to ARRC Project Match (ARRC)	\$287,000	\$250,000	\$160,000	\$130,000	\$827,000
FTA 5307 to ARRC Total (Cost + Match)	\$1,435,000	\$1,250,000	\$800,000	\$650,000	\$4,135,000
FTA 5307 to ARRC Federal Revenue	\$1,148,000	\$1,000,000	\$640,000	\$520,000	\$3,308,000
FTA 5307 to ARRC Match Revenue	\$287,000	\$250,000	\$160,000	\$130,000	\$827,000
FTA 5307 to ARRC Total Revenue	\$1,435,000	\$1,250,000	\$800,000	\$650,000	\$4,135,000
Transit Capital FTA Section 5337 [State of Good Repair] to ARCC (Table 9)					
FTA 5337 to ARRC Project Cost	\$4,122,494	\$1,680,543	\$1,790,874	\$1,717,492	\$9,311,403
FTA 5337 to ARRC Project Match (ARRC)	\$1,030,623	\$1,019,136	\$447,719	\$429,373	\$2,926,851
FTA 5337 to ARRC Total (Cost + Match)	\$5,153,117	\$2,699,679	\$2,238,593	\$2,146,865	\$12,238,254
FTA 5337 to ARRC Federal Revenue	\$4,122,494	\$1,680,543	\$1,790,874	\$1,717,492	\$9,311,403
FTA 5337 to ARRC Match Revenue	\$1,030,623	\$1,019,136	\$447,719	\$429,373	\$2,926,851
FTA 5337 to ARRC Total Revenue	\$5,153,117	\$2,699,679	\$2,238,593	\$2,146,865	\$12,238,254
State STBG, State CMAQ, ACCS Partners, State NEVI, & State GF (Tables 5, 8 & 10)					
State STBG Project Cost (includes Y240)	\$25,953,741	\$0	\$0	\$0	\$25,953,741
State GF Project Cost	\$0	\$0	\$0	\$0	\$0
State STBG Project Match (inlcudes Y240) (State)	\$25,314,609	\$0	\$0	\$0	\$25,314,609
State STBG, State CMAQ, ACCS Partners, State NEVI, & State GF Total Cost	\$51,268,350	\$0	\$0	\$0	\$51,268,350
State STBG Federal Revenue (includes Y240)	\$25,953,741	\$0	\$0	\$0	\$25,953,741
State GF Revenue	\$0	\$0	\$0	\$0	\$0
State STBG Revenue Match (includes Y240) (State)	\$25,314,609	\$0	\$0	\$0	\$25,314,609
State STBG, State CMAQ, ACCS Partners, State NEVI, & State GF Total Revenue	\$51,268,350	\$0	\$0	\$0	\$51,268,350
Discretionary Grants (Tables 5 & 10)					
SS4A Grant Project Cost	\$2,185,000	\$1,540,500	\$17,371,250	\$0	\$21,096,750

Project estimates are shown in Year of Expenditure Dollars.

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

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

Project estimates are shown in Year of Expenditure Dollars.

Table 2. Complete Streets
AMATS FFY 2027-2030 TIP

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

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

Table 2. Complete Streets
AMATS FFY 2027-2030 TIP

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

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

Table 3. Active Transportation
AMATS FFY 2027-2030 TIP

Grandfathered Project	Responsible Agency	TIP Need ID*	PROJECT LOCATION	PROJECT PHASING PLAN	FUND CODE	FEDERAL FISCAL PROGRAMMING YEAR				Estimated funding needs after 2030	Est project cost 2027-2030	Project Cost Pre-2027	Est total project cost
						October 1 - September 30							
						2027	2028	2029	2030				
Yes	DOT&PF	NMO00008	Active Transportation Pavement Replacement - This program will provide a single funding source for active transportation pavement replacement projects. May include those projects listed in Table 6 or other priorities.	2027-2030 - Programming	AMATS CRP	\$909,700	\$0	\$935,686	\$0	\$0	\$1,845,386	\$0	\$1,845,386
					State Match on AMATS CRP	\$45,150	\$0	\$46,440	\$0	\$0	\$91,590	\$0	\$91,590
					MOA Match on AMATS CRP	\$45,150	\$0	\$46,440	\$0	\$0	\$91,590	\$0	\$91,590
					AMATS STBG	\$909,700	\$0	\$935,686	\$0	\$0	\$1,845,386	\$0	\$1,845,386
					State Match on AMATS STBG	\$45,150	\$0	\$46,440	\$0	\$0	\$91,590	\$0	\$91,590
					MOA Match on AMATS STBG	\$45,150	\$0	\$46,440	\$0	\$0	\$91,590	\$0	\$91,590
					AMATS TAP	\$1,047,761	\$0	\$636,790	\$0	\$0	\$1,684,551	\$0	\$1,684,551
					State Match on AMATS TAP	\$52,002	\$0	\$31,605	\$0	\$0	\$83,607	\$0	\$83,607
					MOA Match on AMATS TAP	\$52,002	\$0	\$31,605	\$0	\$0	\$83,607	\$0	\$83,607
					Total		\$3,151,765	\$0	\$2,757,130	\$0	\$0	\$5,908,895	\$0
Yes	DOT&PF	NMO00002	Fish Creek Trail Connection [Northern Lights Blvd to the Tony Knowles Coastal Trail] - This project will construct a connection of the Fish Creek Trail to the Tony Knowles Coastal Trail.	2027 - U/C	AMATS STBG	\$14,327,775	\$0	\$0	\$0	\$0	\$14,327,775	\$1,637,460	\$15,965,235
					MOA Match for AMATS STBG	\$1,422,225	\$0	\$0	\$0	\$0	\$1,422,225	\$162,540	\$1,584,765
					Total		\$15,750,000	\$0	\$0	\$0	\$0	\$15,750,000	\$1,800,000
Yes	DOT&PF	NMO00009	Northern Lights Blvd Sidewalk Repairs - Project will rehabilitate the sidewalks along Northern Lights Blvd from Minnesota Drive to Seward Highway. This project will make ADA improvements to sidewalks and bus stops, reconstruct portions of the sidewalks, relocate utilities, widen the sidewalks where possible, and reconstruct/relocate/consolidate driveways.	2028 - U/C	AMATS CRP	\$0	\$1,749,209	\$0	\$0	\$0	\$1,749,209	\$1,566,180	\$3,315,389
					State Match for AMATS CRP	\$0	\$173,633	\$0	\$0	\$0	\$173,633	\$155,465	\$329,097
					AMATS TAP	\$0	\$1,012,030	\$0	\$0	\$0	\$1,012,030	\$1,566,180	\$2,578,211
					State Match for AMATS TAP	\$0	\$100,458	\$0	\$0	\$0	\$100,458	\$155,465	\$255,922
					Total		\$0	\$3,035,329	\$0	\$0	\$0	\$1,922,841	\$1,721,645
Yes	DOT&PF	NMO00010	Glenn Highway Trail Connection - Project will construct an extension of the Glenn Highway Separated Pathway from Ski Road to Settlers Drive (approximately 0.5 miles). This project may also include, as necessary: curb ramps, lighting, drainage improvements, vegetation clearing, signing, striping, and utilities.	2028 - D 2029 - ROW	AMATS TAP	\$0	\$545,820	\$45,485	\$0	\$3,820,740	\$591,305	\$545,820	\$4,957,865
					State Match for AMATS TAP	\$0	\$54,180	\$4,515	\$0	\$379,260	\$58,695	\$54,180	\$492,135
					Total		\$0	\$600,000	\$50,000	\$0	\$4,200,000	\$650,000	\$600,000
Yes	DOT&PF	NMO00011	Campbell Creek Trail Grade Separated Crossing at Lake Otis Parkway - Project would construct an elevated non-motorized crossing over Lake Otis Blvd to connect the east and west portions of the Campbell Creek Trail.	2029 - U/C	AMATS CRP	\$0	\$0	\$2,326,127	\$0	\$0	\$2,326,127	\$1,156,229	\$3,482,356
					MOA Match for AMATS CRP	\$0	\$0	\$230,900	\$0	\$0	\$230,900	\$114,771	\$345,671
					AMATS STBG	\$0	\$0	\$3,568,398	\$0	\$0	\$3,568,398	\$1,156,229	\$4,724,627
					MOA Match for AMATS STBG	\$0	\$0	\$354,212	\$0	\$0	\$354,212	\$114,771	\$468,983
					AMATS TAP	\$0	\$0	\$715,354	\$0	\$0	\$715,354	\$1,208,991	\$1,924,346
					MOA Match for AMATS TAP	\$0	\$0	\$71,009	\$0	\$0	\$71,009	\$120,009	\$191,017
					Total		\$0	\$0	\$7,266,000	\$0	\$0	\$7,266,000	\$3,871,000
No	DOT&PF	NMO00014	AMATS Non-Motorized Safety Campaign 2027-2030 - Project will produce a campaign to educate all road users on behaviors that improve non-motorized safety, and to provide safety equipment to non-motorized users. Campaign will target messaging and equipment based on common crash factors and public input analyzed by the 2024 AMATS Safety Plan.	2027-2030 - Programming	AMATS TAP	\$227,425	\$227,425	\$227,425	\$227,425	\$909,700	\$909,700	\$0	\$1,819,400
					In-Kind MOA Match for AMATS TAP	\$22,575	\$22,575	\$22,575	\$22,575	\$90,300	\$90,300	\$0	\$180,600
Yes	DOT&PF	NMO00015	Eagle River Road Pathway [Eagle River Loop Road to Mile Hi Avenue] - Project will rehabilitate the existing pathway along Eagle River Road from Eagle River Loop Road to where it ends just east of Hillcrest Lane and extend the pathway to Mile Hi Avenue.	2027 - D 2028 - ROW 2030 - U/C	AMATS CRP	\$217,418	\$454,850	\$0	\$3,365,889	\$0	\$4,038,157	\$363,880	\$4,402,037
					State Match for AMATS CRP	\$21,582	\$45,150	\$0	\$334,110	\$0	\$400,842	\$36,120	\$436,962
					Total		\$239,000	\$500,000	\$0	\$3,699,999	\$0	\$4,438,999	\$400,000
Yes	DOT&PF	NMO00016	AMATS Minnesota Drive Sidewalk Repairs Rehabilitation [Tudor Road to Hillcrest Drive] - Project would rehabilitate the sidewalks along Minnesota Drive from Tudor Road to Hillcrest Drive, including intersection improvements at Benson and Northern Lights to add in missing crossings, and other non-motorized improvements.	2027 - D 2028 - ROW 2030 - U/C	AMATS TAP	\$217,418	\$454,850	\$0	\$2,149,124	\$0	\$2,821,393	\$363,880	\$3,185,273
					State Match for AMATS TAP	\$21,582	\$45,150	\$0	\$213,330	\$0	\$280,061	\$36,120	\$316,181
					AMATS CRP	\$0	\$0	\$0	\$905,368	\$0	\$905,368	\$363,880	\$1,269,248
					State Match for AMATS CRP	\$0	\$0	\$0	\$89,870	\$0	\$89,870	\$36,120	\$125,990
					AMATS STBG	\$0	\$0	\$0	\$311,398	\$0	\$311,398	\$363,880	\$675,278
					State Match for AMATS STBG	\$0	\$0	\$0	\$30,910	\$0	\$30,910	\$36,120	\$67,030

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

Table 3. Active Transportation
AMATS FFY 2027-2030 TIP

Grandfathered Project	Responsible Agency	TIP Need ID*	PROJECT LOCATION	PROJECT PHASING PLAN	FUND CODE	FEDERAL FISCAL PROGRAMMING YEAR				Estimated funding needs after 2030	Est project cost 2027-2030	Project Cost Pre-2027	Est total project cost
						October 1 - September 30							
						2027	2028	2029	2030				
				Total		\$239,000	\$500,000	\$0	\$3,700,000	\$0	\$4,439,000	\$400,000	\$4,839,000
No	DOT&PF	NMO00017	AMATS Tudor Road to Roosevelt Connection - Project would construct a new at grade non-motorized crossing of the railroad at Tudor Road and pave the existing Fish Creek Pathway from Tudor Road/Taft Street to Roosevelt Drive. Project would look at improvements to the existing sidewalk along Tudor Road and Taft Street up to the Fish Creek Traill connection.	2027 - D	AMATS TAP	\$227,425	\$0	\$227,425	\$0	\$2,509,498	\$454,850	\$0	\$2,964,348
				2029 - D	MOA Match for AMATS TAP	\$22,575	\$0	\$22,575	\$0	\$249,102	\$45,150	\$0	\$294,252
					State Match for AMATS TAP	\$22,575	\$0	\$22,575	\$0	\$249,102	\$45,150	\$0	\$294,252
				Total		\$250,000	\$0	\$250,000	\$0	\$2,758,600	\$500,000	\$0	\$3,258,600
No	DOT&PF	NMO00018	AMATS Hyder Pedestrian Boulevard [15th to 5th]- Project would convert Hyder from 15th to 5th into a pedestrian boulevard that encourages multimodal transportation and blends pedestrian and vehicle space. Project would include intersection improvements.	2027 - D	AMATS TAP	\$454,850	\$0	\$454,850	\$0	\$4,548,500	\$909,700	\$0	\$5,458,200
				2029 - D	MOA Match for AMATS TAP	\$45,150	\$0	\$45,150	\$0	\$451,500	\$90,300	\$0	\$541,800
				Total		\$500,000	\$0	\$500,000	\$0	\$5,000,000	\$1,000,000	\$0	\$6,000,000
The contingency list of projects for each year will consist of the following year's projects.				AMATS STBG Totals		\$15,237,475	\$0	\$4,504,084	\$311,398	\$0	\$20,052,957	\$2,793,689	\$22,846,646
				AMATS TAP Totals		\$2,174,879	\$2,240,125	\$2,307,329	\$2,376,549	\$11,788,438	\$9,098,882	\$3,320,992	\$24,208,312
				AMATS CRP Totals		\$1,127,118	\$2,204,059	\$3,261,813	\$4,271,257	\$0	\$10,864,247	\$3,086,289	\$13,950,536
				State Match for AMATS STBG		\$0	\$0	\$0	\$30,910	\$0	\$30,910	\$0	\$30,910
				State Match for AMATS TAP		\$44,157	\$199,788	\$27,090	\$213,330	\$628,362	\$484,364	\$209,645	\$1,322,370
				MOA Match for AMATS STBG		\$1,422,225	\$0	\$354,212	\$0	\$0	\$1,776,437	\$277,311	\$2,053,748
				MOA Match for AMATS TAP		\$67,725	\$0	\$138,734	\$0	\$700,602	\$206,459	\$120,009	\$1,027,069
				MOA Match for AMATS CRP		\$0	\$0	\$230,900	\$0	\$0	\$230,900	\$114,771	\$345,671
				In-Kind MOA Match for AMATS TAP		\$22,575	\$22,575	\$22,575	\$22,575	\$90,300	\$90,300	\$0	\$180,600
				Table Total		\$20,096,154	\$4,666,547	\$10,846,736	\$7,226,019	\$13,207,702	\$42,835,455	\$9,922,705	\$65,965,862

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

Table 4. Plans and Studies
AMATS FFY 2027-2030 TIP

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

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

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

Grandfathered Project	Responsible Agency	TIP Need ID*	PROJECT LOCATION	PROJECT PHASING PLAN	FUND CODE	FEDERAL FISCAL PROGRAMMING YEAR				Estimated funding needs after 2030	Est project cost 2027 - 2030	Project Cost Pre-2027	Est total project cost
						October 1 - September 30							
						2027	2028	2029	2030				
			Statewide Improvement Program (SIP) Transportation Control Measures (TCM)										
No	MOA	CMQ00009	Anchorage Ridesharing/Transit Marketing 2027-2030 - This project funds the Municipal RideShare program which promotes, subsidizes, and contract manages an area-wide vanpool commuter service; and a comprehensive public transportation marketing effort.	2027-2030 Programming	AMATS CMAQ	\$1,364,550	\$1,364,550	\$1,364,550	\$1,364,550	\$5,458,200	\$5,458,200	\$0	\$10,916,400
					State Match for AMATS CMAQ	\$135,450	\$135,450	\$135,450	\$135,450	\$541,800	\$541,800	\$0	\$1,083,600
					Total		\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000	\$6,000,000	\$6,000,000	\$0
No	MOA	CMQ00010	Air Quality Public & Business Awareness Education Campaign 2027-2030 - The goal of this program is to further inform the public about air quality issues and what steps people may take to reduce pollution.	2027-2030 Programming	AMATS CMAQ	\$272,910	\$272,910	\$272,910	\$272,910	\$1,091,640	\$1,091,640	\$0	\$2,183,280
					State Match for AMATS CMAQ	\$27,090	\$27,090	\$27,090	\$27,090	\$108,360	\$108,360	\$0	\$216,720
					Total		\$300,000	\$300,000	\$300,000	\$300,000	\$1,200,000	\$1,200,000	\$0
			Project and Programs funded with CMAQ and AMATS STBG										
No	MOA	CMQ00011	Arterial Roadway Dust Control 2027-2030 - Magnesium chloride (MgCl2) dust palliative will be applied to approximately 70 miles of high volume State and Municipal roadways prior to and after spring sweeping.	2027-2030 Programming	AMATS CMAQ	\$90,970	\$90,970	\$90,970	\$90,970	\$363,880	\$363,880	\$0	\$727,760
					MOA Match for AMATS CMAQ	\$9,030	\$9,030	\$9,030	\$9,030	\$36,120	\$36,120	\$0	\$72,240
					Total		\$100,000	\$100,000	\$100,000	\$100,000	\$400,000	\$400,000	\$0
No	MOA	CMQ00012	Traffic Control Signalization 2027-2030 - Program would provide proactive efficiencies with better/more updated signal timing plans to address intersection congestion and improve air quality. Funding supports development of Traffic Management Center and emergency vehicle and low priority transit signal preemption.	2027-2030 Programming	AMATS STBG	\$363,880	\$363,880	\$363,880	\$363,880	\$1,455,520	\$1,455,520	\$0	\$2,911,040
					MOA Match for AMATS STBG	\$36,120	\$36,120	\$36,120	\$36,120	\$144,480	\$144,480	\$0	\$288,960
					Total		\$400,000	\$400,000	\$400,000	\$400,000	\$1,600,000	\$1,600,000	\$0
No	MOA	CMQ00014	Non-Motorized Facility Maintenance Equipment for Winter Greenbelt Trails 2027-2030 - This project will purchase maintenance equipment that will be used to groom greenbelt trails during the winter months within the AMATS area.	2027-2030 Purchase	AMATS CMAQ	\$657,570	\$729,150	\$802,877	\$878,817	\$0	\$3,068,414	\$0	\$3,068,414
					MOA Match for AMATS CMAQ	\$65,273	\$72,378	\$79,696	\$87,234	\$0	\$304,581	\$0	\$304,581
					Total		\$722,843	\$801,528	\$882,573	\$966,051	\$0	\$3,372,995	\$0

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

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

Grandfathered Project	Responsible Agency	TIP Need ID*	PROJECT LOCATION	PROJECT PHASING PLAN	FUND CODE	FEDERAL FISCAL PROGRAMMING YEAR				Estimated funding needs after 2030	Est project cost 2027 - 2030	Project Cost Pre-2027	Est total project cost
						October 1 - September 30							
						2027	2028	2029	2030				
No	MOA	CMQ00005	Bus Stop & Facility Improvements 2027-2030 - This project funds new and existing facilities and bus stop sites to meet both the federally mandated Americans with Disabilities Act [ADA] requirements and the operational needs. Typical bus stop activities include design/engineering, bus shelters, benches, trash receptacles, landscaping, grading, pacing, utility relocations, lighting, curb adjustments, drainage, constructing paths, and construction/reconstruction of turnouts. Typical facility activities include design/engineering, upgrades, rehabilitation, and construction/reconstruction not limited to safety, security, facility equipment, structures, underground storage tanks, parking lots, sidewalks, and drainage. Table 5 funds supplement FTA funds in projects 4, 7, 10, and 11 on Table 9.	2027-30 Design / Engineering / Implementation	AMATS STBG	\$2,274,250	\$1,364,550	\$1,364,550	\$1,364,550	\$4,101,837	\$6,367,900	\$0	\$10,469,737
					MOA Match for AMATS STBG	225750	\$135,450	\$135,450	\$135,450	\$407,163	\$632,100	\$0	\$1,039,263
				Total		\$2,500,000	\$1,500,000	\$1,500,000	\$1,500,000	\$4,509,000	\$7,000,000	\$0	\$11,509,000
No	MOA	CMQ00007	Capital Vehicles 2027-2030 - This project provides funding for the replacement and expansion of the Public Transportation Department fleet. The fleet consists of MV-1, 22' and 40' buses that provide service to AnchorRIDES, and People Mover. Vehicles will be replaced based on the FTA defined useful life and the People Mover Transit Asset Management Plan. Table 5 funds supplement FTA funds in project 2, 6, and 10 on Table 9.	2027-2030 Purchase	AMATS STBG	\$3,006,432	\$1,343,135	\$0	\$2,729,100	\$5,458,200	\$7,078,667	\$0	\$12,536,867
					MOA Match for AMATS STBG	\$298,429	\$133,324	\$0	\$270,900	\$541,800	\$702,653	\$0	\$1,244,453
				Total		\$3,304,861	\$1,476,459	\$0	\$3,000,000	\$6,000,000	\$7,781,320	\$0	\$13,781,320
No	MOA	CMQ00008	Demo Operations / Expansion 2027-2030 - This project will provide for operational assistance and/or operational service expansion for fixed route, demand response, and/or microtransit public transit service. Table 5 funds supplement FTA funds in project 3, 5, 8, 9, and 10 on Table 9.	2027-2030 Programming	AMATS CRP	\$2,755,086	\$1,819,400	\$883,714	\$0	\$0	\$5,458,200	\$0	\$5,458,200
					MOA Match for AMATS CRP	\$273,479	\$180,600	\$87,721	\$0	\$0	\$541,800	\$0	\$541,800
				Total		\$3,028,565	\$2,000,000	\$971,435	\$0	\$0	\$6,000,000	\$0	\$6,000,000
No	MOA Public Transportation Department	CMQ00016	Microtransit 2027-2030- Establish a new on-demand Microtransit service in Anchorage, to be managed by the MOA Public Transportation Department. This project includes professional services, software, equipment and/or other Microtransit technology. The primary goals of the project are to connect residents to jobs, activity centers, and existing fixed-route bus service in the region while providing a low-cost transportation alternative to single-occupancy vehicles.	2023-2026 - Implementation	AMATS CRP	\$68,228	\$45,485	\$45,485	\$45,485	\$0	\$204,683	\$0	\$204,683
					MOA Match for AMATS CRP	\$6,773	\$4,515	\$4,515	\$4,515	\$0	\$20,318	\$0	\$20,318
				Total		\$75,000	\$50,000	\$50,000	\$50,000	\$0	\$225,000	\$0	\$225,000
No	MOA Public Transportation Department	CMQ00017	Muldoon Transit Hub Mixed Use Development - Develop a mixed-use transit oriented development to replace the existing collection of on-street bus stops at/near the intersection of Muldoon Road and Debarr Road. This project would include property acquisition or lease negotiation, final design, and construction.	2029 - U/C	5339(b)	\$0	\$0	\$20,000,000	\$0	\$0	\$20,000,000	\$0	\$20,000,000
					MOA Match for 5339(b)	\$0	\$0	\$5,000,000	\$0	\$0	\$1,985,270	\$0	\$1,985,270
				Total		\$0	\$0	\$25,000,000	\$0	\$0	\$22,210,270	\$0	\$22,210,270
The contingency list of projects for each year will consist of the following year's projects.				AMATS STBG Total		\$5,644,562	\$3,071,565	\$1,728,430	\$4,457,530	\$11,015,557	\$14,902,087	\$0	\$25,917,644
				AMATS CRP Total		\$2,823,313	\$1,864,885	\$929,199	\$45,485	\$0	\$5,662,883	\$0	\$5,662,883
				AMATS CMAQ Total		\$2,386,000	\$2,457,580	\$2,531,307	\$2,607,247	\$6,913,720	\$9,982,134	\$0	\$16,895,854
				5339(b)		\$0	\$0	\$20,000,000	\$0	\$0	\$20,000,000	\$0	\$20,000,000
				State Match for AMATS CMAQ		\$162,540	\$162,540	\$162,540	\$162,540	\$650,160	\$650,160	\$0	\$1,300,320
				MOA Match for AMATS CMAQ		\$74,303	\$81,408	\$88,726	\$96,264	\$36,120	\$340,701	\$0	\$376,821
				MOA Match for AMATS STBG		\$560,299	\$304,894	\$171,570	\$442,470	\$1,093,443	\$1,479,233	\$0	\$2,572,676
				MOA Match for AMATS CRP		\$280,252	\$185,115	\$92,236	\$4,515	\$0	\$562,118	\$0	\$562,118
				MOA Match for 5339(b)		\$0	\$0	\$5,000,000	\$0	\$0	\$5,000,000	\$0	\$5,000,000
				Table Total		\$11,931,269	\$8,127,987	\$30,704,008	\$7,816,051	\$19,709,000	\$58,579,315	\$0	\$78,288,315

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

Table 6. Pavement Replacement
AMATS FFY 2027-2030 TIP

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

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

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

Grandfathered Project	Responsible Agency	TIP Need ID*	PROJECT LOCATION	PROJECT PHASING PLAN	FUND CODE	FEDERAL FISCAL PROGRAMMING YEAR				Estimated funding needs after 2030	Est project cost 2027-2030	Project Cost Pre-2027	Est total project cost
						October 1 - September 30							
						2027	2028	2029	2030				
Yes	DOT&PF	HSP0019	Anchorage Flashing Yellow Arrow and Signal Head Display Improvements - This project proposes to replace existing 5-section protected-permissive signal heads with 4-section FYA signals heads at 21 signalized intersections in Anchorage. The scope includes increasing the number of through signal heads at select locations. This project nominations aims to reduce left-turning, T-bone, and rear end crashes.	2028 - U/C	UnCat 148	\$0	\$17,820,000	\$0	\$0	\$0	\$17,820,000	\$135,000	\$17,955,000
					State Match for UnCat 148	\$0	\$1,980,000	\$0	\$0	\$0	\$1,980,000	\$15,000	\$1,995,000
				Total		\$0	\$19,800,000	\$0	\$0	\$0	\$19,800,000	\$150,000	\$19,950,000
Yes	DOT&PF	HSP0021	Old Seward Highway: Industry Way/120th Ave Channelization - This project proposes to install left-turn channelizing median on Old Seward Highway at Industry Way and 120th Avenue. This project nomination proposes to reduce angle and access related crashes on this segment of Old Seward Highway.	2027 - U/C	UnCat 148	\$1,871,490	\$0	\$0	\$0	\$0	\$1,871,490	\$0	\$1,871,490
					State Match for UnCat 148	\$207,943	\$0	\$0	\$0	\$0	\$207,943	\$0	\$207,943
				Total		\$2,079,433	\$0	\$0	\$0	\$0	\$2,079,433	\$0	\$2,079,433
Yes	DOT&PF	HSP0028	Northern Lights Road Diet - Reconfigure roadway to remove a lane (road diet). Widen Sidewalk to ADA compliant standards. Consolidate driveways. Install buffered grassy area or two-way cycle track. Enhance signalized crosswalks. Add 4th crosswalk at New Seward Highway and Minnesota Drive intersections. Leading Pedestrian Intervals at signalized intersections, Install RRFB and crosswalk at Lois Dr. Install new sidewalk connection on Lois Drive from Northern Lights to Benson. Reduce speed limit to 30MPH.	2027 - U/C	HSIP	\$3,501,000	\$0	\$0	\$0	\$0	\$3,501,000	\$81,000	\$3,582,000
					State Match for HSIP	\$389,000	\$0	\$0	\$0	\$0	\$389,000	\$9,000	\$398,000
				Total		\$3,890,000	\$0	\$0	\$0	\$0	\$3,890,000	\$90,000	\$3,980,000
Yes	DOT&PF	HSP0029	Ingra/Gambell Road Diet - Reconfigure roadway to 3-lane one-way (road diet) between Fireweed Lane and 4th Avenue. Phased implementation to coordinate with other HSIP and Utility work in the corridor. F-Shape barrier, low-profile barrier, pavement, striping, minimal sidewalk and ramp work in support of reducing non-motorized crossing distances and traffic calming to 30MPH posted speed limit.	2027 - U/C	HSIP	\$2,988,000	\$0	\$0	\$0	\$0	\$2,988,000	\$1,044,000	\$4,032,000
					State Match for HSIP	\$332,000	\$0	\$0	\$0	\$0	\$332,000	\$116,000	\$448,000
				Total		\$3,320,000	\$0	\$0	\$0	\$0	\$3,320,000	\$1,160,000	\$4,480,000
Yes	DOT&PF	HSP0030	Seward Highway Safety Corridor Variable Speed Limit - The project proposes to implement road weather condition based variable speed limits (VSLs) in the Safety Corridor section of the Seward Highway between MP 90-118 of the Traffic Safety Corridor.	2027 - U/C	HSIP	\$3,699,000	\$0	\$0	\$0	\$0	\$3,699,000	\$1,125,000	\$4,824,000
					State Match for HSIP	\$411,000	\$0	\$0	\$0	\$0	\$411,000	\$125,000	\$536,000
				Total		\$4,110,000	\$0	\$0	\$0	\$0	\$4,110,000	\$1,250,000	\$5,360,000
Yes	DOT&PF	HSP0033	Mountain View Drive Safety Improvements - Project will improve safety of all road users by converting green signal indicators to flashing yellow arrows, installing pedestrian safety features, upgrading facilities to comply with PROWAG guidelines, implementing a road diet, modifying select right-turn locations, and implementing access management.	2028 - U/C	UnCat 148	\$0	\$10,187,100	\$0	\$0	\$0	\$10,187,100	\$954,900	\$11,142,000
					State Match for UnCat 148	\$0	\$1,131,900	\$0	\$0	\$0	\$1,131,900	\$106,100	\$1,238,000
				Total		\$0	\$11,319,000	\$0	\$0	\$0	\$11,319,000	\$1,061,000	\$12,380,000
Yes	DOT&PF	HSP0034	A Street Road Diet - Enhance safety of all road users by removing a lane on the western portion of roadway between Fireweed Lane and 9th Ave through installation of concrete barrier, constructing pedestrian facilities, reducing posted speed limit, installing permanent speed feedback signs, and installing a new traffic signal at A Street and 16th Ave.	2027 - U/C	UnCat 148	\$5,509,800	\$0	\$0	\$0	\$0	\$5,509,800	\$580,500	\$6,090,300
					State Match for UnCat 148	\$612,200	\$0	\$0	\$0	\$0	\$612,200	\$64,500	\$676,700
				Total		\$6,122,000	\$0	\$0	\$0	\$0	\$6,122,000	\$645,000	\$6,767,000
Yes	DOT&PF	HSP0036	CR Red Light Indicator and Retroreflective Backplates - Install Red Light Indicator Lights and retroreflective backplate at 22 intersections in central region.	2027 - D	NHPP	\$150,000	\$3,777,000	\$0	\$0	\$0	\$3,927,000	\$0	\$3,927,000
				Total		\$150,000	\$3,777,000	\$0	\$0	\$0	\$3,927,000	\$0	\$3,927,000

*Projects are not listed in priority order.

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

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

*Projects are not listed in priority order.

Project estimates are shown in Year of Expenditure Dollars.

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

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

*Projects are not listed in priority order.

Project estimates are shown in Year of Expenditure Dollars.

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

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

*Projects are not listed in priority order.

Project estimates are shown in Year of Expenditure Dollars.

Table 9. Transit
AMATS FFY 2027-2030 TIP

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

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

Table 9. Transit
AMATS FFY 2027-2030 TIP

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

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

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

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

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

2027-2030 FUNDING PROGRAM (TIP)

ANCHORAGE METROPOLITAN AREA TRANSPORTATION SOLUTIONS

Transportation Planning Activities

Narrative Approved: March 19, 2026

Commitment to Nondiscrimination

It is the policy of AMATS, in accordance with Title VI of the Civil Rights Act of 1964 (42 USC 2000d et seq, Non-discrimination on Basis of Race, Color, or National Origin), and other related non-discrimination statutes and regulations listed below, that no person shall, solely on the grounds of race, color, national origin, or gender, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any transportation planning program or activity regardless of whether AMATS receives federal assistance from the U.S. Department of Transportation, including the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).

Individuals with disabilities or those in need of language assistance can receive appropriate services by submitting a request at least seven days prior to a meeting.

For additional information on Title VI, please contact AMATS or see the information at www.muni.org/amats. Any person who believes he or she has been discriminated against should contact:

AMATS TRANSPORTATION PLANNING

Title VI Coordinator

4700 Elmore Road

Anchorage, AK 99507

907.343.7995

The AMATS Funding Program 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.

This document was prepared as a cooperative effort of the USDOT, FHWA, FTA, and local governments as a requirement of 23 USC 134 and 135. This document does not necessarily reflect the official views or policies of the USDOT.

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Introduction

In Anchorage, AMATS serves as the Metropolitan Planning Organization for the region, which includes the Anchorage Bowl, Eagle River, Chugiak, and the Native Village of Eklutna. AMATS works with federal, state, and local governments, transportation officials, and the public to make sure plans, projects, and programs fit together and help the region move forward. MPOs like AMATS are responsible for promoting the safe and efficient management, operation, and development of the surface transportation system. Planning efforts should meet the travel needs of both people and freight while supporting economic growth in the state and developed areas. They should also connect housing to jobs and consider the area's needs for resiliency while reducing air pollution from transportation sources.

Known as the Transportation Improvement Program (TIP) in the federal planning process, the Funding Program details which projects will receive funding over the next four years and ensures that they fit into the budget. The Funding Program guides federal funding for state and municipal transportation projects and focuses on achieving the goals of the Transportation Plan (MTP). All federally funded and regionally significant surface transportation improvements in the AMATS area must be included in the program.

AMATS Boundary

The AMATS boundary includes most of the Municipality of Anchorage except for the smaller communities of the Turnagain Arm region, including Girdwood. The AMATS boundary map is on the main page of the AMATS website: <https://bit.ly/AMATSMAP>.

AMATS Organizational Structure

The main groups in the AMATS planning and decision-making process are the Policy Committee and the Technical Advisory Committee. Three sub-committees provide recommendations to the Policy Committee through the Technical Advisory Committee as needed; the Bicycle & Pedestrian Advisory Committee, the Community Advisory Committee, and the Freight Advisory Committee.

For details on each of the AMATS committees, please review the AMATS Public Participation Plan: <https://bit.ly/4fjzU6u>. Figure 1 outlines AMATS's organizational structure.

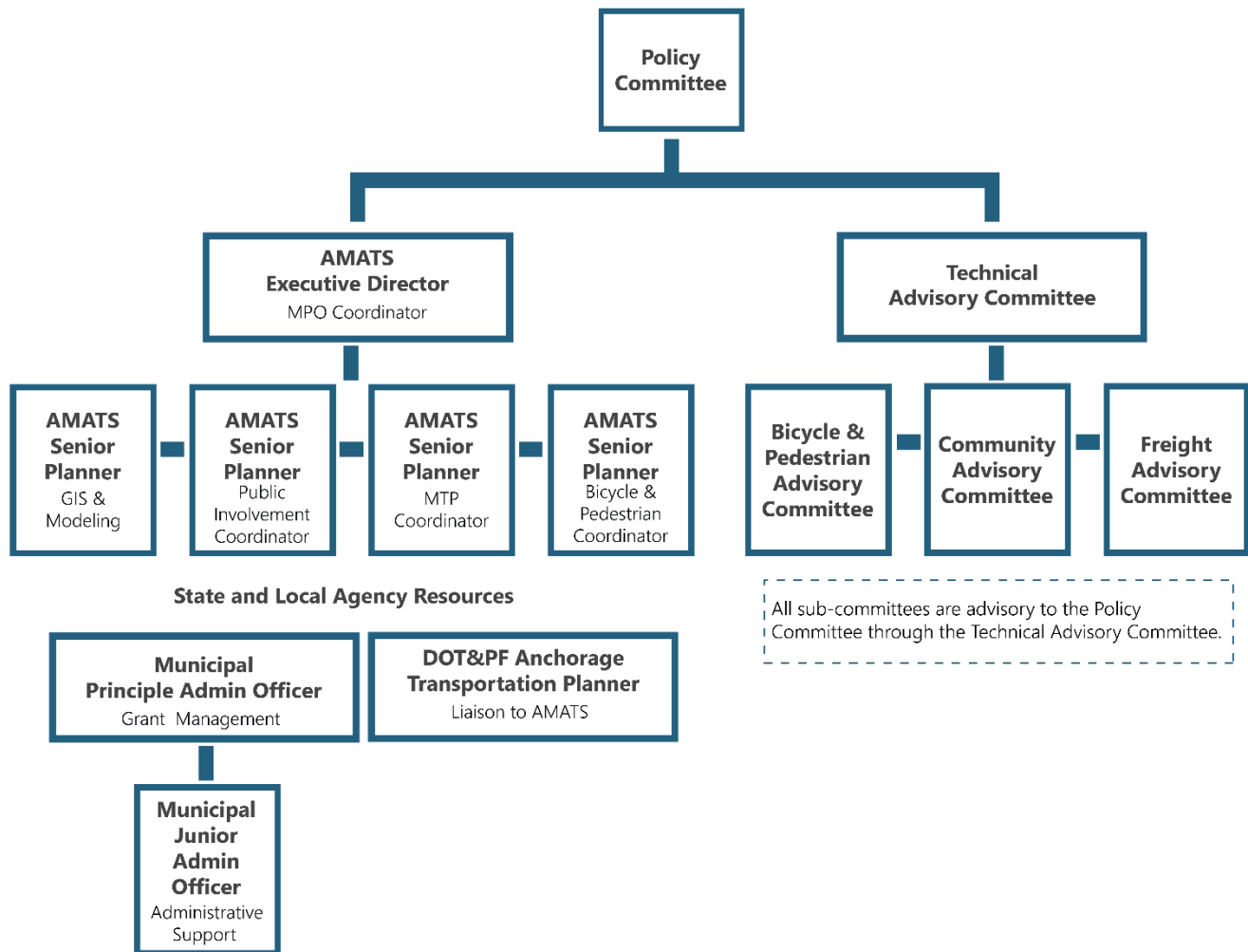


Figure 1: AMATS Organizational Structure

Funding Program Development Process

Project Selection

The program includes projects such as building and repairing major roads and highways, maintaining and expanding public transportation, and improving pathways and facilities for bicycles and pedestrians. These projects come from or are consistent with the Transportation Plan (MTP), which outlines transportation improvements planned for the next twenty years: https://bit.ly/AMATS_MTP.

Projects are prioritized in the current long-range Transportation Plan. This short-term funding program selects projects from that prioritized list.

When a new Funding Program is developed, any active projects are carried forward. Additional projects are chosen based on available funding, fiscal constraints, and how well they align with regional

transportation goals. These goals follow local and state plans including the Anchorage Bowl and Chugiak-Eagle River Comprehensive Plans, and the 2040 Land Use Plan.

Projects in the Current Program

The 2027-2030 Funding Program includes 87 projects for roads, public transportation, railways, safety, and bike/pedestrian paths, with a total cost of \$985 million. Figure 2 shows how total funding is divided among these types of projects in the AMATS area. Figure 3 shows the how the AMATS allocation of funding is divided among these types of projects.

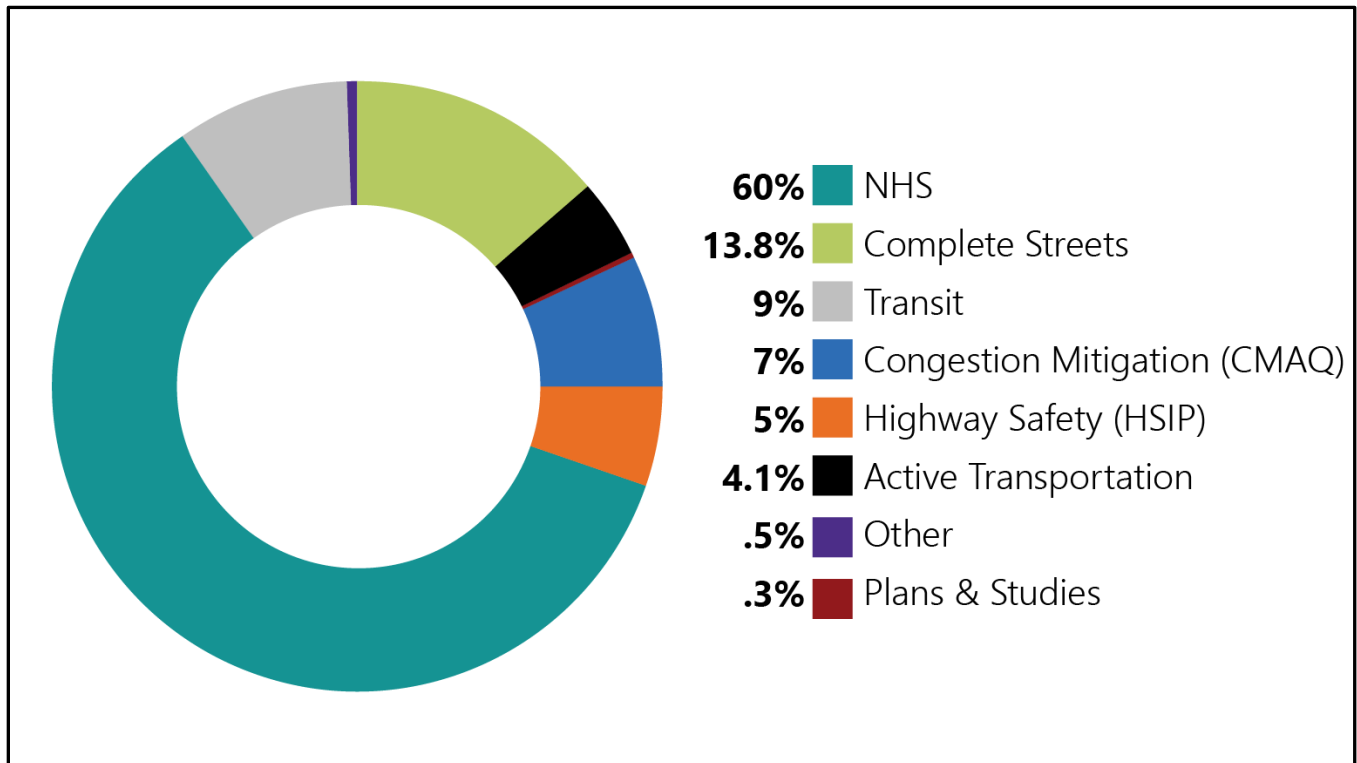


Figure 2: Total Funding By Type Expended in the AMATS Area

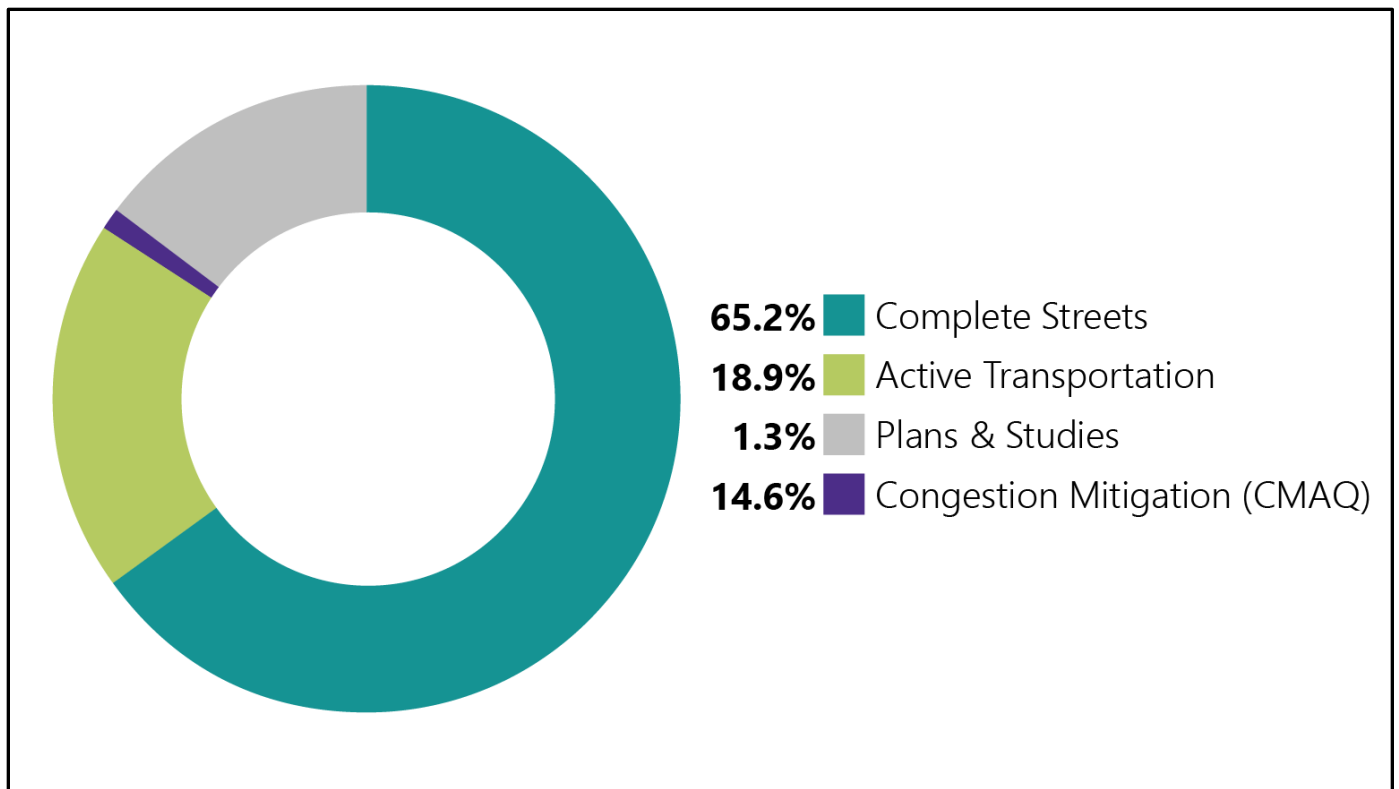


Figure 3: AMATS Allocation Funding By Type Expended in the AMATS Area

Air Quality Conformity & Interagency Coordination

The Clean Air Act Amendments require federally funded transportation plans to align with the State Implementation Plan to maintain federal air quality standards.

Anchorage finished its second 10-year maintenance period for CO on July 16, 2024. This means that after July 16, 2024, AMATS no longer needs to produce a conformity demonstration for the Anchorage Bowl area. However, the AMATS area is still in the second PM10 ten-year period for maintaining air quality in Chugiak/Eagle River until 2033.

An air quality review is done by an interagency consultation team whenever a new Funding Program is created or when an amendment includes project changes in the limited maintenance area. A review can also happen if a major project is added or removed from the program, if a big change is made to a project's scope, or if there are significant changes to the overall project cost.

These reviews will continue until the end of the maintenance period in 2033 for Chugiak/Eagle River. The reviews make sure that changes to the transportation system don't harm air quality in the AMATS area and won't impede the implementation of transportation control measures in the State Implementation Plan.

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An interagency consultation meeting was held on December 11, 2025. 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. This demonstration found the 2027-2030 TIP won’t impede the implementation of transportation control measures in the State Implementation Plan.

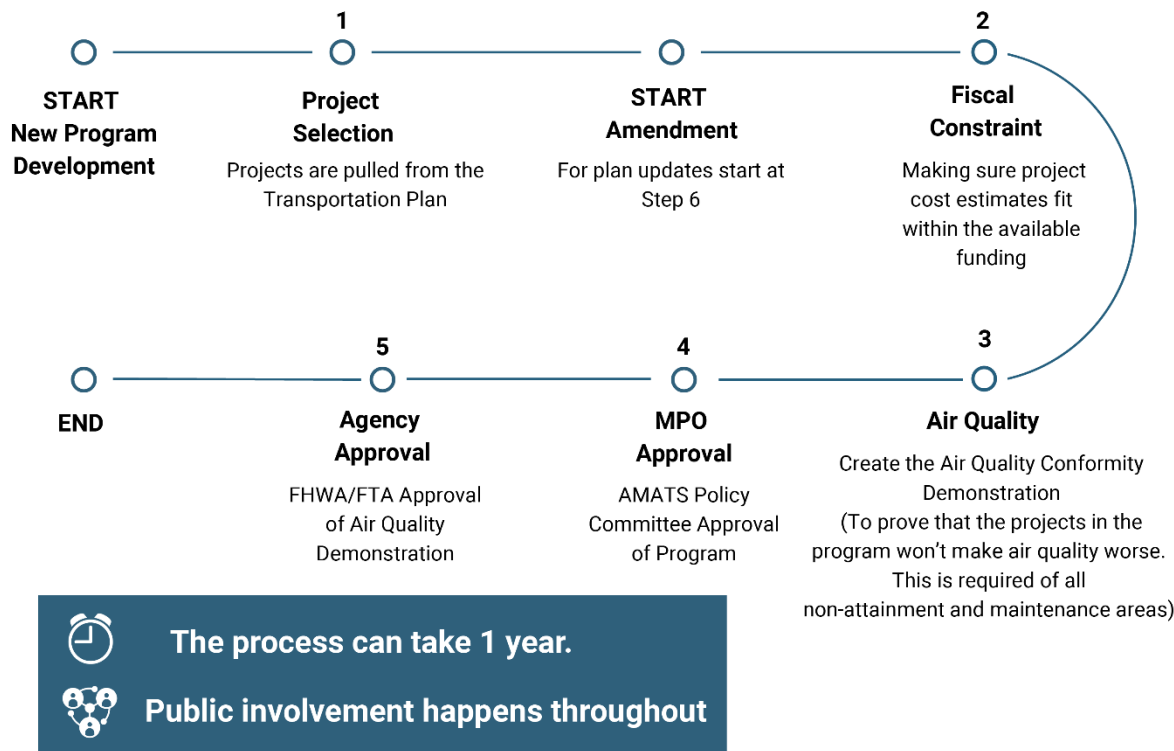


Figure 44: Funding Program Development Timeline

Program Approval

Figure 4 shows the general approval process for the Funding Program. The public review draft was released January 1st, 2026 and closed February 15th, 2026. A total of (xxx) comments were submitted and addressed in a comment response summary, which you can find on the TIP website (https://bit.ly/AMATS_TIP) or in Appendix D of this document.

(The full details of this section will be filled out once the narrative is finalized and approved by the Policy Committee.)

Table 1 outlines the approval process for the 2027-2030 Funding Program.

Table 1: Approval Process

Date	Event	Details
September 4, 2025	Joint TAC & PC committee work session 1	Initial Review of proposed projects
September 18, 2025	Joint TAC & PC committee work session 2	Follow-up review of proposed projects
October 16, 2025	PC Meeting	Released the 2027-2030 TIP for a 45-day public comment period starting January 1, 2026.
December 11, 2025	Interagency Consultation Review Meeting	Air Quality Demonstration
January 1, 2026	Public Comment Period Opens - Draft Program and Narrative (45 Days)	Materials also submitted to the Assembly for review
February 15, 2026	Public Comment Period on Draft Program and Narrative Closes	70 comments were received
February 3, 2026	Assembly Public Hearing	0 comments were received
March 5, 2026	AMATS Technical Advisory Committee Review	
March 19, 2026	AMATS Policy Committee Review	The 2027-2030 Funding Program was approved as amended per public comment.
XXX	State and Federal Review	Approval given by DOT&PF, FTA, and FHWA

Performance Management

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) created a joint rule to enforce performance-based planning, as required by the MAP-21 Act and continued in the FAST Act. This rule requires State Departments of Transportation (DOTs), Metropolitan Planning Organizations (MPOs), and Transit Agencies to set targets for safety, infrastructure conditions, and performance in areas like highways, freight, and air quality. MPOs can either set their own targets or adopt the state's targets.

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Table 2 shows the anticipated performance targets that will be adopted by the Transportation Plan. Targets will be added as they become available. Table 3 lists each project along with the performance target it supports.

Table 2: Transportation Plan (MTP) Performance Targets

PERFORMANCE MEASURES			2027 Target	2028 Target	2029 Target	2030 Target	Status
1A-1 (FHWA) Percentage of pavements of the Interstate System in Good condition			N/A	N/A	N/A	N/A	
1A-2 (FHWA) Percentage of pavements of the Interstate System in Poor condition			N/A	N/A	N/A	N/A	
1A-3 (FHWA) Percentage of pavements of the non-Interstate NHS in Good condition			N/A	N/A	N/A	N/A	
1A-4 (FHWA) Percentage of pavements of the non-Interstate NHS in Poor condition			N/A	N/A	N/A	N/A	
1A-5 (FHWA) Percentage of NHS bridges classified as in Good condition			N/A	N/A	N/A	N/A	
1A-6 (FHWA) Percentage of NHS bridges classified as in Poor condition			N/A	N/A	N/A	N/A	
1A-7 (FTA) Infrastructure: Percentage of track segments under performance restriction			N/A	N/A	N/A	N/A	
1A-10 (FTA) Rolling Stock: Percentage of revenue vehicles exceeding useful life benchmark ¹	People Mover	Bus	N/A	N/A	N/A	N/A	
		Cutaway Bus	N/A	N/A	N/A	N/A	
		Mini-Van	N/A	N/A	N/A	N/A	
		Van	N/A	N/A	N/A	N/A	
	ARRC	Passenger Railcars	N/A	N/A	N/A	N/A	
		Locomotives	N/A	N/A	N/A	N/A	
1A-11 (FTA) Equipment: Percentage of non-revenue vehicles exceeding useful life benchmark	People Mover	Non-Revenue/Service Automobile	N/A	N/A	N/A	N/A	
		Trucks & other Rubber-Tire Vehicles	N/A	N/A	N/A	N/A	
	ARRC	Truck & Rubber Tired	N/A	N/A	N/A	N/A	
		Steel Wheel Vehicle	N/A	N/A	N/A	N/A	

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PERFORMANCE MEASURES			2027 Target	2028 Target	2029 Target	2030 Target	Status
		Automobile	N/A	N/A	N/A	N/A	
1A-12 (FTA) Facilities: Percentage of facilities rated under 3.0 on the TERM scale ²	People Mover	Administration	N/A	N/A	N/A	N/A	
		Maintenance	N/A	N/A	N/A	N/A	
		Parking Structures	N/A	N/A	N/A	N/A	
		Passenger Facilities	N/A	N/A	N/A	N/A	
	ARRC	Admin & Maintenance	N/A	N/A	N/A	N/A	
		Passenger & Parking	N/A	N/A	N/A	N/A	
2A-1 (FHWA) Number of fatalities			N/A	N/A	N/A	N/A	
2A-2 (FHWA) Fatality rate (per 100 million vehicle miles traveled)			N/A	N/A	N/A	N/A	
2A-3 (FHWA) Number of serious injuries			N/A	N/A	N/A	N/A	
2A-4 (FHWA) Rate of serious injuries (per 100 million vehicle miles traveled)			N/A	N/A	N/A	N/A	
2A-5 (FHWA) Number of non-motorized fatalities and serious injuries			N/A	N/A	N/A	N/A	
2A-6 (FTA) Total number of reportable fatalities			N/A	N/A	N/A	N/A	
2A-7 (FTA) Fatality rate per total vehicle revenue miles by mode			N/A	N/A	N/A	N/A	
2A-8 (FTA) Total number of reportable injuries	People Mover		N/A	N/A	N/A	N/A	
	AnchorRIDES		N/A	N/A	N/A	N/A	
	RideShare		N/A	N/A	N/A	N/A	
2A-9 (FTA) Injury rate per total vehicle revenue mile by mode	People Mover		N/A	N/A	N/A	N/A	
	AnchorRIDES		N/A	N/A	N/A	N/A	
	RideShare		N/A	N/A	N/A	N/A	
2A-10 (FTA) Total Number of reportable safety events	People Mover		N/A	N/A	N/A	N/A	
	AnchorRIDES		N/A	N/A	N/A	N/A	
	RideShare		N/A	N/A	N/A	N/A	

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PERFORMANCE MEASURES		2027 Target	2028 Target	2029 Target	2030 Target	Status
2A-11 (FTA) Safety event rate per total vehicle miles by mode	People Mover	N/A	N/A	N/A	N/A	
	AnchorRIDES	N/A	N/A	N/A	N/A	
	RideShare	N/A	N/A	N/A	N/A	
3A-1 (FHWA) Percent of person miles traveled on the Interstate System that are reliable		N/A	N/A	N/A	N/A	
3A-2 (FHWA) Percent of person miles traveled on the non-Interstate NHS that are reliable		N/A	N/A	N/A	N/A	
3A-3 (FTA) Mean distance between major mechanical failures by mode	People Mover	N/A	N/A	N/A	N/A	
	AnchorRIDES	N/A	N/A	N/A	N/A	
	RideShare	N/A	N/A	N/A	N/A	
4A-1 (FHWA) Truck Travel Time Reliability Index		N/A	N/A	N/A	N/A	
5A-1 (FHWA) On-road mobile source emissions reduction – carbon monoxide		N/A	N/A	N/A	N/A	
5A-2 (FHWA) On-road mobile source emissions reduction – PM10		N/A	N/A	N/A	N/A	
1 Useful Life Benchmark: The expected lifecycle of a capital asset for a particular transit provider's operating environment, or the acceptable period of use in service for a particular transit provider's operating environment.						
2 Transit Economic Requirements Model (TERM) Scale. A 1-5 rating: (https://www.transit.dot.gov/PerformanceManagement)						
✓ = On Target, X = Not on Target, = Need More Information						

Table 3: Funding Program Projects & Performance Targets Analysis

Project Number	Project Name	Performance Measures
RDY00001	Fireweed Lane Rehabilitation	Fatalities; Serious Injuries; Non-Motorized; Reliability; Excessive Delay; Non-SOV; Truck Reliability; On-Road Mobile CO; On-Road Mobile PM10
RDY00003	Spenard Road Rehabilitation [Benson Blvd to Minnesota Dr]	Fatalities; Serious Injuries; Non-Motorized; Reliability; Excessive Delay; Non-SOV; Truck Reliability; On-Road Mobile CO; On-Road Mobile PM10
RDY00010	Mountain Air Drive	Reliability
RDY00012	Pavement Replacement Program	Pavement
RDY00014	Safety Improvement Program (Traffic Count Support) 2027-2030	Fatalities; Serious Injuries; Non-Motorized
RDY00015	Spenard Road Rehabilitation [Minnesota Drive to Northwood Drive]	Fatalities; Serious Injuries; Non-Motorized; Reliability; Excessive Delay; Non-SOV; Truck Reliability; On-Road Mobile CO; On-Road Mobile PM10
RDY00018	3rd Avenue Reconstruction	Fatalities; Serious Injuries; Non-Motorized; Reliability; Excessive Delay; Non-SOV
RDY00019	32nd Ave Upgrade	Fatalities; Serious Injuries; Non-Motorized; Reliability; Excessive Delay; Non-SOV
RDY00020	Dale and Folker Street Upgrade	Fatalities; Serious Injuries; Non-Motorized; Reliability; Excessive Delay; Non-SOV
RDY00021	L/I Street Rehabilitation	Fatalities; Serious Injuries; Non-Motorized; Reliability; Excessive Delay; Non-SOV; On-Road Mobile CO; On-Road Mobile PM10
RDY00022	AMATS 15 th Ave Rehabilitation	Fatalities; Serious Injuries; Non-Motorized; Reliability; Excessive Delay; Non-SOV; On-Road Mobile CO; On-Road Mobile PM10
RDY00023	AMATS Denali Street Complete Street	Fatalities; Serious Injuries; Non-Motorized; Reliability; Excessive Delay; Non-SOV; On-Road Mobile CO; On-Road Mobile PM10
NMO00001	Downtown Trail Connection	Fatalities; Serious Injuries; Non-Motorized; Reliability; Excessive Delay; Non-SOV; Truck

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Project Number	Project Name	Performance Measures
		Reliability; On-Road Mobile CO; On-Road Mobile PM10
NMO00002	Fish Creek Trail Connection	Fatalities; Serious Injuries; Non-Motorized; Reliability; Excessive Delay; Non-SOV; Truck Reliability; On-Road Mobile CO; On-Road Mobile PM10
NMO00008	Anchorage Areawide Pathway and Trails Pavement Replacement	Pavement
NMO00009	Northern Lights Blvd Sidewalk Repairs	Pavement; Fatalities; Serious Injuries; Non-Motorized; Reliability; Excessive Delay; Non-SOV; Truck Reliability; On-Road Mobile CO; On-Road Mobile PM10
NMO00010	Glenn Highway Trail Connection	Fatalities; Serious Injuries; Non-Motorized; Reliability; Excessive Delay; Non-SOV; Truck Reliability; On-Road Mobile CO; On-Road Mobile PM10
NMO00011	Campbell Creek Trail Grade Separated Crossing at Lake Otis Parkway	Fatalities; Serious Injuries; Non-Motorized; Reliability; Excessive Delay; Non-SOV; Truck Reliability; On-Road Mobile CO; On-Road Mobile PM10
NMO00014	AMATS Non-Motorized Safety Campaign 2027-2030	Fatalities; Serious Injuries; Non-Motorized; Reliability; Excessive Delay; Non-SOV; Truck Reliability; On-Road Mobile CO; On-Road Mobile PM10
NMO00015	Eagle River Road Pathway [Eagle River Loop Road to Mile Hi Avenue]	Fatalities; Serious Injuries; Non-Motorized; Reliability; Excessive Delay; Non-SOV; On-Road Mobile CO; On-Road Mobile PM10
NMO00016	AMATS Minnesota Drive Sidewalk Repairs Rehabilitation	Fatalities; Serious Injuries; Non-Motorized; Reliability; Excessive Delay; Non-SOV; On-Road Mobile CO; On-Road Mobile PM10
NMO00017	AMATS Tudor Road to Roosevelt Connection	Fatalities; Serious Injuries; Non-Motorized; Reliability; Excessive Delay; Non-SOV; On-Road Mobile CO; On-Road Mobile PM10
NMO00018	AMATS Hyder Pedestrian Boulevard	Fatalities; Serious Injuries; Non-Motorized; Reliability; Excessive Delay; Non-SOV; On-Road Mobile CO; On-Road Mobile PM10

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Project Number	Project Name	Performance Measures
PLN00010	AMATS 2060 MTP Update	Pavement; Bridges; FTA Track; FTA Revenue Vehicles; FTA Non-revenue Vehicles; FTA Facilities on TERM; Fatalities; Serious Injuries; Non-Motorized; FTA Fatalities; FTA Fatality Rate; FTA Reportable Injuries; FTA Injury Rate; FTA Reportable Safety Events; FTA Safety Event Rate; Reliability; FTA Mean Distance; Excessive Delay; Non-SOV; Truck Reliability; On-Road Mobile CO; On-Road Mobile PM10
PLN00025	AMATS Safety Plan Update	Fatalities; Serious Injuries; Non-Motorized
PLN0002026	AMATS Muldoon Road Corridor Plan	Pavement; Fatalities; Serious Injuries; Non-Motorized; Reliability; Excessive Delay; Non-SOV; Truck Reliability; On-Road Mobile CO; On-Road Mobile PM10
PLN00020	AMATS A/C Street Corridor Plan	Pavement; Fatalities; Serious Injuries; Non-Motorized; Reliability; Excessive Delay; Non-SOV; Truck Reliability; On-Road Mobile CO; On-Road Mobile PM10
CMQ00009	Anchorage Ridesharing/Transit Marketing 2027-2030	Reliability; Excessive Delay; Non-SOV; On-Road Mobile CO; On-Road Mobile PM10
CMQ00010	Air Quality Public & Business Awareness Education Campaign 2027-2030	Reliability; Excessive Delay; Non-SOV; On-Road Mobile CO; On-Road Mobile PM10
CMQ00011	Arterial Roadway Dust Control 2027-2030	Reliability; Excessive Delay; Non-SOV; On-Road Mobile CO; On-Road Mobile PM10
CMQ00012	Traffic Control Signalization 2027-2030	Fatalities; Serious Injuries; Non-Motorized; Reliability; Excessive Delay; Non-SOV; On-Road Mobile CO; On-Road Mobile PM10
CMQ00014	Non-Motorized Facility Maintenance Equipment for Winter Greenbelt Trails 2027-2030	Reliability; Non-SOV; On-Road Mobile CO; On-Road Mobile PM10
CMQ00005	Bus Stop & Facility Improvements 2027-2030	FTA Facilities on TERM; Fatalities; Serious Injuries; Non-Motorized; FTA Fatalities; FTA Fatality Rate; FTA Reportable Injuries; FTA Injury Rate; FTA Reportable Safety Events; FTA Safety Event Rate; Reliability; Excessive Delay; Non-

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Project Number	Project Name	Performance Measures
		SOV; On-Road Mobile CO; On-Road Mobile PM10
CMQ00007	Capital Vehicles 2027-2030	FTA Fatalities; FTA Fatality Rate; FTA Reportable Injuries; FTA Injury Rate; FTA Reportable Safety Events; FTA Safety Event Rate; FTA Revenue Vehicles; FTA Non-revenue Vehicles; Reliability; FTA Mean Distance; Excessive Delay; Non-SOV; On-Road Mobile CO;
CMQ00008	Demo Operations/Expansion 2027-2030	Reliability; Excessive Delay; Non-SOV; On-Road Mobile CO
CMQ00016	Microtransit 2027-2030	Non-SOV
CMQ00017	Muldoon Transit Hub Mixed Used Development	FTA Facilities on TERM
HSP0019	Anchorage Flashing Yellow Arrow and Signal Head Display Improvements	Fatalities; Serious Injuries; Non-Motorized
HSP0021	Old Seward Highway: Industry Way/120th Ave Channelization	Fatalities; Serious Injuries; Non-Motorized
HSP0028	Northern Lights Blvd Road Diet	Fatalities; Serious Injuries; Non-Motorized
HSP0029	Ingra/Gambell Road Diet	Fatalities; Serious Injuries; Non-Motorized
HSP0030	Seward Highway Safety Corridor Variable Speed Limit	Fatalities; Serious Injuries
HSP0033	Mountain View Drive Safety Improvements	Fatalities; Serious Injuries; Non-Motorized
HSP0034	A Street Road Diet	Fatalities; Serious Injuries; Non-Motorized
HSP0036	CR Red Light Indicator and Retroreflective Backplates	Fatalities; Serious Injuries; Non-Motorized

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Project Number	Project Name	Performance Measures
HSP0037	Regionwide Systemic Retroreflective Back Plates at Signalized Intersections	Fatalities; Serious Injuries; Non-Motorized
HSP0039	Ocean Dock Road 2 Track Signal System Upgrade	Fatalities; Serious Injuries; Non-Motorized
HSP0040	Tudor Road at Wright Street and Dale Street - VRU Improvements	Fatalities; Serious Injuries; Non-Motorized
NHS0005	Pavement and Bridge Preservation	Pavement; Bridges;
NHS0012	Abbott Road Pavement Preservation: New Seward Hwy to Lake Otis Parkway	Pavement
NHS0013	Glenn Highway and Artillery Road Interchange Improvements	Non-Motorized; Reliability; Excessive Delay; Truck Reliability
NHS0010	Glenn Highway and Hiland Road Interchange Preservation and Operational Improvements	Non-Motorized; Reliability; Excessive Delay; Truck Reliability
NHS0009	Glenn Highway Incident Management Traffic Accommodations [Parent and Final]	Reliability; Excessive Delay; Truck Reliability
NHS0017	Glenn Highway Incident Management Traffic Accommodations [Stage 1]	Reliability; Excessive Delay; Truck Reliability
NHS0019	Glenn Highway Incident Management Traffic Accommodations [Stage 2]	Reliability; Excessive Delay; Truck Reliability
NHS0006	Glenn Highway Milepost 1-34 Rehabilitation: Airport Heights to Parks Highway [Parents and Final Construction]	Pavement
NHS0018	Glenn Highway 1-34 Rehabilitation: Airport Heights to Parks Highway [Stage 1, MP1-12]	Pavement
NHS0020	Glenn Highway 1-34 Rehabilitation: Airport Heights to Parks Highway [Stage 1, MP12-23.5]	Pavement
NHS0011	Muldoon Road Pavement Preservation: DeBarr Road to JBER Gate Number 3	Pavement

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Project Number	Project Name	Performance Measures
NHS0014	Seward Highway: 36 th Ave Interchange	Fatalities; Serious Injuries; Non-Motorized; Reliability; Excessive Delay
NHS0008	Tudor Road Overcrossing Replacement	Fatalities; Serious Injuries; Non-Motorized; Reliability; Excessive Delay
NHS0016	Central Region ADA Compliance Project	N/A
NHS0004	Seward Highway: O'Malley Road to Dimond Boulevard Reconstruction	Fatalities; Serious Injuries; Non-Motorized; Reliability; Excessive Delay
TRN00001	Preventative Maintenance/Capital Maintenance	FTA Fatalities; FTA Fatality Rate; FTA Reportable Injuries; FTA Injury Rate; FTA Reportable Safety Events; FTA Safety Event Rate; FTA Revenue Vehicles; FTA Non-revenue Vehicles; Reliability; FTA Mean Distance; Excessive Delay; Non-SOV; On-Road Mobile CO; On-Road Mobile PM10
TRN00002	Fleet Replacement/Expansion	FTA Fatalities; FTA Fatality Rate; FTA Reportable Injuries; FTA Injury Rate; FTA Reportable Safety Events; FTA Safety Event Rate; FTA Revenue Vehicles; FTA Non-revenue Vehicles; Reliability; FTA Mean Distance; Excessive Delay; Non-SOV; On-Road Mobile CO; On-Road Mobile PM10
TRN00003	ADA Complementary Paratransit Services	Non-SOV; On-Road Mobile CO
TRN00004	Bus Stop Improvements/1% Section 5307 Transit Improvements	FTA Facilities on TERM; Fatalities; Serious Injuries; Non-Motorized; FTA Fatalities; FTA Fatality Rate; FTA Reportable Injuries; FTA Injury Rate; FTA Reportable Safety Events; FTA Safety Event Rate; Reliability; Excessive Delay; Non-SOV; On-Road Mobile CO; On-Road Mobile PM10
TRN00005	ITS/Automated Operating System/Management Information Systems	Reliability
TRN00006	Fleet Improvement/Support Equipment/Support Vehicle	FTA Fatalities; FTA Fatality Rate; FTA Reportable Injuries; FTA Injury Rate; FTA Reportable Safety Events; FTA Safety Event Rate; FTA Revenue Vehicles; FTA Non-revenue Vehicles; Reliability;

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Project Number	Project Name	Performance Measures
		FTA Mean Distance; Excessive Delay; Non-SOV; On-Road Mobile CO; On-Road Mobile PM10
TRN00007	Transit Centers/Support Facilities	FTA Facilities on TERM; Fatalities; Fatalities; FTA Fatality Rate; FTA Reportable Injuries; FTA Injury Rate; FTA Reportable Safety Events; FTA Safety Event Rate; Reliability; Excessive Delay; Non-SOV; On-Road Mobile CO; On-Road Mobile PM10
TRN00008	Operating Assistance	Reliability; Non-SOV; On-Road Mobile CO
TRN00009	Section 5310 Enhanced Mobility of Seniors & Individuals w/Disabilities	FTA Fatalities; FTA Fatality Rate; FTA Reportable Injuries; FTA Injury Rate; FTA Reportable Safety Events; FTA Safety Event Rate; FTA Revenue Vehicles; FTA Non-revenue Vehicles; Reliability; FTA Mean Distance; Excessive Delay; Non-SOV; On-Road Mobile CO; On-Road Mobile PM10
TRN00010	Section 5339 Bus and Bus Facilities Program	FTA Fatalities; FTA Fatality Rate; FTA Reportable Injuries; FTA Injury Rate; FTA Reportable Safety Events; FTA Safety Event Rate; FTA Revenue Vehicles; FTA Non-revenue Vehicles; Reliability; FTA Mean Distance; Excessive Delay; Non-SOV; On-Road Mobile CO; On-Road Mobile PM10
TRN00012	1% Transit Security on the Alaska Railroad Corporation projects	FTA Facilities on TERM
TRN00013	Preventative Maintenance (ARRC)	FTA Revenue Vehicles; FTA Non-revenue Vehicles; FTA Mean Distance
TRN00014	1% Associated Transit Enhancements	FTA Facilities on TERM
TRN00015	Track Rehab	FTA Track
TRN00016	Radio and Communication System	FTA Facilities on TERM; FTA Mean Distance
TRN00017	Bridge Rehabilitation	FTA Facilities on TERM
TRN00018	Signal and Detector System	FTA Facilities on TERM
TRN00019	Facility Rehab (ARRC)	FTA Facilities on TERM
TRN00026	Railroad Technology Infrastructure	
TRN00020	Track Rehab	FTA Track
TRN00021	Preventative Maintenance (ARRC)	FTA Facilities on TERM

Project Number	Project Name	Performance Measures
TRN00022	Bridge Rehabilitation	FTA Facilities on TERM
TRN00023	Radio and Communication System	FTA Facilities on TERM; FTA Mean Distance
TRN00024	Signal and Detector System	FTA Facilities on TERM
TRN00025	Facility Rehab (ARRC)	FTA Facilities on TERM
OFS00002	AK094 & AK105	Reliability; Excessive Delay
OFS00013	SS4A Implementation Grant for Bragaw Street Corridor Safety Improvements	Fatalities; Serious Injuries; Non-Motorized; Reliability; Excessive Delay; Non-SOV; Truck Reliability; On-Road Mobile CO; On-Road Mobile PM10
OFS00015	Rabbit Creek at E 140th Avenue Drainage Improvements	N/A
OFS00016	Atelier Life Safety Access Road	N/A
OFS00017	Potter Valley Life Safety Access Road	N/A
OFS00018	Radio Tower Road – NF Campbell Creek Culvert Replacement	N/A

Fiscal Constraint

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

Year of Expenditure

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

Operations and Maintenance

The Alaska Department of Transportation & Public Facilities (DOT&PF) and the Municipality of Anchorage (MOA) share the responsibility for maintaining roads in the Anchorage Bowl. Generally, MOA takes care of city-owned roads, while DOT&PF maintains state-owned roads. However, to improve efficiency, some maintenance duties have been reassigned through a special agreement. DOT&PF also

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contracts MOA for certain operations and maintenance tasks, with responsibilities divided further between summer and winter road upkeep.

Based on Tables 4 and 5 there is sufficient revenue to operate and maintain the transportation system within the AMATS boundary. Table 6 outlines the costs for operations and maintenance of the Public Transportation Department.

Table 4: Operations and Maintenance Revenues*

Operations and Maintenance Revenue	2027	2028	2029	2030	4-Year Total
AMATS Pavement Replacement	\$ 4,820	\$ 4,940	\$ 5,060	\$ 5,200	\$ 20,020
DOT&PF Pavement Replacement	\$ 25,880	\$ 26,780	\$ 27,720	\$ 28,690	\$ 109,060
MOA Road Capital (road bonds pavement replacement)	\$ 8,610	\$ 8,910	\$ 9,220	\$ 9,540	\$ 36,280
AK Legislative Capital Program (not including State Bonds) -Non-NHS Pavement Rehab	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
<i>DOT&PF M&O Budget</i>	\$ 13,000	\$ 13,460	\$ 13,930	\$ 14,410	\$ 54,800
<i>Traffic Signal Management</i>	\$ 2,330	\$ 2,410	\$ 2,500	\$ 2,580	\$ 9,830
<i>MS4 Permit Compliance</i>	\$ 1,310	\$ 1,240	\$ 1,280	\$ 1,300	\$ 5,140
<i>Deferred Maintenance</i>	\$ 1,590	\$ 1,710	\$ 1,890	\$ 1,790	\$ 6,980
Total DOT&PF M&O	\$ 18,230	\$ 18,820	\$ 19,590	\$ 20,090	\$ 76,740
MOA ARDSA M&O Budget	\$ 33,000	\$ 34,160	\$ 35,350	\$ 36,590	\$ 139,100
MOA CBERRRSA M&O Budget	\$ 4,170	\$ 4,320	\$ 4,470	\$ 4,620	\$ 17,580
Total	\$ 94,710	\$ 97,930	\$ 101,410	\$ 104,730	\$ 398,780

*Dollars shown in thousands. Taken from the 2050 MTP

Table 5: Operations and Maintenance Costs*

Operations and Maintenance Costs	2027	2028	2029	2030	4-Year Total
DOT&PF/State	\$ 44,110	\$ 45,600	\$ 47,310	\$ 48,780	\$ 185,800
AMATS Pavement Replacement	\$ 4,820	\$ 4,940	\$ 5,060	\$ 5,200	\$ 20,020
MOA ARDSA	\$ 33,000	\$ 34,160	\$ 35,350	\$ 36,590	\$ 139,100
MOA CBERRRSA	\$ 4,170	\$ 4,320	\$ 4,470	\$ 4,620	\$ 17,580
Pavement Replacement Projects MOA	\$ 8,610	\$ 8,910	\$ 9,220	\$ 9,540	\$ 36,280
Total	\$ 94,710	\$ 97,930	\$ 101,410	\$ 104,730	\$ 398,780

*Dollars shown in thousands. Taken from the 2050 MTP

Public Transportation

The public transportation system is funded by a mix of sources, including local property taxes, passenger fares, federal grants from the FTA and FHWA, advertising revenue, and other miscellaneous income.

2027-30 FUNDING PROGRAM (TIP)

The State of Alaska occasionally funds small capital projects but did not contribute to public transportation operating costs until 2011. However, in 2019, that funding was eliminated. Expanding public transportation will require more funding from the MOA general fund or new revenue sources.

Property tax funding depends on the Municipal Assembly, the MOA Administration, and public support. Other cities fund public transportation through sources like sales tax, gas tax, or vehicle registration fees.

Table 6: Public Transportation Operations and Maintenance Costs*

	2027	2028	2029	2030
Operations and Maintenance Revenue	\$ 36,920	\$ 36,920	\$ 36,930	\$ 36,930
Operations and Maintenance Costs	\$ 36,920	\$ 36,920	\$ 36,930	\$ 36,930

*Dollars shown in thousands. Taken from the 2050 MTP.

Appendix A - 2027-2030 TIP Tables

The 2027-2030 Funding Program Tables can be found here: https://bit.ly/2027_TIP.

Appendix B - Self-Certification Page

Appendix C - Illustrative Projects

Appendix C - Illustrative Projects

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.
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.
RDY000013	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.
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.
Illustrative	Multi-use Pathway from Tudor Road to Northern Lights Blvd - Project would construct a multi-use pathway along the Alaska Railroad corridor from Tudor Road to Northern Lights Blvd. This project would connect to the existing trail to the north and existing trail on Taft and Tudor Road.
Illustrative	Eagle River Road Non-Motorized Connection Study [Mile Hi Avenue to Oriedner Road – Project would look at the feasibility of constructing a non-motorized connection on Eagle River Road from Mile Hi Anue to Oriedner Road.

Appendix D - Comment Response Summary

#	Date	Section/ Page #	Comment	Comment Received From	Staff Response	AMATS TAC Recommendation	AMATS Policy Committee Action
1	2/10/2026	Pro	Project RDY000008 Rabbit Creek Road Rehabilitation, which has been moved to the Illustrative list. Recommend that the Rabbit Creek Road rehabilitation project be reconfigured as safety-express intersection improvements at two of the most hazardous locations: Old Seward Highway and Elmore Road. Safety improvements such as left-turn pockets and a flashing light, or similar small-scale upgrades, could be advanced in this TIP and not wait until the out years. Student crossing at Golden View Drive is also desirable. Acknowledge the need for interim safety upgrades safety owing to traffic volumes that exceed 8,000 vehicles ADT on this two-lane road, which has poor sight lines, steep grades, numerous driveways, and no amenities for active transportation.	AMATS CAC	Thank you for your comment and recommendation. At this time, staff cannot confirm whether this is feasible and suggests working with DOT&PF staff to identify the best path forward. Once a solution is developed, staff recommends bringing it to the Policy Committee as part of a future TIP amendment.	No change.	Policy Approved
2	2/10/2026	PC	The CAC District 4 representative asks the CAC to vote on the following resolution: AMATS CAC requests a concerted effort from AMATS, Alaksa DOT&PF, and the MOA to prioritize the Fireweed Lane project in the 2027-2030 TIP. The attached RPCC and NSCC resolution (to be voted on at their February 9 and 11 meetings), show community support for this request	AMATS CAC	Thank you for your comment. Staff will forward this comment forward to the Policy Committee for consideration.	Committee supports staff recommendation.	Policy Approved
3	2/10/2026	Pro	NHS0011- Muldoon Road Pavement Preservation: For over a decade, the decorative block wall on both sides of Muldoon Road — from the Glenn Highway to DeBarr Road — has steadily deteriorated. The wall was one of the final phases of a decade-long Muldoon improvement project constructed by the State of Alaska and completed in 2012. It included landscaping with trees and perennials, the addition of well-defined bus stops and other touches. The aesthetic improvements enhanced the business district and unified various developments into appearing as one unified corridor. The wall itself is made of commercially available concrete block. However broken blocks litter the sidewalks, and gaps mark places where blocks are entirely missing. Years of abuse from wayward vehicles, snowplowing, freeze/thaw cycles and other factors have left it unrecognizable and a posterchild of urban decay. In September 2018 the Northeast Community Council passed a resolution asking for repairs to the wall, landscaping, and continued maintenance. That resolution has gone unheard. Other than being a decorative wall it is also an important barrier for drivers and prevents them from exiting or entering from areas other than designated driveways. As such, the AMATS Community Advisory Committee recommends the NHS0011 Muldoon Road Pavement Preservation: DeBarr Road to JBER Gate Number 3 project also provide for rehabilitation of the decorative Muldoon wall and landscaping.	AMATS CAC	Thank you for your comment and recommendation. Staff recommends forwarding this to the project team for their consideration.	Committee supports staff recommendation.	Policy Approved
4	2/10/2026	Pro	PLN00026 AMATS Muldoon Road Corridor Plan [Tudor Road to JBER Gate] For over a decade, the decorative block wall on both sides of Muldoon Road — from the Glenn Highway to DeBarr Road — has steadily deteriorated. The wall was one of the final phases of a decade-long Muldoon improvement project constructed by the State of Alaska and completed in 2012. It included landscaping with trees and perennials, the addition of well-defined bus stops and other touches. The aesthetic improvements enhanced the business district and unified various developments into appearing as one unified corridor. The wall itself is made of commercially available concrete block. However broken blocks litter the sidewalks, and gaps mark places where blocks are entirely missing. Years of abuse from wayward vehicles, snowplowing, freeze/thaw cycles and other factors have left it unrecognizable and a posterchild of urban decay. In September 2018 the Northeast Community Council passed a resolution asking for repairs to the wall, landscaping, and continued maintenance. That resolution has gone unheard. Other than being a decorative wall it is also an important barrier for drivers and prevents them from exiting or entering from areas other than designated driveways. As such the AMATS Community Advisory Committee recommends the PLN00026 AMATS Muldoon Road Corridor Plan [Tudor Road to JBER Gate] project also provide for a comprehensive analysis of the rehabilitation of the decorative Muldoon wall and landscaping.	AMATS CAC	Thank you for your comment and recommendation. Staff recommends forwarding this to the project team for their consideration.	Committee supports staff recommendation.	Policy Approved
5	2/10/2026	Pro	CMQ00009 - Anchorage Ridesharing/Transit Marketing 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. CMQ00010 - Air Quality Public & Business Awareness Education Campaign The goal of this program is to further inform the public about air quality issues and what steps people may take to reduce pollution. The Community Advisory Committee recommends these programs produce Annual Performance Reports that evaluate effectiveness and progress toward strategic goals using key performance indicators (KPIs). KPIs should be included but not limited to the estimated number of unique individuals who see advertisements of the programs, number of carbon tons reduced, economic impact of the programs, and increase in first time and frequency of rideshare and mass transit customers.	AMATS CAC	Thank you for your comment and suggestion. Staff recommends this comment be forwarded to the project manager for these projects for consideration.	Committee supports staff recommendation.	Policy Approved
6	2/10/2026	Sup	Active Transportation (Table 3): Fairview The CAC supports the addition of the NMO00018 AMATS Hyder Street Pedestrian Boulevard. This new project addresses our high neighborhood priority and is also identified in the DOT&PF Seward to Glenn Highway Connection Planning & Environmental Linkage Study. The project will serve the nonmotorized network in the entire urban core.	AMATS CAC	Thank you for your comment and support.	No change.	Policy Approved

#	Date	Section/ Page #	Comment	Comment Received From	Staff Response	AMATS TAC Recommendation	AMATS Policy Committee Action
7	2/10/2026	clar	Highway Safety Improvement Program (HSIP) (Table 7): Fairview The CAC is pleased to see the return of the road diet projects, including HSP0029 Ingra/Gambell. However, these two projects need to be added: a. HSP0009 Gambell St. Utility Pole Removal and Increased Lighting b. HSP0010 Gambell and Ingra streets Overhead Signal	AMATS CAC	Thank you for your comment and recommendation. HSIP funding for projects HSP009 and HSP0010 was provided as part of TIP 2023-2026 Administrative Modification #5. If additional funding is required it can be added to the TIP later through an amendment.	No change.	Policy Approved
8	2/10/2026	Sup	Additional Fairview projects to support: Complete Streets (Table 2): 3rd Avenue Reconstruction & AMATS 15th Ave Rehabilitation.	AMATS CAC	Thank you for your comment and support	No change.	Policy Approved
9	2/10/2026	Sup	Plans and Studies (Table 4): AMATS A/C Street Corridor Plan	AMATS CAC	Thank you for your comment and support	No change.	Policy Approved
10	2/10/2026	Sup	Pavement Replacement (Table 6): Gambell/Ingra (6 to 4th Ave), Sitka St Park Pathway (Orca to Lake Otis), Ship Creek Trail (C St to Tyson Elementary)	AMATS CAC	Thank you for your comment and support	No change.	Policy Approved
11	2/10/2026	Sup	Highway Safety Improvement Program (Table 7): A Street Road Diet (Fireweed to 9th Ave)	AMATS CAC	Thank you for your comment and support	No change.	Policy Approved
12	2/3/2026	Pro	RCCC recommends that RDY 00005 Rabbit Creek Road Rehabilitation, which AMATS has moved to the Illustrative List (Beyond 2030) be re-placed in the 2027-2030 TIP smaller, targeted safety project, given the 8,000-9,000 average daily vehicle trips and several acutely dangerous locations. The TIP still contains \$5 million in ROW funding, but given the placement of RDY00005 on the illustrative list, this funding could instead produce near-term smaller safety upgrades. Specifically, RCCC requests: • A turn pocket on Rabbit Creek Road for the intersection of RC Road and Old Seward Highway, for west bound traffic turning left from Rabbit Creek Road onto south-bound Old Seward Highway. • A median refuge/center turn pocket for west bound traffic turning left from OSH onto Rabbit Creek Road. The traffic volumes and high speeds in this stretch are making it increasingly dangerous for neighborhood traffic to turn onto Rabbit Creek Road. This intersection serves over 850 trips per day (average annual traffic). • A turn pocket at the Elmore intersection for traffic turning from eastbound Rabbit Creek onto northbound Elmore. This intersection has multiple hazards: steep slope that cars must stop on, and poor sight-lines on a curve, and traffic exceeding the speed limit.	Rabbit Creek Community Council	Thank you for your comment. Staff is unable to determine if this is possible at this time and recommends working with DOT&PF staff to find the best path forward. A recommendation then should be brought forward to the Policy Committee as part of future TIP amendment.	No change.	Policy Approved
13	2/2/2026	Sup	Complete Streets (Table 2): Overall, the BPAC supports these Complete Streets projects thanks to the inclusion of non-motorized and active transportation improvements. Many of the projects address high-injury roadways, like RDY00003 and RDY00015 Spenard Road and RDY00001 Fireweed Lane , and build the non-motorized network along key corridors, like RDY00023 Denali St. and RDY00019 32nd Ave. Upgrade.	AMATS BPAC	Thank you for your comment and support.	No change.	Policy Approved
14	2/2/2026	Sup	Active Transportation (Table 3): Overall, the BPAC supports these Active Transportation projects as essential projects to improve nonmotorized safety across Anchorage.	AMATS BPAC	Thank you for your comment and support.	No change.	Policy Approved
15	2/2/2026	Clar	Additional comments include support for these new projects added to this TIP: a. NMO00016 AMATS Minnesota Drive Sidewalk Repair Rehabilitation: This new project, with the addition of the intersection improvements at Benson and Northern Lights, addresses the missing crosswalk long identified by the community and the DOT&PF to improve safety.	AMATS BPAC	Thank you for your comment and support. The Minnesota Drive Sidewalk Rehabilitation project is not a new project. It was part of the AMATS Pathway and Trail Pavement Replacement program, but was recently moved out into a separate project due to the cost and increase in project work.	No change.	Policy Approved
16	2/2/2026	Sup	b. NMO00017 AMATS Tudor Road to Roosevelt Connection: This new project should be a "quick" solution to a missing link that will improve safety along a freight and railroad corridor connecting to the greenbelt trail.	AMATS BPAC	Thank you for your comment and support.	No change.	Policy Approved
17	2/2/2026	Sup	c. NMO00018 AMATS Hyder Street Pedestrian Boulevard: This new project addresses a high neighborhood priority also identified in the DOT&PF Seward to Glenn Highway Connection Planning & Environmental Linkage Study, which will serve the nonmotorized network in the entire urban core.	AMATS BPAC	Thank you for your comment and support.	No change.	Policy Approved
18	2/2/2026	Pro	d. We support the construction of the NMO00010 - Glenn Highway Trail Connection project and ask that it be moved one year earlier in design, right-of-way, and construction so that it will be completed in 2030.	AMATS BPAC	Thank you for your comment. Staff recommends forwarding this comment to the project team to determine whether they can accommodate this recommendation. Currently DOT&PF has limited staffing available to advance project schedules.	Committee supports staff recommendation.	Policy Approved
19	2/2/2026	Clar	Plans and Studies (Table 4): The BPAC understands there is a different emphasis on the sequence of planning studies, but what happened to the Tudor Road and Northern Lights/Benson Boulevard Corridor Plans which were programed into the previous 2023-2026 TIP but not started or completed?	AMATS BPAC	Thank you for your comment. Both corridor plans are actively underway. At this time the Tudor Road Corridor Plan consultant is coming on board. The Northern Lights/Benson Blvd Corridor plan is anticipated later in 2026. Getting through the purchasing processes can take a considerable amount of time.	No change.	Policy Approved
20	2/2/2026	Sup	Pavement Replacement (Table 6): The BPAC supports the Pathway and Trail Pavement Replacement projects in this table, and would like to see more investment to maintain and improve our city’s world-class active transportation system.	AMATS BPAC	Thank you for your comment and support.	No change.	Policy Approved

#	Date	Section/ Page #	Comment	Comment Received From	Staff Response	AMATS TAC Recommendation	AMATS Policy Committee Action
21	2/2/2026	Clar	Highway Safety Improvement Program (HSIP) (Table 7): The BPAC supports all HSIP projects, especially the road diet projects: HSP0028 Northern Lights, HSP0029 Ingra/Gambell, and HSP0034 A Street . The BPAC also requests these two projects removed by the DOT&PF in the 2023-2026 TIP be added: a. HSP0009 Gambell St. Utility Pole Removal and Increased Lighting b. HSP0010 Gambell and Ingra streets Overhead Signal	AMATS BPAC	Thank you for your comment and recommendation. HSIP funding for projects HSP009 and HSP0010 was provided as part of TIP 2023-2026 Administrative Modification #5. If additional funding is required it can be added to the TIP later through an amendment.	No change.	Policy Approved
22	2/2/2026	Pro	Transit (Table 9) : The BPAC supports all transit projects, as all transit users are people walking, biking, or rolling to and from bus stops. The BPAC would also like to understand why the Alaska Railroad Corporation receives transit funding but does not offer commuter services; can AMATS explain this in the narrative?	AMATS BPAC	Thank you for your comment. AMATS staff is not able to provide a response to this comment at this time. Staff recommends forwarding this comment to the Alaska Railroad Corporation for comment which can be provided in the TIP Narrative at a later date.	No change.	Policy Approved
23	2/2/2026	Pro	Other Federal, State, and Local Funded Projects (Table 10) : The BPAC supports a lane diet for the OFS0013 SS4A Implementation Grant for Bragaw Street Corridor Safety Improvements and requests the justification as to why this project no longer includes a lane diet?	AMATS BPAC	Thank you for your comment. Staff recommends forwarding this comment to the Municipality of Anchorage Project Management and Engineering group for comment.	Committee supports staff recommendation.	Policy Approved
24	2/2/2026	Sup	Appendix C - Illustrative Projects : The BPAC reinforces that the following projects are important to move forward for nonmotorized safety improvements, and though they are not currently funded in the TIP are well supported to move forward if/when additional funding is available: RDY00016 Chugach Way Rehabilitation and Illustrative Multi-Use Pathway from Tudor Road to Northern Lights Blvd.	AMATS BPAC	Thank you for your comment and support.	No change.	Policy Approved
25	2/10/2026	Pro	We support the construction of the NMO00010 - Glenn Highway Trail Connection project and ask that it be moved one year earlier in design, right-of-way and construction so that it will be completed in 2030. We request that it be prioritized over the NMO00016 - AMATS Minnesota Drive Sidewalk Repairs Rehabilitation project, which is not in the current 23-26 TIP, but is proposed to be added as a new project via Amendment #4 and is scheduled to be completed before the existing NMO00010 - Glenn Highway Trail Connection project.	Chugiak Community Council	Thank you for your comment. Staff recommends forwarding this comment to the project team to determine whether they can accommodate this recommendation. Currently DOT&PF has limited staffing available to advance project schedules. The Minnesota Drive Sidewalk Rehabilitation project is not a new project. It was originally part of the AMATS Pathway and Trail Pavement Replacement program, but was recently separated into its own project due to cost and expanded scope of work.	Committee supports staff recommendation.	Policy Approved
26	2/10/2026	Pro	We support the construction of the NHS0010 - Glenn Highway and Hiland Road Interchange Preservation and Operational Improvements project.	Chugiak Community Council	Thank you for your comment. Staff recommends forwarding this comment to the project team.	No change.	Policy Approved
27	2/10/2026	Pro	We support the construction of the NHS0013 - Glenn Highway and Artillery Road Interchange Improvements project.	Chugiak Community Council	Thank you for your comment. Staff recommends forwarding this comment to the project team.	No change.	Policy Approved
28	2/10/2026	Sup	We support the construction of the NMO00015 - Eagle River Road Pathway project. This project was pulled out of the cancelled TIP CS 11 Eagle River Road Rehabilitation (milepost 0.0 to 5.3, Old Glenn Highway to Oriedner Road) project.	Chugiak Community Council	Thank you for your comment and support.	No change.	Policy Approved
29	2/10/2026	AMATS Does Not Rec	In addition, we request that the design work be started on the Eagle River Road Pathway (Mile Hi Road to Oriedner Road) during the 2027-2030 funding window. This section of pathway was scheduled but also removed from the 2023-2026 TIP by Amendment No. 2 as it was a part of TIP CS 11 Eagle River Road Rehabilitation (milepost 0.0 to 5.3, Old Glenn Highway to Oriedner Road) .	Chugiak Community Council	Thank you for your comment and recommendation. At this time, staff does not recommend adding the pathway on Eagle River Road from Mile Hi to Oriedner Road into the 2027-2030 TIP due to cost and potential impacts to property in the area.	Committee recommends adding an illustrative project in to study adding a non-motorized pathway along Eagle River Road from Mile Hi to Oriedner Road.	Policy Approved
30	2/11/2026	Sup	I wanted to send a quick note on behalf of NeighborWorks Alaska and our partnership effort with the Fairview Community Council to second Allen's comment (see CommNet #45). The NMO00018 AMATS Hyder Street Pedestrian Boulevard is a priority project in the Fairview neighborhood and a focal point of our Reconnecting Fairview Corridor Plan as well as the Seward to Glenn PEL Study. We hope our planning effort will inform the next steps and design for this project and look forward to working with AMATS on this going forward.	NeighborWorks Alaska	Thank you for your comment and support.	No change.	Policy Approved
31	2/10/2026	Sup	Complete Streets (Table 2) : I especially support the projects that address high-injury roadways, like RDY00003 and RDY00015 Spenard Road and RDY00001 Fireweed Lane , and build the non-motorized network along key corridors, like RDY00023 Denali St. and RDY00019 32nd Ave. Upgrade .	Lindsey Hajduk	Thank you for your comment and support.	No change.	Policy Approved
32	2/10/2026	Sup	I also support 3rd Avenue Reconstruction & AMATS 15th Ave Rehabilitation .	Lindsey Hajduk	Thank you for your comment and support.	No change.	Policy Approved
33	2/10/2026	Sup	Active Transportation (Table 3) : I support all Active Transportation projects as essential projects to improve nonmotorized safety across Anchorage.	Lindsey Hajduk	Thank you for your comment and support.	No change.	Policy Approved

#	Date	Section/ Page #	Comment	Comment Received From	Staff Response	AMATS TAC Recommendation	AMATS Policy Committee Action
34	2/10/2026	Clar	I'm especially pleased to support these new projects added to this TIP: NMO00016 AMATS Minnesota Drive Sidewalk Repair Rehabilitation: This new project, with the addition of the intersection improvements at Benson and Northern Lights, addresses the missing crosswalk long identified by the community and the DOT&PF to improve safety.	Lindsey Hajduk	Thank you for your comment and support. The Minnesota Drive Sidewalk Rehabilitation project is not a new project. It was originally part of the AMATS Pathway and Trail Pavement Replacement program, but was recently separated into its own project due to cost and expanded scope of work.	No change.	Policy Approved
35	2/10/2026	Sup	NMO00017 AMATS Tudor Road to Roosevelt Connection: This new project should be a “quick” solution to a missing link that will improve safety along a freight and railroad corridor connecting to the greenbelt trail. It's my connection from my home to the Fish Creek Trail so it is especially important to me and my neighborhood.	Lindsey Hajduk	Thank you for your comment and support.	No change.	Policy Approved
36	2/10/2026	Sup	NMO00018 AMATS Hyder Street Pedestrian Boulevard: This new project addresses a high neighborhood priority also identified in the DOT&PF Seward to Glenn Highway Connection Planning & Environmental Linkage Study, which will serve the nonmotorized network in the entire urban core. This is a huge neighborhood priority for Fairview.	Lindsey Hajduk	Thank you for your comment and support.	No change.	Policy Approved
37	2/10/2026	Sup	Pavement Replacement (Table 6): I especially support these projects, Gambell/Ingra (6 to 4th Ave), Sitka St Park Pathway (Orca to Lake Otis), Ship Creek Trail (C St to Tyson Elementary)	Lindsey Hajduk	Thank you for your comment and support.	No change.	Policy Approved
38	2/10/2026	thanks	Highway Safety Improvement Program (HSIP) (Table 7): I'm glad to see the road diet projects: HSP0028 Northern Lights, HSP0029 Ingra/Gambell, and HSP0034 A Street. But I worry that they are constantly delayed by the DOT&PF. I also want to make sure these projects are either completed in 2026 or ready to phase for the lane drop: HSP0009 Gambell St. Utility Pole Removal and Increased Lighting andHSP0010 Gambell and Ingra streets Overhead Signal.	Lindsey Hajduk	Thank you for your comment and concerns.	No change.	Policy Approved
39	2/10/2026	Pro	Transit (Table 9): I support all transit projects--thank goodness for transit.	Lindsey Hajduk	Thank you for your comment. Staff recommends forwarding this comment to the MOA Public Transportation Department for their information.	Committee supports staff recommendation.	Policy Approved
40	2/10/2026	Pro	Other Federal, State, and Local Funded Projects (Table 10): I would like to see the lane diet as part of OFS0013 SS4A Implementation Grant for Bragaw Street Corridor Safety Improvements.	Lindsey Hajduk	Thank you for your comment. At this time a lane reduction has been determined to be ineligible by the Federal Highway Administration as part of the funding for this project. Staff recommends forwarding this comment to the MOA Project Management and Engineering for their consideration.	Committee supports staff recommendation.	Policy Approved
41	2/10/2026	thanks	Appendix C - Illustrative Projects: I'm extremely disappointed to see RDY00016 Chugach Way Rehabilitation delayed year after year due to the DOT&PF.	Lindsey Hajduk	Thank you for your comment and concerns.	No change.	Policy Approved
42	2/10/2026	Sup	On the other hand, I'm very supportive of Illustrative Multi-Use Pathway from Tudor Road to Northern Lights Blvd.	Lindsey Hajduk	Thank you for your comment and support.	No change.	Policy Approved
43	1/30/2026	AMATS Does Not Rec	I wish to request AMATS consider funding a Phase II of the Downtown Streets Transportation Study in order to assess unresolved mobility issues in the East Downtown and North Fairview sub-areas. See attached discussion paper for a more detailed description of purpose and need for such a project. A Resolution of Support was formally introduced at the January 2026 General Membership meeting of the Fairview Community Council and will be brought up for Discussion and Action at the February meeting.	Allen Kemplen	Thank you for your comment. A lot of work has been done in this area for transportation as part of the Seward to Glenn PEL. At this time, staff does not recommend this study, but recommends forwarding this comment to the MOA Planning Department for their consideration for future funding.	Committee supports staff recommendation.	Policy Approved
44	1/30/2026	SUP	I am writing in support of project NMO00018 AMATS Hyder Street Pedestrian Boulevard being included in the 2027-2030 TIP. This is an incredibly important infrastructure improvement. It constitutes a critical first Phase of a larger project to connect the Chester Creek and Ship Creek Greenbelts which will effectively create a bike/pedestrian greenway loop around the urban core of Anchorage. Such a project has multiple benefits including investing in Anchorage's tourism infrastructure, serving as a catalyst for revitalization of the Gambell-Ingra Corridor, providing an alternative to the dangerous and high-speed Gambell and Ingra Street Couplet while serving as a critical first step to re-uniting the Fairview neighborhood.	Allen Kemplen	Thank you for your comment and support.	No change.	Policy Approved
45	2/13/2026	Sup	2027-2030 Funding Program (TIP) (Active Transportation Table 3) We strongly support the Active Transportation projects, particularly the Moose Loop and Alaska Long Trail projects: • NMO00001 Downtown Trail Connection • NMO00002 Fish Creek Trail Connection • NMO00010 Glenn Highway Trail Connection • NMO00011 Campbell Creek Trail Grade Separated Crossing at Lake Otis Parkway	Anchorage Parks Foundation	Thank you for your comment and support.	No change.	Policy Approved
46	2/13/2026	Clar	We also support these new projects, as outlined in the BPAC letter: a. NMO00016 AMATS Minnesota Drive Sidewalk Repair Rehabilitation: This new project, with the addition of the intersection improvements at Benson and Northern Lights, addresses the missing crosswalk long identified by the community and the DOT&PF to improve safety.	Anchorage Parks Foundation	The Minnesota Drive Sidewalk Rehabilitation project is not a new project. It was originally part of the AMATS Pathway and Trail Pavement Replacement program, but was recently separated into its own project due to cost and expanded scope of work.	No change.	Policy Approved

#	Date	Section/ Page #	Comment	Comment Received From	Staff Response	AMATS TAC Recommendation	AMATS Policy Committee Action
47	2/13/2026	Sup	b. NMO00017 AMATS Tudor Road to Roosevelt Connection: This new project should be a “quick” solution to a missing link that will improve safety along a freight and railroad corridor connecting to the Fish Creek Trail.	Anchorage Parks Foundation	Thank you for your comment and support.	No change.	Policy Approved
48	2/13/2026	Sup	c. NMO00018 AMATS Hyder Street Pedestrian Boulevard: This new project addresses a high neighborhood priority also identified in the DOT&PF Seward to Glenn Highway Connection Planning & Environmental Linkage Study, which will serve the nonmotorized network in the entire urban core.	Anchorage Parks Foundation	Thank you for your comment and support.	No change.	Policy Approved
49	2/15/2026	Sup	1. Support for New Projects We begin by expressing support for the following positive additions to the upcoming TIP that will yield significant benefits for all users: 15th Avenue Rehabilitation Denali Street Complete Streets Tudor to Roosevelt Trail Connection Hyder Pedestrian Boulevard Muldoon Transit Hub and Downtown Transit Center It is heartening to see investments being made intentionally in areas of high need. For example, Denali Street has the potential to become a key north-south link in the active transportation network and aligns well with existing planned work on Fireweed and Eagle Street and their connections to the Chester Creek Trail; and reinventing Hyder Street as a pedestrian-friendly corridor will begin to repair the damage done by decades of neglect and disinvestment.	Bike Anchorage	Thank you for your comment and support.	No change.	Policy Approved
50	2/15/2026	clar	2. Active Transportation Pavement Replacement The Pathway and Trail Pavement Replacement project list is strong, with many areas that have badly needed repair for years including the Sitka Street Park area and Goose Lake. However, we note that in the previous TIP cycle, much of the allocated funding for this program was not obligated. Funding does not do a project any good if it is not spent. It is essential that these projects be properly managed and prioritized so that the work is done in a timely fashion.	Bike Anchorage	Thank you for your comment. The challenges in obligating funding within the AMATS program stem from limited staffing at DOT&PF. At this point the MOA and DOT&PF are trying to work on a path forward to ensure AMATS funding is obligated in a timely manner.	No change.	Policy Approved
51	2/15/2026	Clar	3. Fireweed Lane We are concerned by the substantial cost increase for the Fireweed Lane project, which has grown from approximately \$52 million in the prior TIP to roughly \$72 million in the draft 2027-30 TIP, an increase of nearly 50 percent that far outpaces inflation. What has changed?	Bike Anchorage	Thank you for you comment. This was an error made by staff when adding the AC and ACC to the TIP table. The numbers are being double counted in the project totals. Staff recommends correcting this error.	Committee supports staff recommendation.	Policy Approved
52	2/15/2026	Pro	4. Spenard Road - Minnesota to Northwood We note that the next phase of the Spenard Road project, Minnesota Drive to Northwood Street, is scheduled to enter design during this TIP period. Bike Anchorage has been clear about our concerns regarding the mismanagement of the earlier Benson to Minnesota phase, including inadequate attention to multimodal safety, avoidable delays, and missed opportunities to deliver a safer, more people-centered corridor. As planning advances on the next phase, we urge AMATS and project partners to explicitly incorporate lessons learned and commit to a fundamentally different approach, possibly by adding stronger and more specific scoping language in the project description in order to ensure that safety, walkability and general human-scale friendliness are top priorities to be served over driver convenience.	Bike Anchorage	Thank you for your comment and recommendation. Staff recommends forwarding this comment to the project team, DOT&PF, and the MOA for their consideration as this project moves forward.	Committee supports staff recommendation.	Policy Approved
53	2/15/2026	Sup	5. Trail Connection Costs Bike Anchorage strongly supports the inclusion of trail and pathway connection projects, particularly those that help complete a cohesive, citywide trail network, including connections associated with Fish Creek and Campbell Creek. These connections are essential transportation links that enable people of all ages and abilities to move safely through the city, and wise investments in Anchorage’s world-class urban greenbelt network.	Bike Anchorage	Thank you for your comment and support.	No change.	Policy Approved
54	2/15/2026	PRo	However, we are increasingly concerned about the high cost of trail and pathway projects in this TIP: Fish Creek Trail connection: \$17.5 million Glenn Highway pathway connection: \$5 million Campbell Creek crossing: nearly \$12 million Eagle River pathway: nearly \$5 million We recognize that urban trail projects can involve right-of-way acquisition, utility coordination, environmental permitting, and complex construction. At the same time, trails receive a very small share of overall transportation funding, and these escalating costs raise serious questions about whether projects are being scoped, designed, and delivered in the most efficient manner possible. The Glenn pathway connection above, for example, is described as being one half-mile in length, and yet will cost \$5 million. We ask AMATS and project sponsors to examine ways to deliver trail and pathway projects more affordably and more quickly, so that limited funds can connect more people to safe, non-motorized transportation options.	Bike Anchorage	Thank you for your comment and concerns. Staff recommends forwarding this comment to DOT&PF staff to see if there are ways to help reduce the cost of these projects.	Committee supports staff recommendation.	Policy Approved

#	Date	Section/ Page #	Comment	Comment Received From	Staff Response	AMATS TAC Recommendation	AMATS Policy Committee Action
55	2/15/2026	Pro	6. Corridor Plans The draft TIP includes funding for corridor planning efforts along Muldoon and A/C Streets. While long-term corridor planning has value, we caution that it must not become a reason to delay urgently needed safety improvements that are already well understood and well supported. Both Muldoon and the A/C couplet are identified on Anchorage’s high-crash network and have been the site of far too many severe and fatal crashes affecting drivers, bicyclists and pedestrians alike in recent years. Proven Safety Countermeasures including road diets, Leading Pedestrian Intervals, improved lighting, and speed management are all appropriate and necessary on these roadways to save lives, and yet the few projects that were planned through HSIP for such interventions have been been delayed and defunded by DOT&PF leadership without justification. Because of this pattern of state interference with needed safety projects, we fear that these corridor plans may become a new excuse for inaction. People should not have to wait years for basic safety upgrades because a corridor plan is still underway. Where known safety issues exist, interim or standalone improvements must move forward without delay.	Bike Anchorage	Thank you for your comment and recommendations. Staff recommends forwarding this comment to DOT&PF for their consideration.	Committee supports staff recommendation.	Policy Approved
56	2/15/2026	thanks	7. Highway Safety Improvement Program (HSIP) We note that the 2027-30 TIP continues to include funding in later years for HSIP projects that were previously cut from FY26 and then partially restored to FY27 and beyond. Given recent actions by DOT&PF leadership, these projects remain vulnerable to further disruption as circumstances continue to evolve. Bike Anchorage reiterates our strong support for road diets as a Proven Safety Countermeasure and our condemnation of efforts to undermine HSIP project delivery. We urge AMATS to remain vigilant and to document any future disruptions clearly in the public record.	Bike Anchorage	Thank you for your comment and concerns.	No change.	Policy Approved
57	2/15/2026	thanks	8. O’Malley Road to Dimond Boulevard (O2D) The draft TIP continues to include the O’Malley Road to Dimond Boulevard project. Bike Anchorage has submitted separate, detailed comments [https://assets.nationbuilder.com/bicycleanchorage/pages/19555/attachments/original/1770669800/BA_Comment_-_MTP_Amd_2.pdf?1770669800] on this project as part of the MTP Amendment #2 process, and we incorporate those concerns by reference here. In short, absent stronger constraints and a fundamental reorientation toward safety, this project remains misaligned with regional priorities and should not be included in either the MTP or the TIP.	Bike Anchorage	Thank you for your comment and concerns.	No change.	Policy Approved
58	2/15/2026	Pro	9. Alignment with City Priorities More broadly, we observe that very few projects, particularly within the National Highway System (NHS) that covers all state-owned arterials in the Anchorage bowl, align with Anchorage’s identified high-crash network, and the ones that do are clearly being scoped and designed for the purpose of increasing driver convenience, not for improving safety. Hundreds of millions of dollars continue to be allocated for projects whose primary goal is to make highway driving faster or more convenient, in direct violation of Anchorage’s adopted Long-Range Transportation Strategy and strong public opposition to highway mega-projects. By contrast, safety and active transportation project budgets are modest (if they exist at all), frequently disrupted, and treated as expendable. This imbalance signals a need for fundamental reprioritization. Transportation funding should not be primarily oriented toward convenience and speed for drivers, but toward building a system in which people can get where they need to go without dying or killing someone. Safety, not vehicular throughput or travel time, must be the dominant criterion for project selection.	Bike Anchorage	Thank you for your comment. Staff recommends forwarding this comment to the MTP update team for guidance on how to incorporate this into future criteria updates. Staff also recommends forwarding this comment to DOT&PF for their consideration when developing NHS and other criteria for their projects.	Committee supports staff recommendation.	Policy Approved
59	2/15/2026	clar	10. Conclusion Bike Anchorage urges AMATS to use the 2027-30 TIP to more clearly align funding decisions with adopted safety goals, the identified high-crash network, and the everyday needs of people walking, biking, and taking transit. Thank you for the opportunity to comment.	Bike Anchorage	Thank you for your comment. The next AMATS Safety plan update will develop an updated version of the High Crash Network map and provide recommended projects/improvements that can be used to help inform project development. The next major MTP update will also be an opportunity to update project selection and prioritization criteria, which will then feed into project programming in the TIP.	No change.	Policy Approved

#	Date	Section/ Page #	Comment	Comment Received From	Staff Response	AMATS TAC Recommendation	AMATS Policy Committee Action
60	2/16/2026	pro	Glenn Hwy Pathway: The Glenn Hwy bike path runs from Anchorage to N. Birchwood Loop Rd, with a disconnected section 4 miles further north between Thunderbird Falls and Eklutna Lake Rd. Paralleling the Glenn path is the recently completed Old Glenn bike path from N Eagle River to Peters Creek (the Ladybug Rock). At Peters Creek the path ends, and users are forced onto Eastside drive, a narrow road with a tight guardrail forcing cyclists and walkers into traffic. 1. We ask that that NMO00010 - Glenn Highway Trail Connection be completed one year earlier than currently scheduled, so it will be finished during the TIP 27-30 window. This section will extend the existing pathway from the Ladybug rock along Eastside Drive, a dangerous and narrow 0.5 mile corridor that connects the mountain side North Peters Creek neighborhoods to Chugiak Elementary School, Peters Creek Park, and the rest of the nonmotorized network.	Chugach Mountain Bike Riders	Thank you for your comment. Staff recommends forwarding this comment to the project team to see if this option is able to be accommodated. Currently DOT&PF has limited staffing available to advance project schedules.	Committee supports staff recommendation.	Policy Approved
61	2/16/2026	pro	2. We ask that a new project be added to the TIP 27-30 and MTP 2050: Glenn Hwy Trail Connection from Thunderbird Dr to Paradis Ln (Mirror Lake Park). This new pathway along the east side of the Glenn Hwy will connect the existing nonmotorized pathway between Eklutna Lake Rd and Thunderbird Dr to Mirror Lake Park trails, Mirror Lake Middle School and the North Peters Creek neighborhoods. The Thunderbird Heights neighborhood currently has no alternative access to the AMATS nonmotorized system. The only option for pedestrians and cyclists is to travel 0.5 miles along the shoulder of the Glenn Hwy. This small connection will have a large impact on connecting our community and aligns with efforts to connect Anchorage to the Mat-Su.	Chugach Mountain Bike Riders	Thank you for your comment. At this time this project is not in the 2050 MTP and can't be added to the 27-30 TIP. Staff recommends forwarding this project to the 2052 MTP project team for consideration.	Committee supports staff recommendation.	Policy Approved
62	2/16/2026	sup	Eagle River Rd Pathway The Eagle River Rd nonmotorized pathway connecting downtown Eagle River to the Nature Center has been in transportation plans for decades. Roughly five miles of this pathway was scheduled to be completed during the TIP 23-26. This project was cut, and only a short section is being completed from Hillcrest to Mile Hi Rd. 1. We are supportive of NMO00015 - Eagle River Road Pathway project, and the current schedule to complete the section from Hillcrest to Mile Hi during the TIP 23-26.	Chugach Mountain Bike Riders	Thank you for your comment and support.	No change.	Policy Approved
63	2/16/2026	AMATS Does Not Rec	We ask the section that was removed from the TIP 23-26, Eagle River Road Pathway (Mile Hi Road to Oriedner Road) be added to the TIP 27-30.	Chugach Mountain Bike Riders	Thank you for your comment and recommendation. At this time, staff does not recommend adding the pathway on Eagle River Road from Mile Hi to Oriedner Road into the 2027-2030 TIP due to cost and potential impacts to property in the area.	Committee recommends adding an illustrative project in to study adding a non-motorized pathway along Eagle River Road from Mile Hi to Oriedner Road.	Policy Approved
64	1/8/2026	sup	The Eagle River Community Council supports the proposed projects included in the AMATS 2027-2030 Funding Program in the Chugiak and Eagle River area. The Chugiak and Eagle River area is experiencing steady population growth, which brings increased demands on our roadways, public transit systems, pedestrian pathways, and bike networks. The projects slated for consideration through the AMATS funding program addresses some of those needs, including road maintenance and upgrades, improved transit access, enhanced pedestrian and bicycle facilities, and traffic safety enhancements. We urge you to prioritize funding for the following projects: NHS00010 Glenn Highway and Hiland Interchange Preservation: Critical for reducing congestion and improving safety. NHS0013 Glenn Highway and Artillery Road Interchange Improvements: Will enhance connectivity, support local business, mitigate dangerous intersections, provide pedestrian and non-motorized safe routes. NMO00015 Eagle River Road Pathway from Eagle River Loop Rd to Mile Hi Ave.: and NMO00010 Glenn Hwy. Trail Connection Ski Road to Settlers Drive: These two projects will provide safe routes for pedestrians and cyclists. ERCC urges AMATS to prioritize funding for these vital projects in the upcoming 2027-2030 program cycle. Your continued commitment to our community will make a lasting difference and help us meet our transportation needs now and, in the years, to come. Thank you for your consideration, and for your ongoing dedication to improving transportation in our region.	Eagle River Community Council	Thank you for your comment and support.	No change.	Policy Approved
65	1/14/2026	sup	The Eagle River Valley Community Council supports completion of the following four projects that are currently included in the 2027-2030 Funding Program (TIP) - Public Comment Draft. We also request that planning begin on a fifth project that was removed from the 23-26 TIP. As there are only four projects located in the Eagle River/Chugiak area on the 27-30 TIP, we are requesting that these projects be prioritized and fully constructed during the 2027-2030 funding window. 1. We support the construction of the NHS0010 - Glenn Highway and Hiland Road Interchange Preservation and Operational Improvements project.	Eagle River Valley Community Council	Thank you for your comment and support.	No change.	Policy Approved
66	1/14/2026	sup	2. We support the construction of the NHS0013 - Glenn Highway and Artillery Road Interchange Improvements project.	Eagle River Valley Community Council	Thank you for your comment and support.	No change.	Policy Approved

#	Date	Section/ Page #	Comment	Comment Received From	Staff Response	AMATS TAC Recommendation	AMATS Policy Committee Action
67	1/14/2026	sup	3. We support the construction of the NMO00010 - Glenn Highway Trail Connection project and ask that it be moved one year earlier in design, right-of-way and construction so that it will be completed in 2030. We request that it be prioritized over the NMO00016 - AMATS Minnesota Drive Sidewalk Repairs Rehabilitation project, which is not in the current 23-26 TIP, but is proposed to be added as a new project via Amendment #4 and is scheduled to be completed before the existing NMO00010 - Glenn Highway Trail Connection project.	Eagle River Valley Community Council	Thank you for your comment and support.	No change.	Policy Approved
68	1/14/2026	sup	4. We support the construction of the NMO00015 - Eagle River Road Pathway project. This project was pulled out of the cancelled TIP CS 11 Eagle River Road Rehabilitation (milepost 0.0 to 5.3, Old Glenn Highway to Oriedner Road) project.	Eagle River Valley Community Council	Thank you for your comment and support.	No change.	Policy Approved
69	1/14/2026	AMATS Does Not Rec	5. In addition, we request that the design work be started on the Eagle River Road Pathway (Mile Hi Road to Oriedner Road) during the 2027-2030 funding window. This section of pathway was scheduled but also removed from the 2023-2026 TIP by Amendment No. 2 as it was a part of TIP CS 11 Eagle River Road Rehabilitation (milepost 0.0 to 5.3, Old Glenn Highway to Oriedner Road) . The Eagle River Road Pathway is also included on Eagle River Valley Community Council’s Capital Improvement Projects list.	Eagle River Valley Community Council	Thank you for your comment. Staff does not recommend adding the pathway on Eagle River Road from Mile Hie to Oriedner Road into the 27-30 TIP due to cost and impacts to property in the area.	Committee recommends adding an illustrative project in to study adding a non-motorized pathway along Eagle River Road from Mile Hi to Oriedner Road.	Policy Approved
70	2/5/2026	sup	I would like to express my support for a trail or pathway along Eagle River Road. This would be incredibly valuable for my family and many others in the area. There are numerous children who would benefit from having a safe way to walk or bike to each other’s homes, which is not currently possible along this road. Currently, I have to drive my children short distances with their bikes so they can visit friends, when a pathway would allow them to travel safely and independently. As my children grow older, this trail would also provide a wonderful opportunity to enjoy the valley and encourage outdoor activity. A pathway along Eagle River Road would promote safety, independence, and a stronger sense of community, and I strongly encourage its consideration.	Jeannette Caswell	Thank you for your comment and support.	No change.	Policy Approved

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

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

Approved March 19, 2026

Timeline:

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

Introduction and Background

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

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

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

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

LMP qualification criteria may be treated as essentially not constraining for the length of the maintenance period because it is unreasonable to expect that an area satisfying those criteria will experience sufficient growth in pollutant emissions during that period such that a violation of the NAAQS would result.

This document includes a review of the most current PM10 pollutant Design Values (DV) derived from air monitor data collected within the respective air pollutant maintenance area to confirm that Anchorage continues to maintain LMP eligibility criteria within its PM10 Maintenance Areas. This same form of air monitor data analysis was originally used to establish air quality conformity for the prior 2023-2026 TIP Amendment #1, Amendment #2, and Amendment #3. This report will describe the conformity analysis performed for the Eagle River PM10 Limited Maintenance Area.

Figure 1
Eagle River PM-10 Limited Maintenance Areas



Interagency Consultation and Public Review

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

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

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

CONFORMITY ANALYSIS FOR THE EAGLE RIVER PM₁₀ AREA

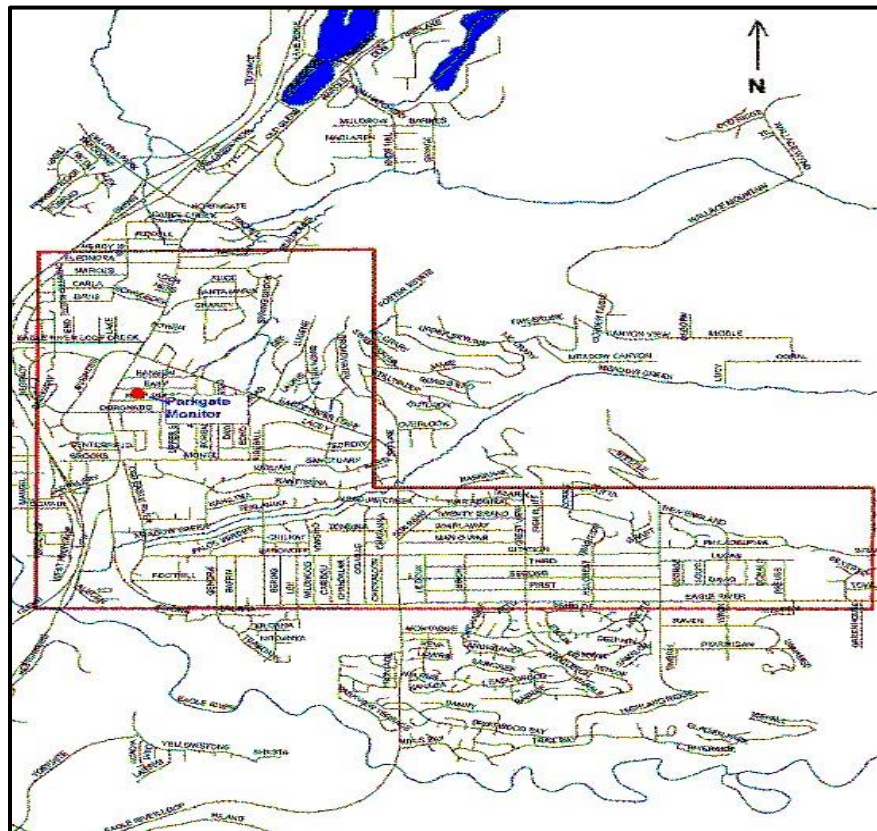
Eagle River PM₁₀ Attainment Status & Qualification as a Limited Maintenance Area for Conformity Purposes

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

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

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

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



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

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

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

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

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

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

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

PM₁₀ LMP Conformity Criteria

Areas with approved LMPs are not required to perform an emission budget test so long as the area continues to meet the EPA's LMP eligibility criteria. Areas with a PM₁₀ LMP are required to annually recompute their 5-year average PM₁₀ DV to determine whether it is below 98 µg/m³ and therefore still meets that initial PM₁₀ LMP eligibility criterion.⁴ Table 1 shows that the 5-year average DV in Eagle River continues to meet this requirement. The method used to compute these 5-year average DVs is explained in detail in Appendix B of this document.

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

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

Table 1
5-Year Average Eagle River PM₁₀ Design Values

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

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

TABLE 2 – CONFORMITY CRITERIA from 40 CFR §93.109

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

As per 40 CFR 93.113(b), the transportation plan must: (1) provide for timely implementation of the TCMs in the applicable SIP; and (2) nothing in the transportation plan should interfere with a TCM in the SIP. Both conditions have been met. The 2027-2030 TIP will provide continued support and promotion of the transit bus and rideshare programs in Anchorage and Eagle River, and there are no projects or constraints in the TIP that would interfere with the continued implementation of TCMs.

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

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

Conclusions regarding Eagle River PM₁₀ Air Quality Conformity:

This analysis demonstrates that the Municipality of Anchorage and the State of Alaska, working in cooperation, continue to successfully control PM₁₀ pollution in Eagle River and adhere to long-term PM₁₀ source reduction measures for the Eagle River Maintenance Area as prescribed in the Alaska State Implementation Plan. The Anchorage 2027-2030 TIP will also allow AMATS to comply with conformity rules established in 40 CFR 93 through the adoption of a fiscally constrained transportation plan that applies the most current planning assumptions. AMATS confirms that no element of the Anchorage 2027-2030 TIP will jeopardize the continued implementation of any provided PM₁₀ control strategies for the Eagle River 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

2027-2030 TIP Tables

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

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

Project estimates are shown in Year of Expenditure Dollars.

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

Funding Code	FEDERAL FISCAL PROGRAMMING YEAR				4-year total
	October 1 - September 30				
	2027	2028	2029	2030	
AMATS CMAQ Total (Revenue +Match)	\$2,622,843	\$2,701,528	\$2,782,573	\$2,866,051	\$10,972,995
Other Funded Projects within the AMATS area outside the AMATS Allocation					
Highway Safety Improvement Program (Table 7)					
UnCat 148 Project Cost	\$7,381,290	\$28,007,100	\$0	\$0	\$35,388,390
HSIP Project Cost	\$10,188,000	\$0	\$0	\$0	\$10,188,000
UnCat 148 Project Match (State)	\$820,143	\$3,111,900	\$0	\$0	\$3,932,043
HSIP Project Match (State)	\$1,132,000	\$0	\$0	\$0	\$1,132,000
HSIP Total (Cost + Match)	\$19,521,433	\$31,119,000	\$0	\$0	\$50,640,433
UnCat 148 Revenue	\$7,381,290	\$28,007,100	\$0	\$0	\$35,388,390
HSIP Revenue	\$10,188,000	\$0	\$0	\$0	\$10,188,000
UnCat 148 Revenue Match (State)	\$820,143	\$3,111,900	\$0	\$0	\$3,932,043
HSIP Revenue Match (State)	\$1,132,000	\$0	\$0	\$0	\$1,132,000
HSIP Total Revenue	\$19,521,433	\$31,119,000	\$0	\$0	\$50,640,433
National Highway Performance Program (Table 8)					
NHPP Project Cost	\$25,060,309	\$104,626,194	\$269,552,205	\$23,350,000	\$422,588,708
NHPP-AC Project Cost	\$97,448,266	\$0	\$0	\$0	\$97,448,266
NHPP Project Match (State)	\$2,505,825	\$0	\$0	\$0	\$2,505,825
NHPP Total (Cost + Match)	\$125,014,400	\$104,626,194	\$269,552,205	\$23,350,000	\$522,542,799
NHPP Federal Revenue	\$25,060,309	\$104,626,194	\$269,552,205	\$23,350,000	\$422,588,708
NHPP-AC Federal Revenue	\$97,448,266	\$0	\$0	\$0	\$97,448,266
NHPP Match Revenue (State)	\$2,505,825	\$0	\$0	\$0	\$2,505,825
NHPP Total Revenue	\$125,014,400	\$104,626,194	\$269,552,205	\$23,350,000	\$522,542,799
Transit Capital FTA Section 5307 to MOA (Table 9)					
FTA 5307 to MOA Project Cost	\$7,080,000	\$8,040,000	\$7,220,000	\$7,220,000	\$29,560,000
FTA 5307 to MOA Project Match (Local)	\$1,770,000	\$2,385,000	\$2,180,000	\$2,180,000	\$8,515,000
FTA 5307 to MOA Total (Cost +Match)	\$8,850,000	\$10,425,000	\$9,400,000	\$9,400,000	\$38,075,000
FTA 5307 to MOA Federal Revenue	\$7,080,000	\$8,040,000	\$7,220,000	\$7,220,000	\$29,560,000
FTA 5307 to MOA Match Revenue (Local)	\$1,770,000	\$2,385,000	\$2,180,000	\$2,180,000	\$8,515,000
FTA 5307 to MOA Total Revenue	\$8,850,000	\$10,425,000	\$9,400,000	\$9,400,000	\$38,075,000
Transit Capital FTA Section 5310 to MOA (Table 9)					
FTA 5310 to MOA Project Cost	\$320,000	\$320,000	\$320,000	\$320,000	\$1,280,000
FTA 5310 to MOA Project Match (Local)	\$80,000	\$80,000	\$80,000	\$80,000	\$320,000
FTA 5310 to MOA Total (Cost +Match)	\$400,000	\$400,000	\$400,000	\$400,000	\$1,600,000
FTA 5310 to MOA Federal Revenue	\$320,000	\$320,000	\$320,000	\$320,000	\$1,280,000

Project estimates are shown in Year of Expenditure Dollars.

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

Funding Code	FEDERAL FISCAL PROGRAMMING YEAR				4-year total
	October 1 - September 30				
	2027	2028	2029	2030	
FTA 5310 to MOA Match Revenue (Local)	\$80,000	\$80,000	\$80,000	\$80,000	\$320,000
FTA 5310 to MOA Total Revenue	\$400,000	\$400,000	\$400,000	\$400,000	\$1,600,000
Transit Capital FTA Section 5339 to MOA (Table 9)					
FTA 5339 to MOA Project Cost	\$600,000	\$600,000	\$20,600,000	\$600,000	\$22,400,000
FTA 5339 to MOA Project Match (Local)	\$150,000	\$150,000	\$5,150,000	\$150,000	\$5,600,000
FTA 5339 to MOA Total (Cost +Match)	\$750,000	\$750,000	\$25,750,000	\$750,000	\$28,000,000
FTA 5339 to MOA Federal Revenue	\$600,000	\$600,000	\$20,600,000	\$600,000	\$22,400,000
FTA 5339 to MOA Match Revenue	\$150,000	\$150,000	\$5,150,000	\$150,000	\$5,600,000
FTA 5339 to MOA Total Revenue	\$750,000	\$750,000	\$25,750,000	\$750,000	\$28,000,000
Transit Capital FTA Section 5307 to ARRC (Table 9)					
FTA 5307 to ARRC Project Cost	\$1,148,000	\$1,000,000	\$640,000	\$520,000	\$3,308,000
FTA 5307 to ARRC Project Match (ARRC)	\$287,000	\$250,000	\$160,000	\$130,000	\$827,000
FTA 5307 to ARRC Total (Cost + Match)	\$1,435,000	\$1,250,000	\$800,000	\$650,000	\$4,135,000
FTA 5307 to ARRC Federal Revenue	\$1,148,000	\$1,000,000	\$640,000	\$520,000	\$3,308,000
FTA 5307 to ARRC Match Revenue	\$287,000	\$250,000	\$160,000	\$130,000	\$827,000
FTA 5307 to ARRC Total Revenue	\$1,435,000	\$1,250,000	\$800,000	\$650,000	\$4,135,000
Transit Capital FTA Section 5337 [State of Good Repair] to ARCC (Table 9)					
FTA 5337 to ARRC Project Cost	\$4,122,494	\$1,680,543	\$1,790,874	\$1,717,492	\$9,311,403
FTA 5337 to ARRC Project Match (ARRC)	\$1,030,623	\$1,019,136	\$447,719	\$429,373	\$2,926,851
FTA 5337 to ARRC Total (Cost + Match)	\$5,153,117	\$2,699,679	\$2,238,593	\$2,146,865	\$12,238,254
FTA 5337 to ARRC Federal Revenue	\$4,122,494	\$1,680,543	\$1,790,874	\$1,717,492	\$9,311,403
FTA 5337 to ARRC Match Revenue	\$1,030,623	\$1,019,136	\$447,719	\$429,373	\$2,926,851
FTA 5337 to ARRC Total Revenue	\$5,153,117	\$2,699,679	\$2,238,593	\$2,146,865	\$12,238,254
State STBG, State CMAQ, ACCS Partners, State NEVI, & State GF (Tables 5, 8 & 10)					
State STBG Project Cost (includes Y240)	\$25,953,741	\$0	\$0	\$0	\$25,953,741
State GF Project Cost	\$0	\$0	\$0	\$0	\$0
State STBG Project Match (inlcudes Y240) (State)	\$25,314,609	\$0	\$0	\$0	\$25,314,609
State STBG, State CMAQ, ACCS Partners, State NEVI, & State GF Total Cost	\$51,268,350	\$0	\$0	\$0	\$51,268,350
State STBG Federal Revenue (includes Y240)	\$25,953,741	\$0	\$0	\$0	\$25,953,741
State GF Revenue	\$0	\$0	\$0	\$0	\$0
State STBG Revenue Match (includes Y240) (State)	\$25,314,609	\$0	\$0	\$0	\$25,314,609
State STBG, State CMAQ, ACCS Partners, State NEVI, & State GF Total Revenue	\$51,268,350	\$0	\$0	\$0	\$51,268,350
Discretionary Grants (Tables 5 & 10)					
SS4A Grant Project Cost	\$2,185,000	\$1,540,500	\$17,371,250	\$0	\$21,096,750

Project estimates are shown in Year of Expenditure Dollars.

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

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

Project estimates are shown in Year of Expenditure Dollars.

Table 2. Complete Streets
AMATS FFY 2027-2030 TIP

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

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

Table 2. Complete Streets
AMATS FFY 2027-2030 TIP

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

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

Table 3. Active Transportation
AMATS FFY 2027-2030 TIP

Grandfathered Project	Responsible Agency	TIP Need ID*	PROJECT LOCATION	PROJECT PHASING PLAN	FUND CODE	FEDERAL FISCAL PROGRAMMING YEAR				Estimated funding needs after 2030	Est project cost 2027-2030	Project Cost Pre-2027	Est total project cost
						October 1 - September 30							
						2027	2028	2029	2030				
Yes	DOT&PF	NMO00008	Active Transportation Pavement Replacement - This program will provide a single funding source for active transportation pavement replacement projects. May include those projects listed in Table 6 or other priorities.	2027-2030 - Programming	AMATS CRP	\$909,700	\$0	\$935,686	\$0	\$0	\$1,845,386	\$0	\$1,845,386
					State Match on AMATS CRP	\$45,150	\$0	\$46,440	\$0	\$0	\$91,590	\$0	\$91,590
					MOA Match on AMATS CRP	\$45,150	\$0	\$46,440	\$0	\$0	\$91,590	\$0	\$91,590
					AMATS STBG	\$909,700	\$0	\$935,686	\$0	\$0	\$1,845,386	\$0	\$1,845,386
					State Match on AMATS STBG	\$45,150	\$0	\$46,440	\$0	\$0	\$91,590	\$0	\$91,590
					MOA Match on AMATS STBG	\$45,150	\$0	\$46,440	\$0	\$0	\$91,590	\$0	\$91,590
					AMATS TAP	\$1,047,761	\$0	\$636,790	\$0	\$0	\$1,684,551	\$0	\$1,684,551
					State Match on AMATS TAP	\$52,002	\$0	\$31,605	\$0	\$0	\$83,607	\$0	\$83,607
					MOA Match on AMATS TAP	\$52,002	\$0	\$31,605	\$0	\$0	\$83,607	\$0	\$83,607
					Total		\$3,151,765	\$0	\$2,757,130	\$0	\$0	\$5,908,895	\$0
Yes	DOT&PF	NMO00002	Fish Creek Trail Connection [Northern Lights Blvd to the Tony Knowles Coastal Trail] - This project will construct a connection of the Fish Creek Trail to the Tony Knowles Coastal Trail.	2027 - U/C	AMATS STBG	\$14,327,775	\$0	\$0	\$0	\$0	\$14,327,775	\$1,637,460	\$15,965,235
					MOA Match for AMATS STBG	\$1,422,225	\$0	\$0	\$0	\$0	\$1,422,225	\$162,540	\$1,584,765
					Total		\$15,750,000	\$0	\$0	\$0	\$0	\$15,750,000	\$1,800,000
Yes	DOT&PF	NMO00009	Northern Lights Blvd Sidewalk Repairs - Project will rehabilitate the sidewalks along Northern Lights Blvd from Minnesota Drive to Seward Highway. This project will make ADA improvements to sidewalks and bus stops, reconstruct portions of the sidewalks, relocate utilities, widen the sidewalks where possible, and reconstruct/relocate/consolidate driveways.	2028 - U/C	AMATS CRP	\$0	\$1,749,209	\$0	\$0	\$0	\$1,749,209	\$1,566,180	\$3,315,389
					State Match for AMATS CRP	\$0	\$173,633	\$0	\$0	\$0	\$173,633	\$155,465	\$329,097
					AMATS TAP	\$0	\$1,012,030	\$0	\$0	\$0	\$1,012,030	\$1,566,180	\$2,578,211
					State Match for AMATS TAP	\$0	\$100,458	\$0	\$0	\$0	\$100,458	\$155,465	\$255,922
					Total		\$0	\$3,035,329	\$0	\$0	\$0	\$1,922,841	\$1,721,645
Yes	DOT&PF	NMO00010	Glenn Highway Trail Connection - Project will construct an extension of the Glenn Highway Separated Pathway from Ski Road to Settlers Drive (approximately 0.5 miles). This project may also include, as necessary: curb ramps, lighting, drainage improvements, vegetation clearing, signing, striping, and utilities.	2028 - D 2029 - ROW	AMATS TAP	\$0	\$545,820	\$45,485	\$0	\$3,820,740	\$591,305	\$545,820	\$4,957,865
					State Match for AMATS TAP	\$0	\$54,180	\$4,515	\$0	\$379,260	\$58,695	\$54,180	\$492,135
					Total		\$0	\$600,000	\$50,000	\$0	\$4,200,000	\$650,000	\$600,000
Yes	DOT&PF	NMO00011	Campbell Creek Trail Grade Separated Crossing at Lake Otis Parkway - Project would construct an elevated non-motorized crossing over Lake Otis Blvd to connect the east and west portions of the Campbell Creek Trail.	2029 - U/C	AMATS CRP	\$0	\$0	\$2,326,127	\$0	\$0	\$2,326,127	\$1,156,229	\$3,482,356
					MOA Match for AMATS CRP	\$0	\$0	\$230,900	\$0	\$0	\$230,900	\$114,771	\$345,671
					AMATS STBG	\$0	\$0	\$3,568,398	\$0	\$0	\$3,568,398	\$1,156,229	\$4,724,627
					MOA Match for AMATS STBG	\$0	\$0	\$354,212	\$0	\$0	\$354,212	\$114,771	\$468,983
					AMATS TAP	\$0	\$0	\$715,354	\$0	\$0	\$715,354	\$1,208,991	\$1,924,346
					MOA Match for AMATS TAP	\$0	\$0	\$71,009	\$0	\$0	\$71,009	\$120,009	\$191,017
					Total		\$0	\$0	\$7,266,000	\$0	\$0	\$7,266,000	\$3,871,000
No	DOT&PF	NMO00014	AMATS Non-Motorized Safety Campaign 2027-2030 - Project will produce a campaign to educate all road users on behaviors that improve non-motorized safety, and to provide safety equipment to non-motorized users. Campaign will target messaging and equipment based on common crash factors and public input analyzed by the 2024 AMATS Safety Plan.	2027-2030 - Programming	AMATS TAP	\$227,425	\$227,425	\$227,425	\$227,425	\$909,700	\$909,700	\$0	\$1,819,400
					In-Kind MOA Match for AMATS TAP	\$22,575	\$22,575	\$22,575	\$22,575	\$90,300	\$90,300	\$0	\$180,600
Yes	DOT&PF	NMO00015	Eagle River Road Pathway [Eagle River Loop Road to Mile Hi Avenue] - Project will rehabilitate the existing pathway along Eagle River Road from Eagle River Loop Road to where it ends just east of Hillcrest Lane and extend the pathway to Mile Hi Avenue.	2027 - D 2028 - ROW 2030 - U/C	AMATS CRP	\$217,418	\$454,850	\$0	\$3,365,889	\$0	\$4,038,157	\$363,880	\$4,402,037
					State Match for AMATS CRP	\$21,582	\$45,150	\$0	\$334,110	\$0	\$400,842	\$36,120	\$436,962
					Total		\$239,000	\$500,000	\$0	\$3,699,999	\$0	\$4,438,999	\$400,000
Yes	DOT&PF	NMO00016	AMATS Minnesota Drive Sidewalk Repairs Rehabilitation [Tudor Road to Hillcrest Drive] - Project would rehabilitate the sidewalks along Minnesota Drive from Tudor Road to Hillcrest Drive, including intersection improvements at Benson and Northern Lights to add in missing crossings, and other non-motorized improvements.	2027 - D 2028 - ROW 2030 - U/C	AMATS TAP	\$217,418	\$454,850	\$0	\$2,149,124	\$0	\$2,821,393	\$363,880	\$3,185,273
					State Match for AMATS TAP	\$21,582	\$45,150	\$0	\$213,330	\$0	\$280,061	\$36,120	\$316,181
					AMATS CRP	\$0	\$0	\$0	\$905,368	\$0	\$905,368	\$363,880	\$1,269,248
					State Match for AMATS CRP	\$0	\$0	\$0	\$89,870	\$0	\$89,870	\$36,120	\$125,990
					AMATS STBG	\$0	\$0	\$0	\$311,398	\$0	\$311,398	\$363,880	\$675,278
					State Match for AMATS STBG	\$0	\$0	\$0	\$30,910	\$0	\$30,910	\$36,120	\$67,030

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

Table 3. Active Transportation
AMATS FFY 2027-2030 TIP

Grandfathered Project	Responsible Agency	TIP Need ID*	PROJECT LOCATION	PROJECT PHASING PLAN	FUND CODE	FEDERAL FISCAL PROGRAMMING YEAR				Estimated funding needs after 2030	Est project cost 2027-2030	Project Cost Pre-2027	Est total project cost
						October 1 - September 30							
						2027	2028	2029	2030				
				Total		\$239,000	\$500,000	\$0	\$3,700,000	\$0	\$4,439,000	\$400,000	\$4,839,000
No	DOT&PF	NMO00017	AMATS Tudor Road to Roosevelt Connection - Project would construct a new at grade non-motorized crossing of the railroad at Tudor Road and pave the existing Fish Creek Pathway from Tudor Road/Taft Street to Roosevelt Drive. Project would look at improvements to the existing sidewalk along Tudor Road and Taft Street up to the Fish Creek Traill connection.	2027 - D	AMATS TAP	\$227,425	\$0	\$227,425	\$0	\$2,509,498	\$454,850	\$0	\$2,964,348
				2029 - D	MOA Match for AMATS TAP	\$22,575	\$0	\$22,575	\$0	\$249,102	\$45,150	\$0	\$294,252
					State Match for AMATS TAP	\$22,575	\$0	\$22,575	\$0	\$249,102	\$45,150	\$0	\$294,252
				Total		\$250,000	\$0	\$250,000	\$0	\$2,758,600	\$500,000	\$0	\$3,258,600
No	DOT&PF	NMO00018	AMATS Hyder Pedestrian Boulevard [15th to 5th]- Project would convert Hyder from 15th to 5th into a pedestrian boulevard that encourages multimodal transportation and blends pedestrian and vehicle space. Project would include intersection improvements.	2027 - D	AMATS TAP	\$454,850	\$0	\$454,850	\$0	\$4,548,500	\$909,700	\$0	\$5,458,200
				2029 - D	MOA Match for AMATS TAP	\$45,150	\$0	\$45,150	\$0	\$451,500	\$90,300	\$0	\$541,800
				Total		\$500,000	\$0	\$500,000	\$0	\$5,000,000	\$1,000,000	\$0	\$6,000,000
The contingency list of projects for each year will consist of the following year's projects.				AMATS STBG Totals		\$15,237,475	\$0	\$4,504,084	\$311,398	\$0	\$20,052,957	\$2,793,689	\$22,846,646
				AMATS TAP Totals		\$2,174,879	\$2,240,125	\$2,307,329	\$2,376,549	\$11,788,438	\$9,098,882	\$3,320,992	\$24,208,312
				AMATS CRP Totals		\$1,127,118	\$2,204,059	\$3,261,813	\$4,271,257	\$0	\$10,864,247	\$3,086,289	\$13,950,536
				State Match for AMATS STBG		\$0	\$0	\$0	\$30,910	\$0	\$30,910	\$0	\$30,910
				State Match for AMATS TAP		\$44,157	\$199,788	\$27,090	\$213,330	\$628,362	\$484,364	\$209,645	\$1,322,370
				MOA Match for AMATS STBG		\$1,422,225	\$0	\$354,212	\$0	\$0	\$1,776,437	\$277,311	\$2,053,748
				MOA Match for AMATS TAP		\$67,725	\$0	\$138,734	\$0	\$700,602	\$206,459	\$120,009	\$1,027,069
				MOA Match for AMATS CRP		\$0	\$0	\$230,900	\$0	\$0	\$230,900	\$114,771	\$345,671
				In-Kind MOA Match for AMATS TAP		\$22,575	\$22,575	\$22,575	\$22,575	\$90,300	\$90,300	\$0	\$180,600
				Table Total		\$20,096,154	\$4,666,547	\$10,846,736	\$7,226,019	\$13,207,702	\$42,835,455	\$9,922,705	\$65,965,862

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

Table 4. Plans and Studies
AMATS FFY 2027-2030 TIP

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

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

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

Grandfathered Project	Responsible Agency	TIP Need ID*	PROJECT LOCATION	PROJECT PHASING PLAN	FUND CODE	FEDERAL FISCAL PROGRAMMING YEAR				Estimated funding needs after 2030	Est project cost 2027 - 2030	Project Cost Pre-2027	Est total project cost
						October 1 - September 30							
						2027	2028	2029	2030				
			Statewide Improvement Program (SIP) Transportation Control Measures (TCM)										
No	MOA	CMQ00009	Anchorage Ridesharing/Transit Marketing 2027-2030 - This project funds the Municipal RideShare program which promotes, subsidizes, and contract manages an area-wide vanpool commuter service; and a comprehensive public transportation marketing effort.	2027-2030 Programming	AMATS CMAQ	\$1,364,550	\$1,364,550	\$1,364,550	\$1,364,550	\$5,458,200	\$5,458,200	\$0	\$10,916,400
					State Match for AMATS CMAQ	\$135,450	\$135,450	\$135,450	\$135,450	\$541,800	\$541,800	\$0	\$1,083,600
					Total		\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000	\$6,000,000	\$6,000,000	\$0
No	MOA	CMQ00010	Air Quality Public & Business Awareness Education Campaign 2027-2030 - The goal of this program is to further inform the public about air quality issues and what steps people may take to reduce pollution.	2027-2030 Programming	AMATS CMAQ	\$272,910	\$272,910	\$272,910	\$272,910	\$1,091,640	\$1,091,640	\$0	\$2,183,280
					State Match for AMATS CMAQ	\$27,090	\$27,090	\$27,090	\$27,090	\$108,360	\$108,360	\$0	\$216,720
					Total		\$300,000	\$300,000	\$300,000	\$300,000	\$1,200,000	\$1,200,000	\$0
			Project and Programs funded with CMAQ and AMATS STBG										
No	MOA	CMQ00011	Arterial Roadway Dust Control 2027-2030 - Magnesium chloride (MgCl2) dust palliative will be applied to approximately 70 miles of high volume State and Municipal roadways prior to and after spring sweeping.	2027-2030 Programming	AMATS CMAQ	\$90,970	\$90,970	\$90,970	\$90,970	\$363,880	\$363,880	\$0	\$727,760
					MOA Match for AMATS CMAQ	\$9,030	\$9,030	\$9,030	\$9,030	\$36,120	\$36,120	\$0	\$72,240
					Total		\$100,000	\$100,000	\$100,000	\$100,000	\$400,000	\$400,000	\$0
No	MOA	CMQ00012	Traffic Control Signalization 2027-2030 - Program would provide proactive efficiencies with better/more updated signal timing plans to address intersection congestion and improve air quality. Funding supports development of Traffic Management Center and emergency vehicle and low priority transit signal preemption.	2027-2030 Programming	AMATS STBG	\$363,880	\$363,880	\$363,880	\$363,880	\$1,455,520	\$1,455,520	\$0	\$2,911,040
					MOA Match for AMATS STBG	\$36,120	\$36,120	\$36,120	\$36,120	\$144,480	\$144,480	\$0	\$288,960
					Total		\$400,000	\$400,000	\$400,000	\$400,000	\$1,600,000	\$1,600,000	\$0
No	MOA	CMQ00014	Non-Motorized Facility Maintenance Equipment for Winter Greenbelt Trails 2027-2030 - This project will purchase maintenance equipment that will be used to groom greenbelt trails during the winter months within the AMATS area.	2027-2030 Purchase	AMATS CMAQ	\$657,570	\$729,150	\$802,877	\$878,817	\$0	\$3,068,414	\$0	\$3,068,414
					MOA Match for AMATS CMAQ	\$65,273	\$72,378	\$79,696	\$87,234	\$0	\$304,581	\$0	\$304,581
					Total		\$722,843	\$801,528	\$882,573	\$966,051	\$0	\$3,372,995	\$0

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

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

Grandfathered Project	Responsible Agency	TIP Need ID*	PROJECT LOCATION	PROJECT PHASING PLAN	FUND CODE	FEDERAL FISCAL PROGRAMMING YEAR				Estimated funding needs after 2030	Est project cost 2027 - 2030	Project Cost Pre-2027	Est total project cost				
						October 1 - September 30											
						2027	2028	2029	2030								
No	MOA	CMQ00005	Bus Stop & Facility Improvements 2027-2030 - This project funds new and existing facilities and bus stop sites to meet both the federally mandated Americans with Disabilities Act [ADA] requirements and the operational needs. Typical bus stop activities include design/engineering, bus shelters, benches, trash receptacles, landscaping, grading, pacing, utility relocations, lighting, curb adjustments, drainage, constructing paths, and construction/reconstruction of turnouts. Typical facility activities include design/engineering, upgrades, rehabilitation, and construction/reconstruction not limited to safety, security, facility equipment, structures, underground storage tanks, parking lots, sidewalks, and drainage. Table 5 funds supplement FTA funds in projects 4, 7, 10, and 11 on Table 9.	2027-30 Design / Engineering / Implementation	AMATS STBG	\$2,274,250	\$1,364,550	\$1,364,550	\$1,364,550	\$4,101,837	\$6,367,900	\$0	\$10,469,737				
					MOA Match for AMATS STBG	225750	\$135,450	\$135,450	\$135,450	\$407,163	\$632,100	\$0	\$1,039,263				
				Total		\$2,500,000	\$1,500,000	\$1,500,000	\$1,500,000	\$4,509,000	\$7,000,000	\$0	\$11,509,000				
No	MOA	CMQ00007	Capital Vehicles 2027-2030 - This project provides funding for the replacement and expansion of the Public Transportation Department fleet. The fleet consists of MV-1, 22' and 40' buses that provide service to AnchorRIDES, and People Mover. Vehicles will be replaced based on the FTA defined useful life and the People Mover Transit Asset Management Plan. Table 5 funds supplement FTA funds in project 2, 6, and 10 on Table 9.	2027-2030 Purchase	AMATS STBG	\$3,006,432	\$1,343,135	\$0	\$2,729,100	\$5,458,200	\$7,078,667	\$0	\$12,536,867				
					MOA Match for AMATS STBG	\$298,429	\$133,324	\$0	\$270,900	\$541,800	\$702,653	\$0	\$1,244,453				
				Total		\$3,304,861	\$1,476,459	\$0	\$3,000,000	\$6,000,000	\$7,781,320	\$0	\$13,781,320				
No	MOA	CMQ00008	Demo Operations / Expansion 2027-2030 - This project will provide for operational assistance and/or operational service expansion for fixed route, demand response, and/or microtransit public transit service. Table 5 funds supplement FTA funds in project 3, 5, 8, 9, and 10 on Table 9.	2027-2030 Programming	AMATS CRP	\$2,755,086	\$1,819,400	\$883,714	\$0	\$0	\$5,458,200	\$0	\$5,458,200				
					MOA Match for AMATS CRP	\$273,479	\$180,600	\$87,721	\$0	\$0	\$541,800	\$0	\$541,800				
				Total		\$3,028,565	\$2,000,000	\$971,435	\$0	\$0	\$6,000,000	\$0	\$6,000,000				
No	MOA Public Transportation Department	CMQ00016	Microtransit 2027-2030 - Establish a new on-demand Microtransit service in Anchorage, to be managed by the MOA Public Transportation Department. This project includes professional services, software, equipment and/or other Microtransit technology. The primary goals of the project are to connect residents to jobs, activity centers, and existing fixed-route bus service in the region while providing a low-cost transportation alternative to single-occupancy vehicles.	2023-2026 - Implementation	AMATS CRP	\$68,228	\$45,485	\$45,485	\$45,485	\$0	\$204,683	\$0	\$204,683				
					MOA Match for AMATS CRP	\$6,773	\$4,515	\$4,515	\$4,515	\$0	\$20,318	\$0	\$20,318				
				Total		\$75,000	\$50,000	\$50,000	\$50,000	\$0	\$225,000	\$0	\$225,000				
No	MOA Public Transportation Department	CMQ00017	Muldoon Transit Hub Mixed Use Development - Develop a mixed-use transit oriented development to replace the existing collection of on-street bus stops at/near the intersection of Muldoon Road and Debarr Road. This project would include property acquisition or lease negotiation, final design, and construction.	2029 - U/C	5339(b)	\$0	\$0	\$20,000,000	\$0	\$0	\$20,000,000	\$0	\$20,000,000				
					MOA Match for 5339(b)	\$0	\$0	\$5,000,000	\$0	\$0	\$1,985,270	\$0	\$1,985,270				
				Total		\$0	\$0	\$25,000,000	\$0	\$0	\$22,210,270	\$0	\$22,210,270				
The contingency list of projects for each year will consist of the following year's projects.				AMATS STBG Total		\$5,644,562	\$3,071,565	\$1,728,430	\$4,457,530	\$11,015,557	\$14,902,087	\$0	\$25,917,644				
				AMATS CRP Total		\$2,823,313	\$1,864,885	\$929,199	\$45,485	\$0	\$5,662,883	\$0	\$5,662,883				
				AMATS CMAQ Total		\$2,386,000	\$2,457,580	\$2,531,307	\$2,607,247	\$6,913,720	\$9,982,134	\$0	\$16,895,854				
				5339(b)		\$0	\$0	\$20,000,000	\$0	\$0	\$20,000,000	\$0	\$20,000,000				
				State Match for AMATS CMAQ		\$162,540	\$162,540	\$162,540	\$162,540	\$650,160	\$650,160	\$0	\$1,300,320				
				MOA Match for AMATS CMAQ		\$74,303	\$81,408	\$88,726	\$96,264	\$36,120	\$340,701	\$0	\$376,821				
				MOA Match for AMATS STBG		\$560,299	\$304,894	\$171,570	\$442,470	\$1,093,443	\$1,479,233	\$0	\$2,572,676				
				MOA Match for AMATS CRP		\$280,252	\$185,115	\$92,236	\$4,515	\$0	\$562,118	\$0	\$562,118				
				MOA Match for 5339(b)		\$0	\$0	\$5,000,000	\$0	\$0	\$5,000,000	\$0	\$5,000,000				
				Table Total		\$11,931,269	\$8,127,987	\$30,704,008	\$7,816,051	\$19,709,000	\$58,579,315	\$0	\$78,288,315				

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

Table 6. Pavement Replacement
AMATS FFY 2027-2030 TIP

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

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

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

Grandfathered Project	Responsible Agency	TIP Need ID*	PROJECT LOCATION	PROJECT PHASING PLAN	FUND CODE	FEDERAL FISCAL PROGRAMMING YEAR				Estimated funding needs after 2030	Est project cost 2027-2030	Project Cost Pre-2027	Est total project cost
						October 1 - September 30							
						2027	2028	2029	2030				
Yes	DOT&PF	HSP0019	Anchorage Flashing Yellow Arrow and Signal Head Display Improvements - This project proposes to replace existing 5-section protected-permissive signal heads with 4-section FYA signals heads at 21 signalized intersections in Anchorage. The scope includes increasing the number of through signal heads at select locations. This project nominations aims to reduce left-turning, T-bone, and rear end crashes.	2028 - U/C	UnCat 148	\$0	\$17,820,000	\$0	\$0	\$0	\$17,820,000	\$135,000	\$17,955,000
					State Match for UnCat 148	\$0	\$1,980,000	\$0	\$0	\$0	\$1,980,000	\$15,000	\$1,995,000
				Total		\$0	\$19,800,000	\$0	\$0	\$0	\$19,800,000	\$150,000	\$19,950,000
Yes	DOT&PF	HSP0021	Old Seward Highway: Industry Way/120th Ave Channelization - This project proposes to install left-turn channelizing median on Old Seward Highway at Industry Way and 120th Avenue. This project nomination proposes to reduce angle and access related crashes on this segment of Old Seward Highway.	2027 - U/C	UnCat 148	\$1,871,490	\$0	\$0	\$0	\$0	\$1,871,490	\$0	\$1,871,490
					State Match for UnCat 148	\$207,943	\$0	\$0	\$0	\$0	\$207,943	\$0	\$207,943
				Total		\$2,079,433	\$0	\$0	\$0	\$0	\$2,079,433	\$0	\$2,079,433
Yes	DOT&PF	HSP0028	Northern Lights Road Diet - Reconfigure roadway to remove a lane (road diet). Widen Sidewalk to ADA compliant standards. Consolidate driveways. Install buffered grassy area or two-way cycle track. Enhance signalized crosswalks. Add 4th crosswalk at New Seward Highway and Minnesota Drive intersections. Leading Pedestrian Intervals at signalized intersections, Install RRFB and crosswalk at Lois Dr. Install new sidewalk connection on Lois Drive from Northern Lights to Benson. Reduce speed limit to 30MPH.	2027 - U/C	HSIP	\$3,501,000	\$0	\$0	\$0	\$0	\$3,501,000	\$81,000	\$3,582,000
					State Match for HSIP	\$389,000	\$0	\$0	\$0	\$0	\$389,000	\$9,000	\$398,000
				Total		\$3,890,000	\$0	\$0	\$0	\$0	\$3,890,000	\$90,000	\$3,980,000
Yes	DOT&PF	HSP0029	Ingra/Gambell Road Diet - Reconfigure roadway to 3-lane one-way (road diet) between Fireweed Lane and 4th Avenue. Phased implementation to coordinate with other HSIP and Utility work in the corridor. F-Shape barrier, low-profile barrier, pavement, striping, minimal sidewalk and ramp work in support of reducing non-motorized crossing distances and traffic calming to 30MPH posted speed limit.	2027 - U/C	HSIP	\$2,988,000	\$0	\$0	\$0	\$0	\$2,988,000	\$1,044,000	\$4,032,000
					State Match for HSIP	\$332,000	\$0	\$0	\$0	\$0	\$332,000	\$116,000	\$448,000
				Total		\$3,320,000	\$0	\$0	\$0	\$0	\$3,320,000	\$1,160,000	\$4,480,000
Yes	DOT&PF	HSP0030	Seward Highway Safety Corridor Variable Speed Limit - The project proposes to implement road weather condition based variable speed limits (VSLs) in the Safety Corridor section of the Seward Highway between MP 90-118 of the Traffic Safety Corridor.	2027 - U/C	HSIP	\$3,699,000	\$0	\$0	\$0	\$0	\$3,699,000	\$1,125,000	\$4,824,000
					State Match for HSIP	\$411,000	\$0	\$0	\$0	\$0	\$411,000	\$125,000	\$536,000
				Total		\$4,110,000	\$0	\$0	\$0	\$0	\$4,110,000	\$1,250,000	\$5,360,000
Yes	DOT&PF	HSP0033	Mountain View Drive Safety Improvements - Project will improve safety of all road users by converting green signal indicators to flashing yellow arrows, installing pedestrian safety features, upgrading facilities to comply with PROWAG guidelines, implementing a road diet, modifying select right-turn locations, and implementing access management.	2028 - U/C	UnCat 148	\$0	\$10,187,100	\$0	\$0	\$0	\$10,187,100	\$954,900	\$11,142,000
					State Match for UnCat 148	\$0	\$1,131,900	\$0	\$0	\$0	\$1,131,900	\$106,100	\$1,238,000
				Total		\$0	\$11,319,000	\$0	\$0	\$0	\$11,319,000	\$1,061,000	\$12,380,000
Yes	DOT&PF	HSP0034	A Street Road Diet - Enhance safety of all road users by removing a lane on the western portion of roadway between Fireweed Lane and 9th Ave through installation of concrete barrier, constructing pedestrian facilities, reducing posted speed limit, installing permanent speed feedback signs, and installing a new traffic signal at A Street and 16th Ave.	2027 - U/C	UnCat 148	\$5,509,800	\$0	\$0	\$0	\$0	\$5,509,800	\$580,500	\$6,090,300
					State Match for UnCat 148	\$612,200	\$0	\$0	\$0	\$0	\$612,200	\$64,500	\$676,700
				Total		\$6,122,000	\$0	\$0	\$0	\$0	\$6,122,000	\$645,000	\$6,767,000
Yes	DOT&PF	HSP0036	CR Red Light Indicator and Retroreflective Backplates - Install Red Light Indicator Lights and retroreflective backplate at 22 intersections in central region.	2027 - D	NHPP	\$150,000	\$3,777,000	\$0	\$0	\$0	\$3,927,000	\$0	\$3,927,000
				Total		\$150,000	\$3,777,000	\$0	\$0	\$0	\$3,927,000	\$0	\$3,927,000

*Projects are not listed in priority order.

Project estimates are shown in Year of Expenditure Dollars.

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

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

*Projects are not listed in priority order.

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

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

*Projects are not listed in priority order.

Project estimates are shown in Year of Expenditure Dollars.

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

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

*Projects are not listed in priority order.

Project estimates are shown in Year of Expenditure Dollars.

Table 9. Transit
AMATS FFY 2027-2030 TIP

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

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

Table 9. Transit
AMATS FFY 2027-2030 TIP

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

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

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

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

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

APPENDIX B

Computation of PM₁₀ Design Value Concentration for Eagle River

Computation of PM₁₀ Design Value Concentrations for Eagle River

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

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

Table 1

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

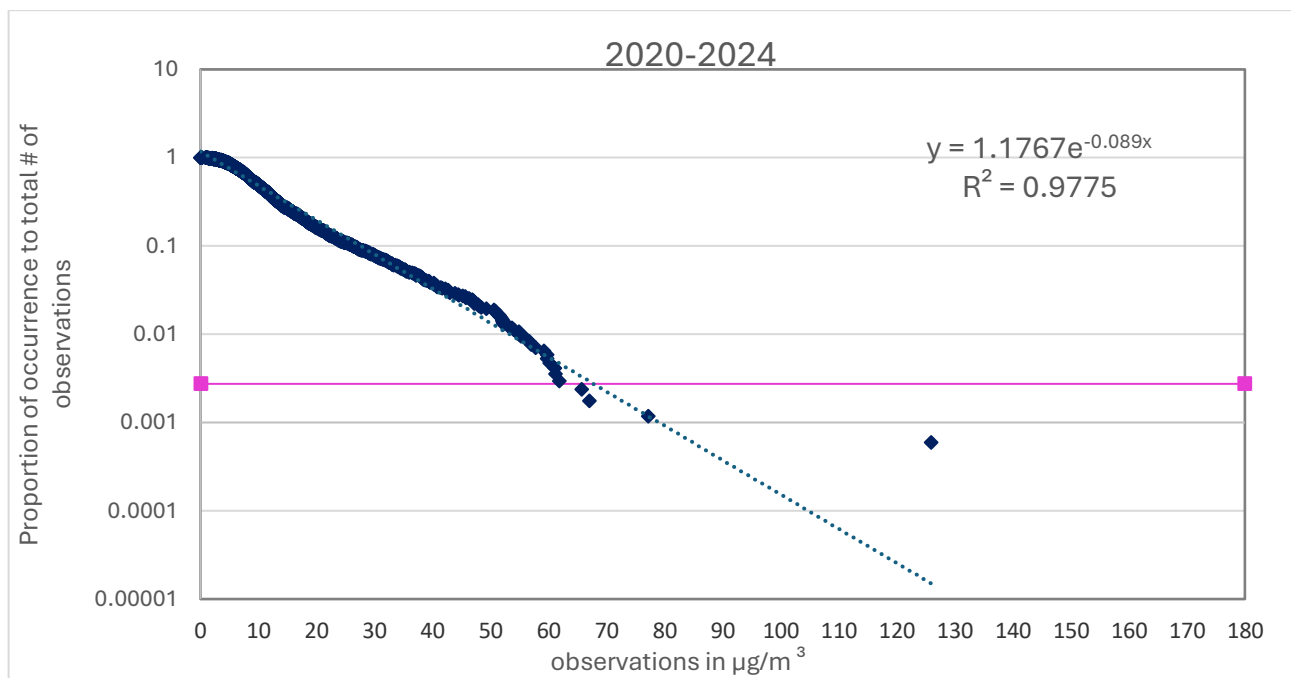
The Eagle River PM₁₀ Design Value for comparison to the PM₁₀ LMP eligibility criteria was determined from the empirical frequency plot of 24-hour PM₁₀ data and was calculated as the concentration that corresponds to $P = 1/365$. This resulting concentration represents the highest expected concentration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

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

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

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

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



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

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

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

Self-Certification Statement

MPO SELF-CERTIFICATION

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

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

MPO

DOT&PF



Signature

Signature

Aaron Jongenelen

Printed Name

Printed Name

AMATS Executive Director

Title

Title

04/17/2026

Date

Date

2026
METROPOLITAN PLANNING AREA SELF-CERTIFICATION
METROPOLITAN PLANNING ORGANIZATION (MPO):
Anchorage Metropolitan Area Transportation Solutions (AMATS)

MPO Designation (23 CFR 450.310)

- Please provide the date the metropolitan planning organization was designated. – 1976
- Please describe the organization created by the designation (include staff and membership organizational charts as well as committee and advisory membership rosters as attachments or hyperlinks). – A description of the AMATS organization can be found starting on page 5, section 5, of the [Operating Agreement](#), page 9 of the latest [UPWP](#), on the [Committee page](#) on the AMATS website, and starting on page 14 of the AMATS [PPP](#). All these documents can be found on the AMATS [website](#).
- Please describe the voting structure. – The AMATS Policy Committee (PC) is the final authority for AMATS. All sub-committees are advisory to the PC and provide recommendations through the Technical Advisory Committee to the PC.
- Please attach the bylaws or include a hyperlink. – Bylaws for the Policy Committee and Technical Advisory Committee can be found starting on page 5, section 5, of the [Operating Agreement](#), and all other committee bylaws can be found on the [Committee page](#) on the AMATS website.

Agreements (23 CFR 450.314)

Please provide a listing of all agreements and dates of adoption that define relationships in the metropolitan planning process. These include, but are not limited to Memorandums of Agreement (MOA) and/or Memorandums of Understanding (MOUs) with:

- The MPO, Public Transit Organizations, and Alaska Department of Transportation & Public Facilities (DOT&PF) – The AMATS Inter-Governmental Operating Agreement for Transportation and Air Quality Planning [[AMATS Operating Agreement](#)] governs the local transportation planning function. The Operating Agreement was approved by Resolution of the Anchorage Municipal Assembly [AR200-119] on April 23, 2002, subsequently signed by the Governor on October 16, 2002, and placed into effect January 1, 2003. It supersedes its predecessor of October 21, 1993. The Operating Agreement is to be reviewed and updated as necessary by the AMATS Policy Committee. The Operating Agreement was last amended by the AMATS Policy Committee on April 22, 2021.
- Intergovernmental Agreement between ADOT and the MOA Public Transportation Department on Section 5303 Funds (Central file No. 22873).
- Collaboration between ADOT and AMATS to develop a travel demand model, as part of the development of the Anchorage MTP.

Subcontracting (49 CFR 18.37)

- What is your process for selecting subcontractors/consultants or sub-recipients? – AMATS follows the Alaska DOT&PF and the Municipality of Anchorage (MOA) procurement processes which has strict requirements for selecting subcontractors/consultants or sub-recipients. DOT&PF process can be found [here](#), and MOA process can be found [here](#).
- What legal agreement do you use to define the scope of work and bind the third party to applicable state and federal laws, rules, and regulations? – AMATS follows the Alaska DOT&PF and the Municipality of Anchorage (MOA) procurement processes which fulfills all requirements for state and federal requirements for federal funding.

Geographic Scope (23 CFR 450.312)

- Define the metropolitan planning area (MPA) boundary covered by the metropolitan planning process (please include map). – A map of our planning area can be found on the AMATS website [here](#) and in the on page [UPWP](#) 41.

Unified Planning Work Program (UPWP) (23 CFR 450.308)

- The AMATS UPWP narrative and budget can be found here [Transportation Planning / AMATS Work Program](#).
- Describe the UPWP development process. – (See page 6 of the current UPWP).
- Describe how the UPWP tasks implement and support the metropolitan planning process. – See page 6, 7, & 8 of the current UPWP.
- Were the state(s) and public transit agencies involved in the UPWP development? – Yes.
- How are freight, non-motorized transportation, and other modal interests identified? – These are identified as priorities that are fulfilled in identified work tasks throughout the UPWP.

Transportation Planning Studies and Project Development (23 CFR 450.318)

- Provide a list of planning studies undertaken since the last certification:
 - AMATS 2050 Metropolitan Transportation Plan
 - AMATS Public Participation Plan Update
 - AMATS Title VI Plan Update
 - AMATS Safety Plan
 - AMATS Climate Action Plan
 - AMATS Complete Streets/Street Typology Plan
- Describe the consultation process and parties involved in the planning process. – The consultation process for the MTP can be found in Chapter 2 [2050 Metropolitan Transportation Plan - PublicInput](#), the consultation process for [the AMATS Safety plan](#) can be found in Chapter 2 and contained in additional documents found on the [website](#), the AMATS Climate Action Plan is

still underway and more information about engagement to date can be found on the project [website](#), and the AMATS Complete Streets/Street Typology Plan is still underway and more information about engagement to date can be found on the project [website](#).

The AMATS PPP and Title VI process was as follows:

Project staff released a [survey](#) at the start of this process to gather feedback on communication methods and used insights from past public comments to inform the update to the Public Participation Plan.

With the update to the PPP, project staff then aimed to:

- Correct outdated information
- Use plain language to explain what AMATS is and Does
- Use accessible graphics to highlight key information about AMATS
- Set suggested goals and targets to track outreach progress moving forward

The updated Title VI Plan is an appendix of the AMATS Public Participation Plan and went out for public review at the same time. With this update project staff aimed to:

- Used plain language to minimize the use of jargon when possible
- Expanded Authorities and Citations with explanations
- Provided comparison between Title VI, Environmental Justice, Equity and Equality
- Update showcasing Equity Considerations in the Transportation Plan (MTP) and Funding Program (TIP)
- Updated complaint form

The full PPP and Title VI plans were translated into the 5 Safe Harbor language: Hmong, Korean, Samoan, Tagalog, Spanish.

Draft Plan Review

The draft Public Participation Plan was made available to Municipal, State and tribal stakeholders in the fall of 2024.

The draft Public Participation Plan was released for public review in March 2025. During that month, the public could observe and comment on discussions at both the AMATS Technical Advisory Committee and Policy Committee meetings. The draft plan was also presented to the public at the 2025 Anchorage Transportation Fair in April. In addition, the AMATS Community Advisory Committee reviewed the draft and provided comments at its second-quarter meeting in 2025. Two further opportunities for public input were offered during AMATS committee meetings when the draft plan was released for public review in August of 2025.

Comments and Changes Made

AMATS received 36 comments on the draft Public Participation Plan. Staff made changes based on these comments. A summary of comments and staff responses to each comment are included in the [comment response summary](#).

A brief overview of the changes made due to public comments are below.

1. Updated the Acknowledgement section to reflect the Traffic “Engineering” Department and the Project Management & Engineering “Department” not Division.
 2. Included who is chair and vice chair, as outlined in the operating agreement, on the TAC and PC pages
 3. Explained what a grassroots approach means on page 40
 4. Emphasized on page 39 that for events, notices will be sent out at least 14 days in advance, separate from the 7-day advance notice needed for committee meeting agendas.
 5. Added that the Transportation Improvement Program (TIP) process is used to satisfy the public participation process of the Program of Projects (POP) as required in U.S.C. Section 5307
 6. Expanded the “This Is AMATS” section to include:
 - Who makes up AMATS
 - How projects are proposed
 - Federal requirements that guide our work
 7. Performance Measures – Clarified some of the language and emphasized that staff will continue ongoing evaluation and reporting.
 8. Graphics – Revised several charts and diagrams for improved clarity and readability.
 9. Responses – Provided more detailed explanations in the comment response summary to clarify when changes are or are not recommended and the reasoning behind those decisions.
-
- Describe how the MPO planning process assists project development. – The MPO planning process assists project development by providing a reliable and open public involvement process. This process involves extensive outreach to community through the community council, the MOA Assembly, and other groups to solicit a wide variety of feedback. This feedback helps to ensure projects are being done that meet the needs of the community. State and Local plans and studies are also considered when developing transportation projects. Feedback on DOT&PF and MOA projects received are sent to the respective agencies for them to incorporate where possible.

Metropolitan Transportation Plan (MTP) (23 CFR 450.322). Please provide the following:

- Title of current MTP – 2050 MTP - [Metropolitan Transportation Plan](#)
- Adoption date – PC adoption February 2024
- FHWA/FTA Approval of AQ – May 24, 2024
- Planning horizon forecast year – 2050
- Description of the MTP development process. – Chapter 2 provides more details.
- A general description of the plan – The 2050 MTP updated the project goals, objective,

performance measures, fiscal analysis, and project list.

- Description of how the eight planning factors are addressed [23CFR450.306(a)]. See Chapter 3 of the plan, which outlines the goals, policies and prioritization criteria. More information can also be found in the technical report that provided the review of the previous goals and objectives and made recommendations for update and their compliance with the FAST Act, [Microsoft Word - AMATS 2050 MTP Tech Memo Goals & Objectives Conformance Draft 10-20-21.docx](#). The planning factors are addressed in this chapter along with the performance measures and targets.

Transportation Improvement Program (TIP) (23 CFR 450.324)

Describe the TIP development process – The 2027-2030 TIP was developed through a difference process than previous TIPs. This version had a large number of carry forward projects, projects that were underway in the 2023-2026 TIP that still have funding needs identified in the 2027-2030 fiscal year, which was the starting point for the draft TIP. Then staff reviewed the 2050 MTP, which contains a list of prioritized projects, starting from the highest scoring project and working down to identify projects that could fit in the project based on the fiscal analysis. Two public work sessions were held with the AMATS TAC and PC for input on the projects selected by staff. After comments were addressed a public review version is used to develop the Air Quality Conformity Determination that is brought before the interagency group. After that review was done, staff brought a public review draft of the TIP and Air Quality Conformity Demonstration forward to the TAC and PC for a 45-day public comment period. Comments were collected and responded to in a comment response summary. After that period closes the draft TIP and Air Quality Conformity Demonstration is reviewed and both documents approved by the AMATS TAC and PC. A final version is then submitted to DOT&PF for inclusion in the STIP and final approval of the Air Quality Conformity Demonstration is done by FHWA/FTA.

- Are specific criteria used to select the projects included in the TIP? – No. The 2050 MTP scored and ranked projects in a prioritized order that was used for the development of the 2027-2030 TIP.
- What are the criteria that are used? – The criteria used for the 2050 MTP can be found here: [99590248-6ed6-4acb-ac29-dcd365ee4caa](#).
- How are projects prioritized? – Project are prioritized in the 2027-2030 TIP based on the current project funding needs and timelines for on-going projects that were carried forward. For new projects they were included in the TIP based on the prioritized from the MTP or based on input from agency partners.
- How is public involvement incorporated in the TIP development process? – The [2027-2030 FUNDING PROGRAM \(TIP\)](#) narrative provides this information.
- How does the public involvement process affect the content of the TIP? – Public comments were received, and responded to in a [comment response summary](#), with changes integrated into the draft TIP for the PC review where applicable. These changes are outlined in the comment response summary linked above.
- In Transportation Management Areas (TMAs), how is the Congestion Management Process (CMP) used during the project selection and prioritization? – The CMP is integrated in the MTP criteria and MTP projects. Projects listed in the CMP are considered for inclusion in the MTP, which notes in the MTP about which projects support the CMP. AMATS is currently working on an update to the CMP.

Air Quality Conformity in Nonattainment and Maintenance Areas (23 CFR 450.322 and 324)

- Describe the nonattainment and maintenance areas within your MPA. – This can be found in the [Air Quality Conformity Demonstration for the 2027-2030 TIP](#).
- Provide the dates of your last MTP and TIP Conformity findings:
 - MTP – May 24, 2024
 - TIP – The 2027-2030 TIP is underway. The previous TIP Conformity was approved October 20th, 2022.
- Describe the interagency consultation process – The Interagency Consultation Team (ICT) consists of representatives from the Anchorage Health Department, the Alaska Department of Environmental Conservation, the Alaska Department of Transportation and Public Facilities, the Federal Highway Administration, and the US Environmental Protection Agency. Staff presents the Air Quality Conformity determination draft documents to the ICT, in which they reviewed the methodology used and the ICT agreed with this method of regional conformity demonstration for the Anchorage 2027-2030 TIP based upon analysis of most current, EPA-certified pollutant data monitored within the Eagle River PM10 maintenance areas demonstrating that pollutant trends in each area continue to comply with EPA's limited maintenance plan eligibility criteria for PM10 respectively.
- Describe how your MPO ensures priority programming and expeditious implementation of the Transportation Control Measures (TCMs) required in the State Implementation Plan (SIP) in nonattainment and maintenance areas. – TCMs within the AMATS area are given priority funding. They are often funded with CMAQ funding first and then supplemented with STBG or other funded as needed.

Congestion Management Process (CMP) (23 CFR 450.320)

- Describe the Congestion Management Process. – This can be found in the [CMP](#).
- Describe the multimodal system performance measures? – This can be found in the [CMP](#) in sections 6.0, 7.0, & 8.0.
- Describe how the CMP is fully integrated into the overall MPO planning process. The CMP is integrated in the criteria and project list for the MTP. AMATS is currently working on an update to the CMP.

Interested parties, participation, and consultation (23 CFR 450.316)

- How and when was the public involvement program developed? - The [AMATS Public Participation Plan](#) (PPP) was developed following a lengthy review of the previous PPP to find areas that could be updated to current standards, such as using technology in outreach efforts, and involved review and approved by the TAC and PC. This version was recently developed and approved August 21, 2025.

- How are the tribes consulted and involved in the MTP and TIP development? - The Native Village of Eklutna is the only tribal entity within the AMATS boundary. AMATS staff reaches out to Eklutna for a consultation process for the MTP and the TIP.
- How and on what cycle the public involvement process is routinely evaluated for effectiveness? – The public process used is evaluated by AMATS staff after each effort to determine what works and what didn't, and improvements are made as able. The PPP is reviewed biennially. This update of the PPP includes goals, measures, and targets.
- What opportunities are provided for public involvement at key decision points in the planning (MTP), programming (TIP), and project development phases of transportation decision-making? – Opportunities exist throughout the planning phase of the MTP via our TAC and Policy Committee group meetings. Notices are sent out via the AMATS listserv, posted on AMATS social media, the MOA website, DOT&PF website/social media, and AMATS staff reaches out to partners outside of agencies, such as the Federation of Community Councils to push notifications to their groups.

Reports. Provide a list of reports during the last biennium, including dates produced, copies or hyperlinks. These reports include, but are not limited to:

- Title VI Annual Report – The AMATS Title VI annual report is incorporated into the State of Alaska Annual Report found [here](#).
- Annual Listing of Obligated Projects – AMATS posts final obligation reports [here](#).

SELF-CERTIFICATION (23 CFR 450.334)

Metropolitan Planning

- Do you have a written process and established procedures you follow to self-certify the planning process? The self-certification process is listed in the [TIP narrative](#).
- What are the roles of the technical advisory committee (TAC) and the Policy Board? Bylaws for the Policy Committee and Technical Advisory Committee can be found starting on page 5, section 5, of the [Operating Agreement](#).
- What supporting documentation/information is provided to the MPO policy board when the self-certification is approved? The TIP narrative with the approved signature page.
- Discuss how the state, public transit operators and others are involved in the process. – The state, the public transit operator, and others are involved through the TAC and PC process. The public transit operator sit on the TAC which reviewed the self-certification statement and provided feedback on ensuring it covers the Program of Project requirements. The state is involved in the approval of self-certification signature page and review of the backup data provided.
- Who approves the Self-Certification? – AMATS Executive Director/MPO Coordinator.
- What documentation is available to demonstrate compliance with the self-certification statements? See this document.
- Describe how the MPO complies with all other applicable provisions of federal law. –

- AMATS staff are aware of the provision of the federal laws and regulations regarding MPO activities. Workshops, seminars, and webinars are attended which keep all staff up to speed on the laws.

Title VI and Related Requirements:

- Does the MPO have processes, procedures, guidelines, and/or policies that address Title VI, the Civil Rights Act of 1964, ADA, DBE, Equal Opportunity Employment, the Older Americans Act, and all other federal anti-discrimination regulatory requirements? – Yes. See [Title VI](#) plan. The Civil Rights Act of 1964, ADA, DBE, Equal Opportunity Employment, the Older Americans Act, and all other federal anti-discrimination regulatory requirements are all included in project or employee process that the State of Alaska DOT&PF and the Municipality of Anchorage require and follow. AMATS also includes portions of this in the [PPP](#).
- What goals, policies, approaches, and measurements has the MPO adopted to address Title VI? – See the AMATS [Title VI](#) plan and the [PPP](#).
- Describe the MPO's policy for how Title VI complaints will be handled. – The AMATS [Title VI](#) plan has a complain process outlined on page 23. AMATS has a [complaint form](#) located on the AMATS website.
- How does the MPO use census data for income, race, and ethnicity evaluation and community assessment in the planning process? How is this information used to evaluate the impacts of existing and planned transportation facilities and services? – This is addressed in the AMATS [Title VI](#) plan.
- Has a demographic profile of the metropolitan planning area that includes identification of the locations of protected populations been developed in the planning process? Yes.
- How does the planning process identify the needs of protected populations? AMATS uses outreach efforts outlined in the [PPP](#) and supporting the [Title VI](#) plan. AMATS works on reaching out to these protected populations to solicit comments and needs identification that is incorporated into the AMATS Planning process.
- How are the needs of low-income and minority populations determined? See [Title VI](#) Plan and above paragraph.
- Describe the process by which minority and low-income populations can comment on the UPWP, the TIP, and the Transportation Plan. – See the AMATS [PPP](#).
- How do the MPO and partner agencies respond to comments from minority and low-income communities and individuals? See the [Title VI](#) plan. See the AMATS [PPP](#).
- What measures are used to verify that multimodal access and mobility performance improvements in the plan and the TIP comply with Title VI? – AMATS used socioeconomic data to help forecast where vulnerable populations might be located based on housing and income demographics. Housing density was examined as part of Bike/Ped planning efforts and the development of the updated land use plan. In the future, AMATS will use this data to better analyze and invest in transportation infrastructure to serve the needs of these communities AMATS added access to transit, transit users are disproportionately low income and/or minority, to their ranking criteria for projects included in the Transportation Improvement Plan (TIP) and Metropolitan Transportation Plan (MTP). Additionally, AMATS added criteria to the TIP and MTP that incorporates protected populations and health equity.

- Has the MPO performed any analysis to determine whether there are groups of limited English proficiency (LEP)? If so, how has the region reached out to this group? If not, what steps were taken to address the needs of such individuals? How are these outreach activities documented in the MPO's Public Participation Plan? Yes – See the [Title VI](#) plan. See the AMATS [PPP](#).

DEFICIENCIES

During your self-certification review process did you identify any areas that need improvement? If so, do you have a plan for implementing the needed improvements? What is the plan and timeline?

- Updating the AMATS CMP is essential. Anticipated completion is 2027.
- The need for an e-TIP software. AMATS is working on this purchase and anticipates approval by Summer of 2026.
- Better documentation of consultation efforts with the tribe, Native Village of Eklutna, in the MPO boundary. AMATS is starting conversations now on how tribal consultant is currently handled. DOT&PF is updating their policy and there will be discussions on whether AMATS should update their approach as well. Current timeline is anticipated to be completed in early 2027 for any updates.

2023 Certification Corrective Actions

The 2023 Certification provided six corrective actions for AMATS outlined in the [TMA certification](#). AMATS addressed all six of them and received a [letter from FHWA/FTA](#) verifying they have all been addressed.