AMATS 2052 MTP
Capital Funding Sources
($ in Millions)

		Notes	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	Total
1	MOA Road Capital (road bonds to LRTP projects)	Note 1	7.0	10.3	10.6	11.0	11.4	11.8	12.2	12.6	13.1	13.5	14.0	14.5	15.0	15.5	16.1	16.6	17.2	17.8	18.4	19.1	19.7	20.4	21.2	21.9	22.7	23.5	24.3	431.2
2	State Legislative Grants (not including State Bonds) - NHS	Note 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3	State Legislative Grants (not including State Bonds) -Non-NHS	Note 2	0.0	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.6	0.0	0.0	0.0	0.0	0.6	0.0	0.0	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.8	0.0	0.0	0.0	3.2
4	Federal Other	Note 3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5	FHWA NHS (Anchorage & Chugiak/Eagle River)	Note 4	32.2	125.0	104.6	269.6	31.2	31.9	32.7	33.5	34.3	35.1	35.9	36.8	37.7	38.6	39.5	40.5	41.4	42.4	43.4	44.5	45.6	46.7	47.8	48.9	50.1	51.3	52.5	1473.6
6	FHWA Non-NHS (Anchorage & Chugiak/Eagle River)	Note 5	52.8	19.2	44.2	61.5	43.2	28.8	29.5	30.2	31.0	31.7	32.5	33.2	34.0	34.9	35.7	36.6	37.4	38.3	39.3	40.2	41.1	42.1	43.2	44.2	45.2	46.3	47.4	1043.7
7	HSIP	Note 6	28.4	19.5	31.1	0.0	0.0	15.0	15.7	16.1	16.5	16.9	17.3	17.7	18.1	18.6	19.0	19.5	19.9	20.4	20.9	21.4	21.9	22.4	23.0	23.5	24.1	24.7	25.3	516.8
8	GO Bond	Note 7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9	**Road Revenue Source Total**		120.4	174.0	190.6	342.6	85.7	87.5	90.1	92.4	95.3	97.2	99.7	102.2	104.8	108.2	110.3	113.1	116.0	119.0	122.7	125.1	128.4	131.7	135.0	139.3	142.1	145.7	149.5	3468.5
10	Non-motorized Funds (25% of AMATS Allocation)	Note 8	3.6	15.8	0.0	3.9	0.3	10.8	11.1	11.3	11.6	11.9	12.2	12.4	12.7	13.0	13.4	13.7	14.0	14.3	14.7	15.0	15.4	15.8	16.2	16.5	16.9	17.3	17.8	327.9
11	Transportation Alternatives Program (AMATS)	Note 9	2.3	2.3	2.4	2.5	2.6	2.4	2.5	2.5	2.6	2.7	2.7	2.8	2.9	2.9	3.0	3.1	3.1	3.2	3.3	3.4	3.5	3.5	3.6	3.7	3.8	3.9	4.0	78.9
12	AMATS Carbon Reduction	Note 10	4.2	4.2	4.2	4.3	4.3	4.2	4.3	4.5	4.6	4.7	4.8	4.9	5.0	5.1	5.3	5.4	5.5	5.6	5.8	5.9	6.1	6.2	6.4	6.5	6.7	6.8	7.0	138.0
13	MOA Capital (bonds to bike/ped MTP projects)	Note 11	4.0	2.5	2.5	2.6	2.6	2.7	2.8	2.8	2.9	3.0	3.0	3.1	3.2	3.3	3.3	3.4	3.5	3.6	3.7	3.8	3.9	3.9	4.0	4.1	4.2	4.3	4.4	87.2
14	State Legislative Grants - Non-Motorized	Note 12	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.8	0.0	4.4
15	**Bike/Ped/Trails Revenue Source Total**		14.1	24.7	9.1	13.3	9.9	20.2	20.6	22.3	21.6	22.2	22.7	23.2	23.8	24.4	25.0	25.5	27.6	26.8	27.4	28.1	28.8	29.5	30.2	30.9	31.6	34.2	33.2	636.4
17	Municipal Bonds - Public Transportation	Note 13	1.7	2.8	3.0	4.4	3.6	4.4	2.4	2.4	4.9	3.3	2.5	2.5	2.9	2.5	3.3	2.6	3.0	2.6	2.6	3.4	3.0	2.6	2.6	2.6	3.7	2.6	2.6	78.7
20	Congestion Mitigation and Air Quality Program (pass thru 5307)	Note 14	9.0	9.0	5.1	27.5	9.0	5.1	5.1	5.1	9.0	5.1	5.1	5.1	9.0	5.1	5.1	5.1	9.0	5.1	5.1	5.1	9.0	5.1	5.1	5.1	8.0	5.1	5.1	181.3
23	FTA 5307 Urbanized Area Program	Note 15	9.0	9.0	9.0	9.0	9.0	9.0	9.0	9.0	9.5	9.5	9.5	9.5	9.5	9.5	9.5	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	249.5
25	FTA 5339 Bus & Bus Facilities Program	Note 16	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	18.7
26	Discretionary - FTA 5339b Bus & Bus Facilities Competitive Program	Note 17	0.0	0.0	3.0	0.0	4.0	0.0	0.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0	4.0	0.0	0.0	23.0
27	Discretionary - FTA 5339c Low or No Emission Program	Note 18	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.0
32	**Transit Revenue Source Total**		20.4	21.5	20.8	41.7	26.3	29.3	17.2	17.2	34.1	22.6	17.8	17.8	22.1	17.8	22.6	18.4	22.7	18.4	18.4	23.2	22.7	18.4	18.4	18.4	26.4	18.4	18.4	571.2
33	AMATS MTP Fiscal Constraint Analysis - Railroad	Note 19	2.6	2.7	2.7	2.8	2.8	2.9	3.0	3.0	3.1	3.1	3.2	3.3	3.3	3.4	3.5	3.5	3.6	3.7	3.7	3.8	3.9	4.0	4.1	4.1	4.1	4.1	4.2	92.2
34	**Railroad Revenue Source Total**		2.6	2.7	2.7	2.8	2.8	2.9	3.0	3.0	3.1	3.1	3.2	3.3	3.3	3.4	3.5	3.5	3.6	3.7	3.7	3.8	3.9	4.0	4.1	4.1	4.1	4.1	4.2	92.2
33	Estimated Total Sources of Funding		157.5	222.9	223.3	400.3	124.7	139.8	130.9	135.0	154.2	145.1	143.4	146.5	154.0	153.7	161.3	160.6	169.8	167.8	172.3	180.3	183.7	183.5	187.7	192.7	204.2	202.4	205.3	4768.3

AMATS 2052 MTP
Capital Funding Sources
($ in Millions)

Notes:

Note 1) 2026 reflects the Capital Improvement Program (CIP) Numbers for roadway projects. Year 2027 is the 2016-2026 CIP MTP Road average with CPI applied beginning in 2028.
Note 2) 2026-2052 assumes no funding in the State Capital Budget for transportation based on historic funding information.
Note 2) $500K every 5 years for Non-NHS starting in 2029, with inflation starting in 2030.
Note 3) Waiting for authorization bill BASICS assume zero funding.
Note 4) 2026 reflects 2023-2026 Amendment #4, 2027-2029 reflects 2027-2030 TIP, 2030 reflects the 20 year funding average from 2005-2025. CPI applied beginning in 2031.
Note 5) 2026 reflects the 2023-26 TIP amendment 4. 2027 -2030 reflects the 2027-2030 TIP. 2031-2052 reflects expected AMATS Non-NHS allocation. Reduced by 25% for Non-motorized, 10% for CMAQ and 15% for Pavement Replacement each year based on current AMATS policy. CPI applied beginning in 2031
Note 6) Funding years 2026-2030 reflect same TIP years, 2031 reflects the 20 year funding average with CPI applied.
Note 7) Assumes no GO Bonds over the life of the 2052 MTP.
Note 8) Assume 25% of all federal Non-NHS funds for Non-Motorized projects, based on current AMATS policy.
Note 9) Portion of the Statewide TAP funding that AMATS receives. 2026-2030 reflects TIP, 2031 is an average of 2026-2030- with CPI applied beginning in 2032.
Note 10) Reflects the Carbon Reduction funding for AMATS. 2026-2030 reflects TIP, 2031 is an average of 2026-2030- with CPI applied starting in 2032.
Note 11) 2026 reflects the Capital Improvement Program (CIP) Numbers for non-motorized projects in the MTP. Year 2027 is the 2016-2026 CIP MTP non-motorized average, with CPI applied beginning in 2028.
Note 12) 2026 reflects 1.2M every 9 years starting in 2033 with CPI applied in 2034, this is based on 20 year average of 2006-2026 State Legislative Capital Grants to the MOA for non-motorized projects.
Note 13) Funds allocated to transit out of the general revenues of the governmental entity. General revenue funds are determined through the local government’s annual budgeting process. Revenue provided by Transit department. Service expans
Note 14) CMAQ funding provided by AMATS, assumes economic increase every 5 years.
Note 15) Federal Highway Administration (FHWA) program whose funds can be flexed to FTA Section 5307 Urbanized Area Formula Program for transit projects. The Urbanized Area Formula Funding program (49 U.S.C. 5307) makes federal resources available to urbanized areas and to governors for transit capital and operating assistance in urbanized areas and for transportation-related planning. 2026-2033 is assumed funding with $500K increase in 2034 and 2041.
Note 16) FTA grant program which provides funding through a competitive allocation process to states and transit agencies to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities. Revenue provided by Transit department, assumes flat funding for the years of the MTP.
Note 17) Based on infrastrurcture needs every 4 years and/or ITS upgrades every 5 years
Note 18) Alternative Fuel Facilities 2031; Alternative Fuel Vehicles 2034 .
Note 19) Railway/railroad infrastructure projects funded by combination of ARRC, FTA Sec 5307, and FRA Federal funds. Revenue provided by ARRC.

Legend
Federal
State
Local
Alaska Railroad