

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

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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.

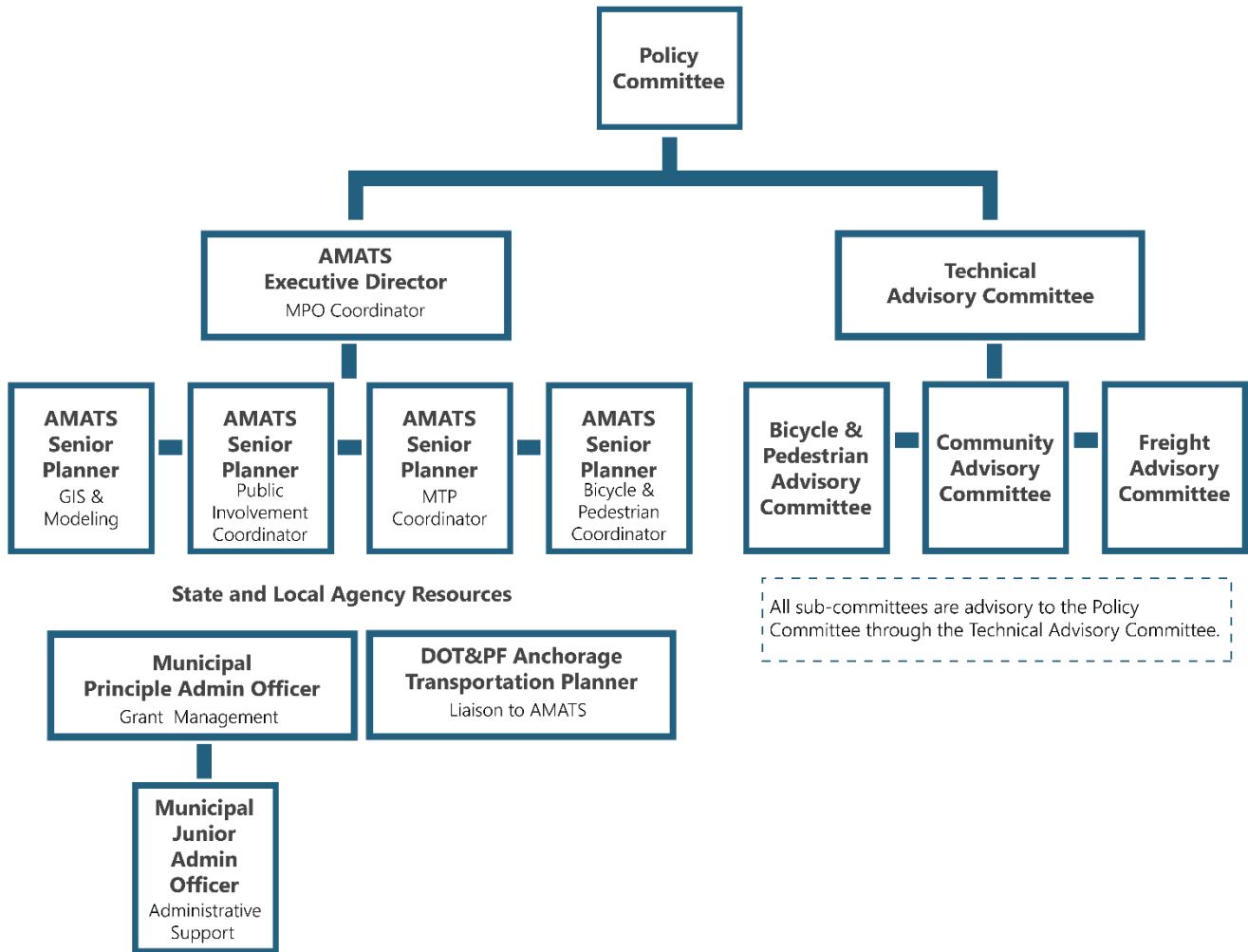


Figure 1: AMATS Organizational Structure

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.

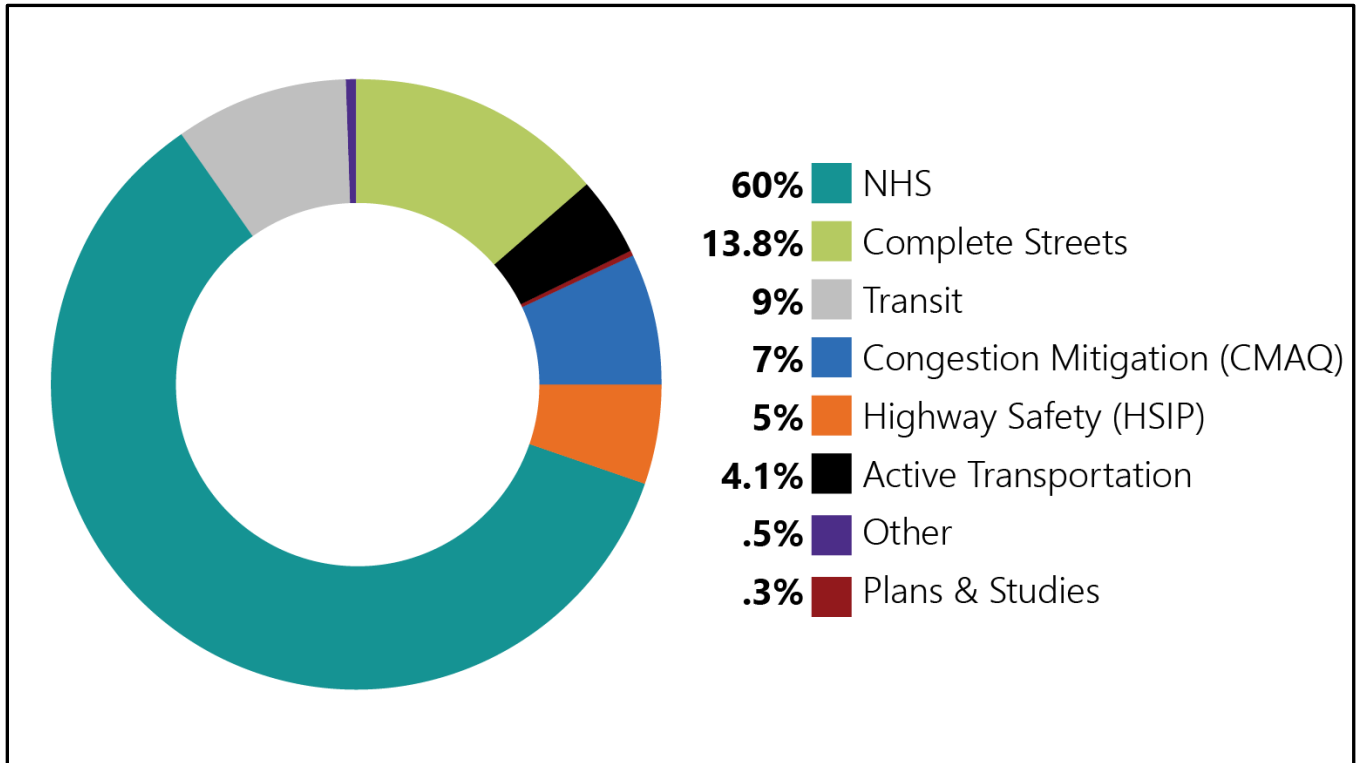


Figure 2: Total Funding By Type Expended in the AMATS Area

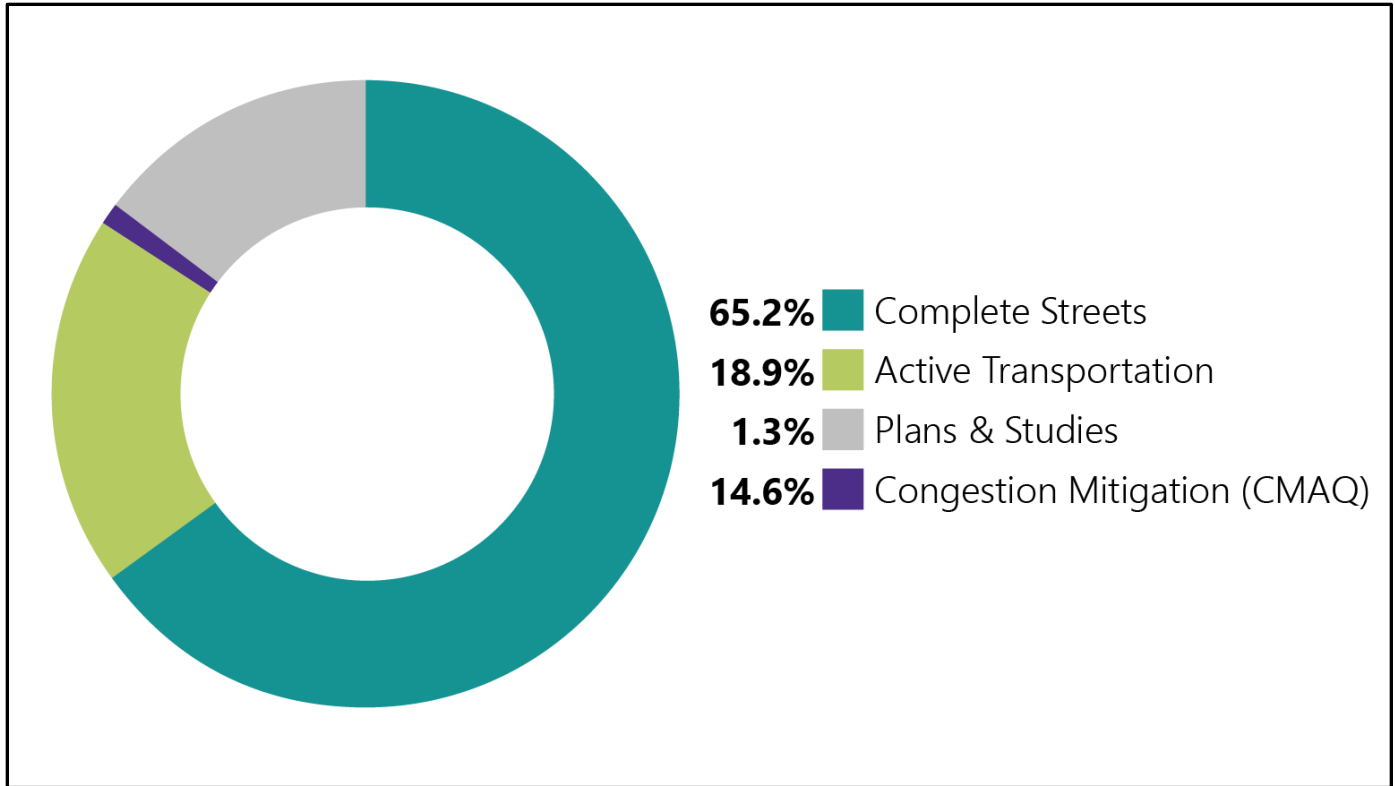


Figure 3: AMATS Allocation Funding By Type Expended in the AMATS Area

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.

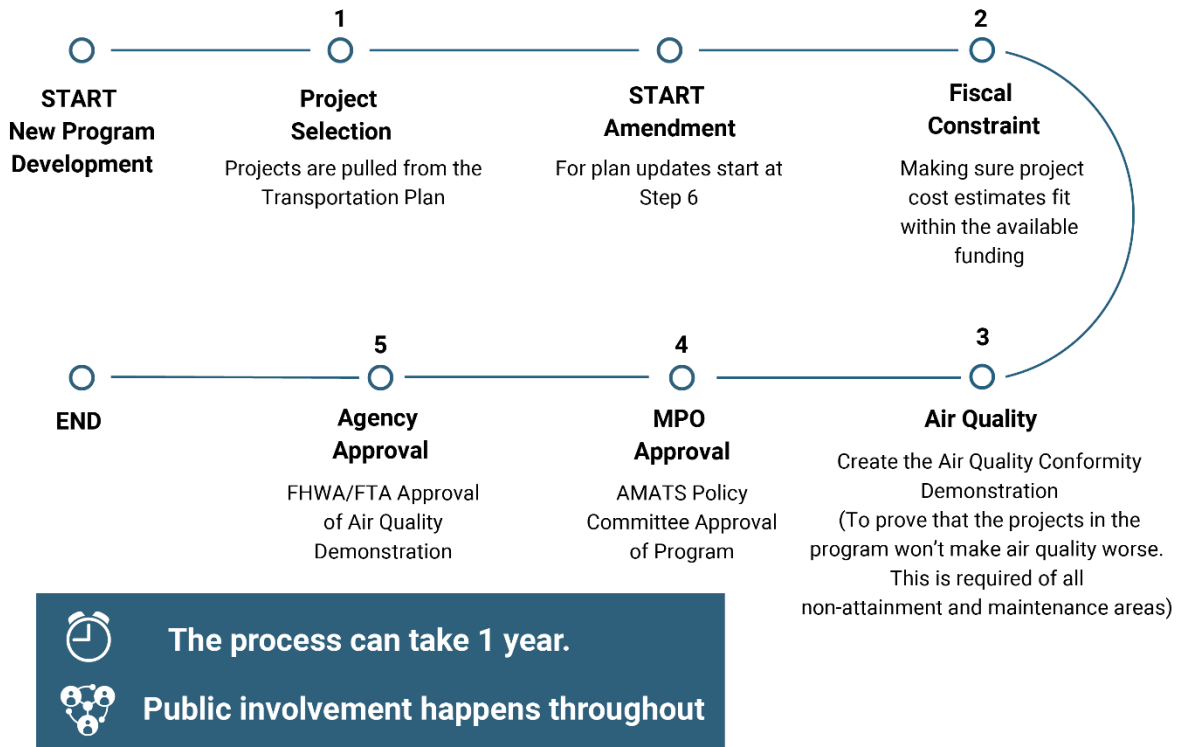


Figure 44: Funding Program Development Timeline

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	
<p>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.</p>						
<p>2 Transit Economic Requirements Model (TERM) Scale. A 1-5 rating: (https://www.transit.dot.gov/PerformanceManagement)</p>						
<p>✓ = On Target, X = Not on Target, = Need More Information</p>						

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

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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.

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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

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