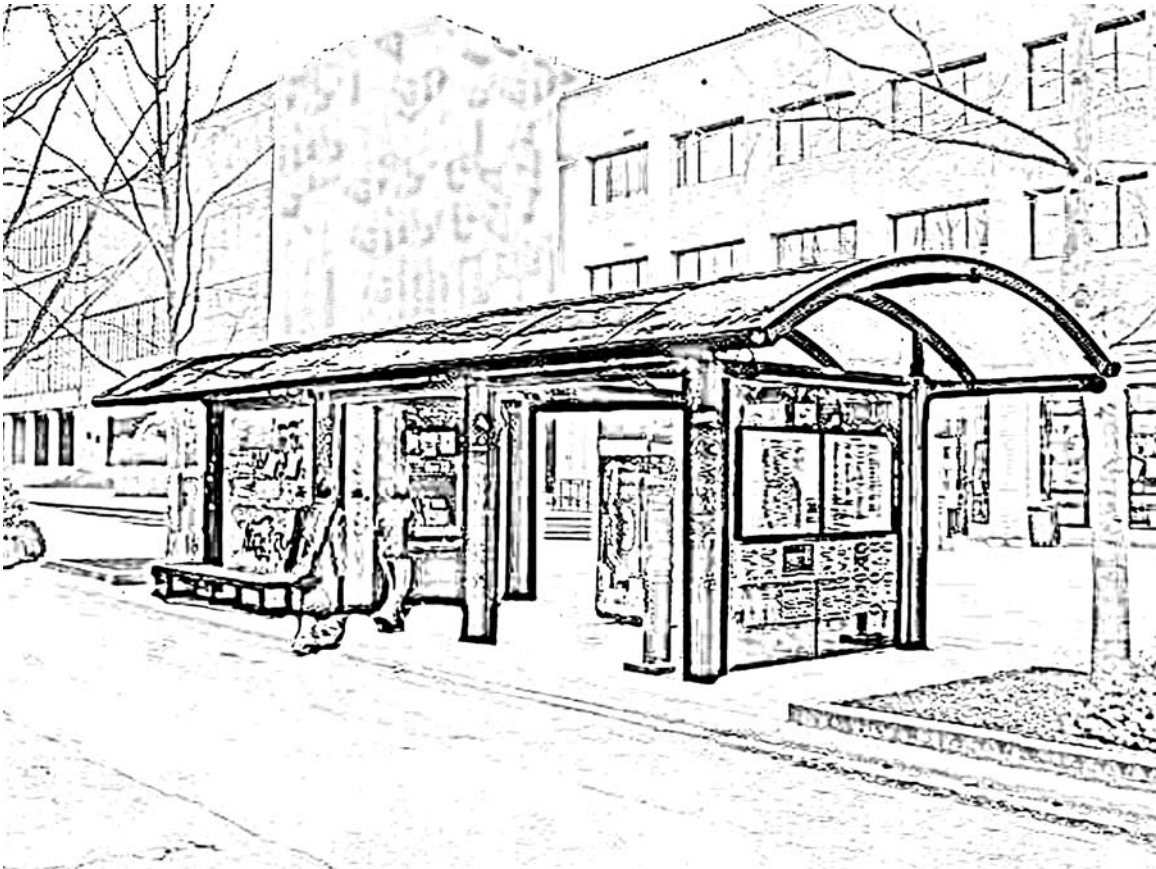


DOCUMENTED CATEGORICAL EXCLUSION WORKSHEET

2016 Update

MUNICIPALITY OF ANCHORAGE PUBLIC TRANSPORTATION

Anchorage Museum/Transit Intermodal Depot



Prepared by:
Municipality of Anchorage
Public Transportation Department
Planning Division
3650-A East Tudor Road
Anchorage, AK 99507





U.S. Department
of Transportation
**Federal Transit
Administration**

REGION X
Alaska, Idaho, Oregon,
Washington

915 Second Avenue
Federal Bldg. Suite 3142
Seattle, WA 98174-1002
206-220-7954
206-220-7959 (fax)

September 26, 2006

Ms. Jody M. Karcz
Director of Public Transportation
Public Transportation Dept.
Municipality of Anchorage
3650 A E. Tudor Rd.
Anchorage AK 99507-1252

**RE: Museum/Transit Intermodal Depot
 Anchorage, Alaska
 Municipality of Anchorage
 AK 03-0067
 Documented Categorical Exclusion Class II(d)(10) Confirmation**

Dear Ms. Karcz:

The Federal Transit Administration (FTA) has received the Municipality of Anchorage's *Categorical Exclusion and Documented Categorical Exclusion Worksheet* and supplemental information regarding the Museum Transit Intermodal Depot Project. Based on this information, we understand that the Municipality of Anchorage proposes to use FTA funds to construct an all-weather bus shelter at Sixth Avenue and C Street in downtown Anchorage. The shelter would feature heated and/or covered sidewalks, lighting, seating, and similar amenities. It would be useful to riders visiting the Museum or other Central Business District businesses or attractions.

Based on the information provided, the Federal Transit Administration (FTA) concurs that the Project qualifies as a categorical exclusion as described in the Department of Transportation's Final Rule concerning Environmental Impact and Related Procedures, 23 CFR Section 771.117(d)(10).

This categorical exclusion under 23 CFR Section 771.117(d)(10) applies only to the Project as described in the above-referenced letter and supporting materials. Any changes to the proposed action from that described in the letter that would result in a significant environmental impact or the disclosure of any new information or circumstances relevant to environmental concerns and bearings on the proposed action or its impacts which would result in significant environmental

Ms. Jody M. Karcz
September 26, 2006
Page 2

impacts not disclosed in the DCE Worksheet will require re-evaluation of this project's categorical exclusion.

This confirmation of categorical exclusion does not provide FTA commitment that future Federal funds will be approved for this project. Any costs incurred under FTA pre-award authority must meet all Federal requirements prior to those costs being incurred in order to retain eligibility of those costs for future FTA grant assistance.

Please contact Dan Drais (206-220-7954; Daniel.Drais@dot.gov) if you require additional information.

Sincerely,

A handwritten signature in black ink, appearing to read "R.F. Krochalis", written in a cursive style.

R.F. Krochalis
Regional Administrator

cc (by email): Randy Bergt, MOA



DATE: March 15th, 2016

SUBJECT: **2016 Update: Documented Categorical Exclusion (DCE) for Anchorage Museum/Intermodal Depot (AK-03-0067)**

In June 2006, the Department of Public Transportation (PTD) at the Municipality of Anchorage (MOA) submitted a Documented Categorical Exclusion (DCE) worksheet in June 2006 pertaining to anticipated work on the Anchorage Museum/Transit Intermodal Depot project. This was associated with grant AK-03-0067, and the PTD has made a lot of progress on this project over the past decade. **A new improvement effort focused on the high-volume bus station at C Street & 7th Avenue is part of the larger Anchorage Museum / Transit Intermodal Depot, and this memo clarifies the upcoming work in the context of the original grant and DCE. In submitting these documents, the PTD is requesting that the improvements at C Street & 7th Avenue be recognized as a categorical exclusion under the approved DCE from June 2006.**

In 2010, the Museum Station was completed and opened to the public. The DCE refers to the 'Museum Station' as the station at C Street & West 6th Avenue, but they are one and the same. Serving six People Mover fixed bus routes, it has become an integral part of the People Mover bus network. The Museum Station itself was designed to be ADA-accessible, and included additional pedestrian- and active transportation-friendly features such as heated sidewalks and boarding area, bike racks, and Crime Prevention through Environmental Design (CPTED) aesthetic elements. Parallel to this, the Anchorage Museum campus constructed new pedestrian pathways that enhance connectivity to the other bus stops associated with this Intermodal Depot.

In particular, the Anchorage Museum / Transit Intermodal Depot is made up of three bus stops: the Museum Station, C Street & 7th Avenue, and A Street & 8th Avenue. The stops on C Street and A Street are linked, in that they are couplets that enable north-south travel. The station at A Street & 8th Avenue serves three People Mover bus routes, and was upgraded with ADA-accessible facilities in 2012-13. The map attached to this memo gives an overview of the Intermodal Depot.

Both the A Street & 8th Avenue station and the C Street & 7th Avenue station were referred to as part of the Intermodal Depot in the original FTA grant application (AK-03-0067), and improvements to the station at C Street & 7th Avenue is the final element of this Intermodal Depot project. This station currently serves twelve People Mover routes, and one step towards better facilities at this station was achieved when the Alaska Department of Transportation (ADOT) signalized this intersection between in 2007-08.

After several years of ongoing conversations with the federal General Services Administration (GSA), the PTD has reached an agreement that resulted in a Permanent Easement on part of the GSA's parking lot on the west side of C Street at 7th Avenue. Prior to this agreement, there was not enough right-of-way on C Street to add an ADA-compliant boarding pad and three-berth bus pullout to the existing on-street stop.

The PTD needs to act on the Permanent Easement by 2017, so the PTD is now in the design phase of the improved C Street & 7th Avenue station. This work is within the original DCE that covers the Anchorage Museum/Transit Intermodal Depot, and will include a three-berth bus pullout, a new shelter, pedestrian-scale lighting, and a new concrete ADA-compliant boarding platform. A Design Study Report (DSR) has been completed, and the PTD is now preparing an RFP for final invitation to bid (ITB) construction documents. The approximate timeframe is outlined in the table below.

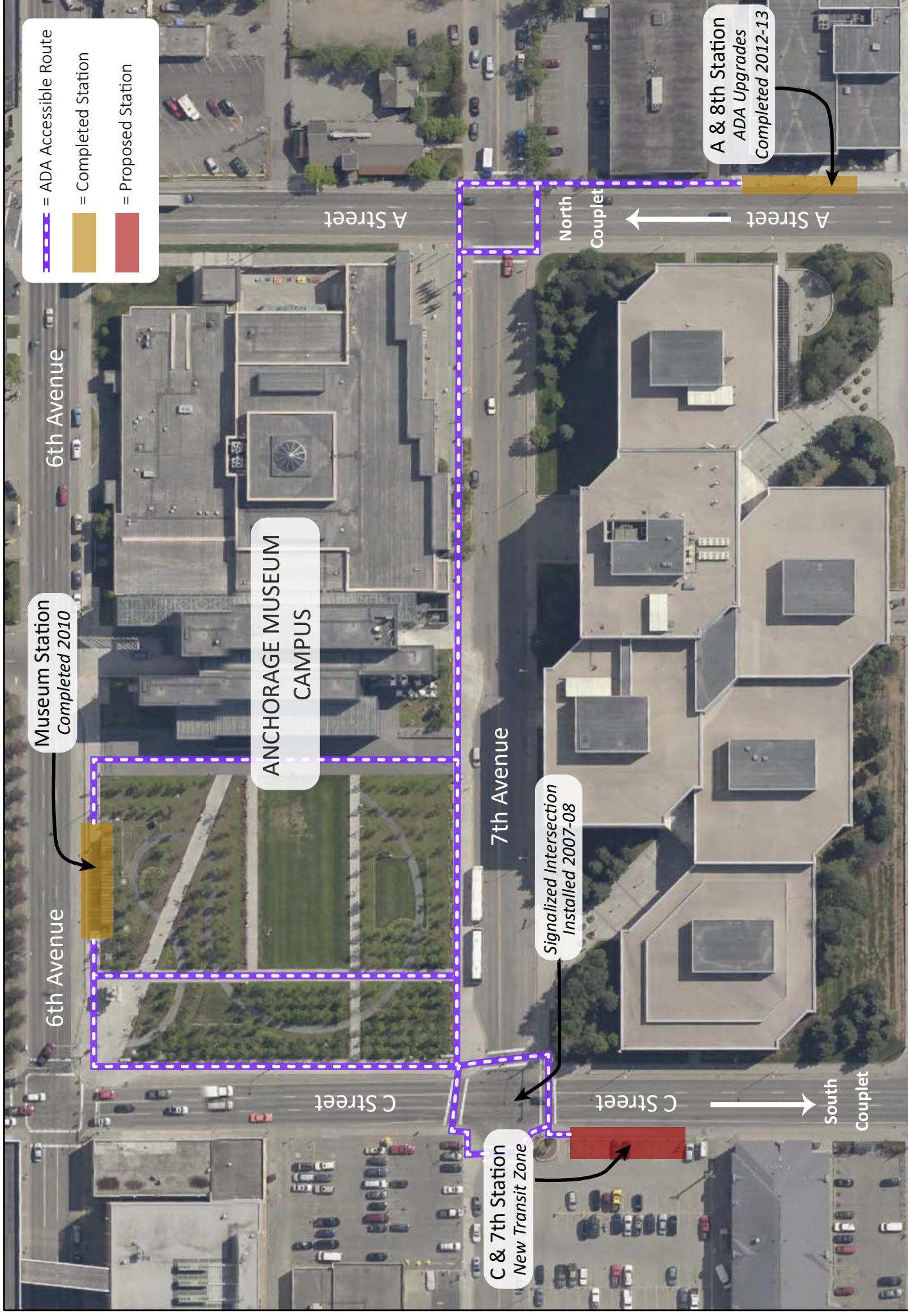
PHASE (C Street & 7th Avenue Station)	DATES	FUNDING
Design Study Report	2014/16	FTA
65% Design	2016	FTA
Final Design	2016-2017	FTA
Construction	Summer 2017	FTA



Museum Transit Intermodal Depot

Appendix B (2016 Update)

1 inch = 100 feet



June 2006
TABLE OF CONTENTS

**Updated March 2016*

1 . DOCUMENTED CATEGORICAL EXCLUSION WORKSHEET

2 . APPENDICES

- A. Project Vicinity Map** *(updated)*
- B. Project Site Plan** *(updated)*
- C. Detailed Project Description** *(original C St & 6th Ave description)*
- D. Location and Zoning** *(unchanged)*
- E. C St & 7th Ave Preferred Alternative** *(new station design)*
- F. Permanent Easement Documentation** *(new easement)*

CATEGORICAL EXCLUSION and DOCUMENTED CATEGORICAL EXCLUSION WORKSHEET

Note: The purpose of this worksheet is to assist sponsoring agencies in gathering and organizing materials for environmental analysis required under the National Environmental Policy Act (NEPA), particularly for projects that may qualify as a Documented Categorical Exclusion (DCE).

Submission of the worksheet by itself does not meet NEPA requirements. FTA must concur in writing in the sponsoring agency's NEPA recommendation. Project activities may not begin until this process is complete. Contact the FTA Region 10 office at (206) 220-7954 if you have any questions or require assistance. If this is the first time you have filled out this form, FTA encourages you to contact us for guidance. Attached to this document is a list of topical resource information.

<i>For Agency Use</i> <i>Date Received:</i>	
<i>Recommendation by Planner or Engineer:</i> <input type="checkbox"/> <i>Accept</i> <input type="checkbox"/> <i>Return for Revisions</i> <input type="checkbox"/> <i>Not Eligible</i>	<i>Reviewed By:</i> <i>Date:</i>
<i>Comments:</i>	
<i>Concurrence by Regional Counsel:</i> <input type="checkbox"/> <i>Accept Recommendation</i> <input type="checkbox"/> <i>Return with Comments</i>	<i>Reviewed By:</i> <i>Date:</i>
<i>Comments:</i>	
<i>Concurrence by Approving Official:</i>	<i>Date:</i>

I. PROJECT DESCRIPTION

Sponsoring Agency Municipality of Anchorage	Date Submitted June 7, 2006	FTA Grant Number(s) (if known) AK-03-0067
Project Title Anchorage Museum/Transit Intermodal Depot		
Project Description (brief, 1-2 sentences) <p>The Public Transportation Department (PTD) has several high-use bus stops in the vicinity of the Anchorage Museum of History and Art (Museum). The Museum is in the design phase of a large expansion project that will include development adjacent to an existing dedicated public transportation bus stop located on West 6th Avenue and C Street. The PTD proposes to construct a modern un-staffed <i>Anchorage Museum/Transit Intermodal Depot</i> with interconnected ADA accessible routes, heated and/or covered sidewalks and a sheltered area at the existing bus stop on West 6th Avenue and C Street. The facility will be integral to the Museum Civic Campus, and when completed; the Museum/Transit Intermodal Depot will be linked to other modes of transportation within the museum campus and CBD via American with Disabilities Act (ADA) accessible sidewalks and pathways. The proposed facility will be within the heart of the CBD and adjacent to the museum campus. Numerous intermodal opportunities exist throughout the area. Connections to and from PTD's buses can and do interact with private modes of transport within the vicinity of the proposed Museum/Transit Intermodal Depot such as carpools/vanpools, charter/tour buses, taxis, limousines, private shuttles/trolleys, private automobile drop-offs, bicycles, and pedestrian traffic.</p>		

Purpose and Need for Project (brief, 1-2 sentences, include as an attachment if adopted statement is lengthy)

This bus stop was quickly established after September 11th, when security issues around the Federal Building forced buses to re-route one-block north. The bus stop historically served 800-900 passengers per weekday. With the emergency re-route, there was insufficient time to plan and construct amenities at this site and consequently, the current bus stop consists of a couple shelters and benches on the side of 6th Avenue in downtown Anchorage. The previous bus stop at the Federal Building included a large, well-lit heated arctic entry to the Federal Building, protected by the wind, as well as a large patio with seating on top of extensive retaining planter walls.

The bus stop is four blocks from the Downtown Transit Center and is the first stop on the outbound leg for all eastbound routes. In addition to the Federal Building, it is within close proximity to many associated businesses and civic attractions. The existing bus stop has old site amenities (25 year old shelters) that have long exceeded their useful life and a small boarding area and sidewalks insufficient for the volume of riders.

With the strategic location of the West 6th Avenue bus stop in the People Mover system, there is great potential to better serve the Central Business District and the Museum as a modern pedestrian and transit transfer Intermodal depot.

The museum has a \$100 million expansion planned for construction. The bus stop improvements would complement this expansion.

2016 Update:

As noted in the memo, this project has progressed a great deal since this DCE was originally submitted. Most notably, the station at West 6th Avenue (the Museum Station) was completed in 2010, the intersection at C Street & 7th Avenue has been signalized, and the station at A Street & 8th Avenue (and its intersection) have been upgraded for ADA-compliance.

People Mover's attention is now focused on the stop at C Street & 6th Avenue, which serves 12 bus routes and is in the design phase for upgrades that will include a three-berth bus pullout, a new passenger shelter, pedestrian-scale lighting, and a new concrete ADA-compliant boarding platform. These improvements were delayed due to the need to acquire a Permanent Easement from the General Services Administration (GSA). After a lengthy acquisition process, an easement was obtained September 31st, 2015. During the right-of-way acquisition, a Design Study Report (DSR) was developed and a preferred alternative identified (attached to memo). PTD is now preparing a Request For Proposals for final design for an Invitation to Bid for construction.

These transit improvements at C Street & 7th Avenue are being implemented to achieve a full realization of the goals of the Anchorage Museum / Transit Intermodal Depot that is expressed in this DCE, as well as the original grant application (AK-03-0067). None of the engineering work under consideration is more intensive than what was undertaken at the West 6th Avenue station (the Museum Station).

Project Location (include City and Street address)

Anchorage, Alaska West 6th Avenue and C Street ESE Corner

Project Contact (include phone number and email address)

Randy Bergt, 907-343-8285, bergrtd@muni.org

If your project involves construction, include the following maps:

- Project Vicinity **See Appendix A**
- Project Site Plan **See Appendix B**

1.1.1. 1.1.1.2 NEPA Class of Action

II. 1.1.1.3 Answer the following questions to determine the project's potential class of action. If the answer to any of the questions in Sections A or B is "YES", contact the FTA Regional office to determine whether the project requires preparation of a NEPA environmental assessment (EA).

A. Will the project significantly impact the natural, social and/or economic environment?

- ☐ YES (contact FTA Regional office)
☒ NO (continue)

B.1 Is the significance of the project's social, economic or environmental impacts unknown?

- ☐ YES (contact FTA Regional office)
☒ NO (continue)

B.2 Is the project likely to require detailed evaluation of more than a few potential impacts?

- ☐ YES (contact FTA Regional office)
☒ NO (continue)

B.3 Is the project likely to generate intense public discussion, concern or controversy, even though it may be limited to a relatively small subset of the community?

- ☐ YES (contact FTA Regional office)
☒ NO (continue)

C. Does the project appear on the following list of potential Categorical Exclusions (CEs)?

The projects listed below are generally categorically excluded from further NEPA analysis under 23 CFR 771.117(c) unless certain circumstances exist, such as the presence of wetlands, historic buildings and structures, parklands and floodplains in the project area.

- ☒ YES (If checked AND there are no special circumstances, as described above, mark the applicable activity and proceed to the signature block on the back page.)
☐ NO (continue to Section D)

- ☐ Activities not involving or directly leading to construction (technical studies, planning, preliminary engineering, etc.)
- ☐ Utility installations along or across a transit facility
- ☒ Construction of bicycle and pedestrian facilities, excluding those requiring construction in new right-of-way
- ☐ Installation of noise barriers or alterations to existing publicly-owned buildings to provide for noise reduction

<input checked="" type="checkbox"/>	Landscaping
<input checked="" type="checkbox"/>	Installation of fencing, signs, pavement markings, toll facilities, control centers, vehicle test centers, small passenger shelters, traffic signals, railroad warning devices, and signal controls with no substantial land acquisition or traffic disruption
<input type="checkbox"/>	Emergency repairs under 23 USC 125
<input type="checkbox"/>	Acquisition of scenic easements
<input type="checkbox"/>	Ridesharing activities
<input type="checkbox"/>	Bus, ferry, and rail car rehabilitation (including conversions to alternative fuels)
<input type="checkbox"/>	Alterations to facilities or vehicles to make them accessible to elderly or handicapped persons
<input type="checkbox"/>	Program administration (including safety programs), technical assistance, and operating assistance to continue existing service or increase service to meet routine changes in demand
<input type="checkbox"/>	Purchase and lease of vehicles and equipment for use on existing facilities or new facilities that also qualify as CEs (including the capital cost of contracts for transit services)
<input type="checkbox"/>	Track, railbed, and wayside system maintenance and improvements when carried out in existing right-of-way
<input checked="" type="checkbox"/>	Purchase and installation of operating, maintenance and Intelligent Transportation Systems (ITS) equipment to be located solely within the transit facility and with no significant off-site impacts
<input type="checkbox"/>	Mitigation banking
<input checked="" type="checkbox"/>	Resurfacing and restriping
<input type="checkbox"/>	Routine maintenance

D.	Does the project appear on the following list of potential documented Categorical Exclusions?
	<p>These projects may be categorical exclusions under 23 CFR § 771.177(d), but require additional documentation demonstrating that the specific conditions or criteria for the CEs are satisfied and that significant effects will not result.</p> <p><input checked="" type="checkbox"/> YES (Check and continue to Part III)</p> <p><input type="checkbox"/> NO (Contact FTA Regional Office)</p>
<input type="checkbox"/>	Grade separations requiring land acquisition to replace existing at-grade railroad crossings and bridge rehabilitation (including approaches to bridges and excluding historic bridges or bridges providing access to ecologically sensitive areas)
<input type="checkbox"/>	Corridor Fringe Parking facilities (generally located adjacent to a mass transportation corridor such as an Interstate highway system)
<input type="checkbox"/>	Carpool programs and activities requiring land acquisition and construction

- ☐ Safety improvements including seismic retrofit and mitigation of wildlife hazards
- ☐ Construction of new bus storage and maintenance facilities and new ITS control centers in areas used predominantly for industrial or transportation purposes where such construction is consistent with existing zoning and located on a street with adequate capacity to handle anticipated traffic
- ☐ Rehabilitation or reconstruction of existing rail and bus buildings and ancillary facilities where only minor amounts of additional land are required and there is not a substantial increase in the number of users
- ☒ Construction of bus transfer facilities (an open area consisting of passenger shelters, boarding areas, kiosks, and related street improvements) when located in a commercial area or other high activity center in which there is adequate street capacity for projected bus traffic
- ☐ Construction of rail storage and maintenance facilities (or other similarly sized support facilities) in areas used predominantly for industrial or transportation purposes where such construction is consistent with existing zoning and where there is no significant noise impact on the surrounding community
- ☐ Area-wide coordination of multiple ITS elements
- ☐ Advance land acquisition including:
 - Acquisition of underutilized private railroad rights-of-way (ROW) to ensure that adjacent land uses remain generally compatible with the continued transportation use of the ROW
 - Acquisition of land for hardship or protective purposes, consistent with 23 CFR 771.117 (D)(12)

(Note: the eligibility of hardship and protective buys is very limited and must be approved, in writing, by the Regional FTA office before proceeding with any acquisition activities. Failure to do so will render the project ineligible for Federal participation.)

III. Information Required for Documented Categorical Exclusions

If you checked "Yes" to any of the options in Part II, Section D, complete Part III and submit to FTA.

A. Detailed Project Description

Include a project description and explain how the proposal satisfies the purpose and need identified in Part I.
See Appendix C

B. Location and Zoning

Attach a map identifying the project's location and surrounding land uses. Note any critical resource areas (historic, cultural or environmental) or sensitive noise or vibration receptors (schools, hospitals, churches, residences, etc). Briefly describe the existing zoning of the project area and indicate whether the proposed project is consistent. Include a description of the community (geographic, demographic, economic and population characteristics) in the vicinity of the project.

The location of the proposed Anchorage Museum/Transit Intermodal Depot is within the Central Business District, an area zoned for business use, in a predominantly business area.

This transit project is consistent with business zoning, will encourage transit use by the business community, and enhance public transportation. (See Appendix D)

C. Traffic

Describe potential traffic and parking impacts, including whether the existing roadways have adequate capacity to handle increased bus or other vehicular traffic. Include a map or diagram if the project will modify existing roadway configurations. Describe connectivity to other transportation facilities and modes.

The existing bus stop is located along a high volume one way arterial roadway in a pullout. Roadway configurations are expected to remain the same and no changes in vehicle movements are necessary. Bus Stop Improvements generally have a direct positive impact to traffic by creating less traffic volume and encouraging use of public transportation. No negative impacts to traffic are foreseen.

D. Aesthetics

Will the project have an adverse effect on a scenic vista?

- ☒ No
☐ Yes, describe

Will the project substantially degrade the existing visual character or quality of the site and its surroundings?

- ☒ No
☐ Yes, describe

Will the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

- ☒ No
☐ Yes, describe

E. Air Quality

Does the project have the potential to impact air quality?

- ☒ NO
☐ YES, describe

Is the project located in an Environmental Protection Agency (EPA)-designated non-attainment or maintenance area?

☐ NO

☒ YES, indicate the criteria pollutant and contact FTA to determine if a hot spot analysis is necessary.

☒ Carbon Monoxide (CO)

☐ Ozone (O₃)

1.1.1.3.1

☐ Particulate Matter (PM₁₀)

If the non-attainment area is also in a metropolitan area, was the project included in the MPO's Transportation Improvement Program (TIP) air quality conformity analysis?

☒ NO

☐ YES

Date of USDOT conformity finding

F. Coastal Zone

Is the proposed project located in a designated coastal zone management area?

☒ No

☐ Yes, describe coordination with the State regarding consistency with the coastal zone management plan and attach the State finding, if available.

G. 1.1.1.3.2 Environmental Justice

1.1.1.3.3 Indicate whether the project will have disproportionately high and adverse impacts on minority or low-income populations. Describe any potential adverse effects. Describe outreach efforts targeted specifically at minority or low-income populations.

The project involves an existing bus stop located within the Central Business District. This project will have a positive impact on bus riders by providing an improved boarding and waiting area. A visible, convenient and safe bus stop will enhance the downtown community through increased use.

H. Floodplains

Is the proposed project located within the Federal Emergency Management Agency (FEMA) 100-year floodplain?

☒ No

☐ Yes, describe potential impacts and include the FEMA map with the project location identified.

I. Hazardous Materials

Is there any known or potential contamination at the project site?

☒ No, describe the steps taken to determine whether hazardous materials are present on the site.

☐ Yes, note mitigation and clean-up measures that will be taken to remove hazardous materials from the project site.

1.1.1.3.4

- J.** 1.1.1.3.5 **Navigable Waterways**
1.1.1.3.6 Does the proposed project cross or have the potential to impact a navigable waterway?
☒ No
☐ Yes, describe potential impacts and any coordination with the US Coast Guard.

1.1.1.3.7

- K. Noise and vibration**
Does the project have the potential to increase noise or vibration?
☒ NO
☐ YES, describe impact and provide map identifying sensitive receptors such as schools, hospitals, parks and residences. If the project will result in a change in noise and vibration sources, you must use FTA's "Transit Noise and Vibration Impact Assessment" methodology to determine impact.

- L. Prime and Unique Farmlands**
Does the proposal involve the use of any prime or unique farmlands?
☒ No
☐ Yes, describe potential impacts and any coordination with the Soil Conservation Service of the U.S. Department of Agriculture.

Resources

Does the project have the potential to impact any of the resources listed below?

- ☒ NO
☐ YES, if checked, describe resource and impacts. Impacts to cultural, historic, or recreational properties may trigger Section 4(f) evaluation, which requires consideration of avoidance alternatives.
- ☐ Natural
- ☐ Cultural
- ☐ Historic—Indicate whether there are any historic resources in the vicinity of the project. Attach photos of structures more than 45 years old that are within or adjacent to the project site.
- ☐ Recreational
- ☐ Biological--The project sponsor must obtain a list of threatened and endangered species in the project area from the US Fish and Wildlife Service (USFWS) and the National Oceanic and Atmospheric Administration-Fisheries (NOAA-Fisheries). Attach species map, if available. Describe any critical habitat, essential fish habitat or other ecologically sensitive areas. See appendix for more information.
- ☐ Other, describe

N. Seismic

Are there any unusual seismic conditions in the project vicinity? If so, indicate on project map and describe the seismic standards to which the project will be designed.

- ☒ No
☐ Yes, describe

O. 1.1.1.3.7.1 Water Quality

1.1.1.3.7.2 Does the project have the potential to impact water quality, including during construction.

- ☒ No
☐ Yes, describe potential impacts

Will there be an increase in new impervious surface or restored pervious surface?

- ☒ No
☐ Yes, describe potential impacts and proposed treatment for stormwater runoff.

Is the project located in the vicinity of an EPA-designated sole source aquifer?

- ☒ No
☐ Yes, describe potential impacts and include a map of the sole source aquifer with project location identified.

P. Wetlands

Does the proposal temporarily or permanently impact wetlands or require alterations to streams or waterways?

- ☒ No
☐ Yes, describe potential impacts

Q. Construction Impacts

Describe the construction plan and identify impacts due to construction noise, utility disruption, debris and spoil disposal, and staging areas. Address air and water quality impacts, safety and security issues, and disruptions to traffic and access to property.

Construction activities are guided by municipal and state regulations and minimize or mitigate construction impacts.

R. Cumulative and Indirect Impacts

Are cumulative and indirect impacts likely?

☒ No

☐ Yes, describe the reasonably foreseeable:

a) Cumulative Impacts, which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency (Federal or non-Federal) or person undertakes such other actions. Cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time.

b) Indirect impacts, which are caused by the action and are later in time or farther removed in distance, but are still reasonably foreseeable. Indirect impacts may include growth inducing effects and other effects related to induced changes in the pattern of land use, population density or growth rate, and related effects on air, water and other natural systems, including ecosystems.

S. Property Acquisition

If property is to be acquired for the project, indicate whether acquisition will result in relocation of businesses or individuals.

Note: To ensure the eligibility for federal participation, grantees may not acquire property with either local or federal funds prior to completing the NEPA process and receiving written concurrence in the NEPA recommendation. For acquisitions over \$250,000, FTA concurrence in the property's valuation is also required.

All property identified for this project belongs to the Municipality of Anchorage.

2016 Update:

For the Museum Station all property belonged to the MOA, as noted above. However, for the C St. Station a Permanent Easement was obtained from GSA.

1.1.1.3.8

T. 1.1.1.3.9 Public Notification

1.1.1.3.10 Describe public outreach efforts undertaken on behalf of the project. Indicate opportunities for public hearings, (e.g. board meetings, open houses, special hearings). Indicate any significant concerns expressed by agencies or the public regarding the project.

A project 'Notice of Intent' will be addressed to Community Councils, MOA Planning and Zoning, The Anchorage Museum of History and Fine Art, and the Public Transportation Advisory Board.

U. Mitigation Measures

Describe all measures to be taken to mitigate project impacts.

Construction will be in the Central Business District, managed as a Municipality of Anchorage Project and is regulated by the *Municipality of Anchorage Standard Specifications* for design and construction. The construction work will be done during normal working hours. The area has seen several large roadway improvement and building projects occur successfully in the last few years. *The Anchorage Museum/Transit Intermodal Depot* will poise less impact than these other projects. The project is within roadway right of way and adjacent municipal property.

2016 Update:

The same will be true for the station at C Street & 7th Avenue.

V.	Other Federal Actions Provide a list of other federal NEPA actions related to the proposed project or in the vicinity.
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1.1.1.3.11

W.	1.1.1.3.12 State and Local Policies and Ordinances 1.1.1.3.13 Is the project in compliance with all applicable state and local policies and ordinances? <input type="checkbox"/> No, describe <input checked="" type="checkbox"/> Yes
-----------	---

1.1.1.3.14

X.	Related Federal and State/Local Actions <input type="checkbox"/> Corps of Engineers (Section 10, Section 404) <input type="checkbox"/> Coast Guard Permit <input type="checkbox"/> Coastal Zone Management Certification <input type="checkbox"/> Critical Area Ordinance Permit <input type="checkbox"/> ESA and EFH Compliance <input type="checkbox"/> Flood Plain Development Permit <input type="checkbox"/> Forest Practice Act Permit <input type="checkbox"/> Hydraulic Project Approval <input checked="" type="checkbox"/> Local Building or Site Development Permits <input checked="" type="checkbox"/> Local Clearing and Grubbing Permit <input type="checkbox"/> National Historic Preservation Act-Section 106 <input type="checkbox"/> National Pollutant Discharge Elimination System Baseline General for Construction <input type="checkbox"/> Shoreline Permit <input type="checkbox"/> Solid Waste Discharge Permit <input type="checkbox"/> Section 4(f) or 6(f) (Recreational and Historic Properties) <input type="checkbox"/> Section 106 (Historic Properties) <input type="checkbox"/> Stormwater Site Plan (SSP) <input type="checkbox"/> Temporary Erosion and Sediment Control Plan (TESC) <input type="checkbox"/> Water Rights Permit <input type="checkbox"/> Water Quality Certification—Section 401 <input type="checkbox"/> Tribal Permits (if any, describe below) <input type="checkbox"/> Other Describe as applicable:
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IV. Submitted by:

By signing this, I certify that to the best of my knowledge this document is complete and accurate.

Name and Title	Date
----------------	------

Submit two paper copies of this form, attachments, and a transmittal letter recommending a NEPA finding to the address below. Submit an electronic version to your area FTA Community Planner. Contact FTA at the number below if you are unsure who this is or if you need the email address. Modifications are typically necessary. When the document is approved, FTA may request additional copies.

Federal Transit Administration, Region 10
 915 2nd Avenue, Suite 3142
 Seattle, WA 98174-1002

phone: (206) 220-7954
 fax: (206) 220-7959

1.1.1.4

1.1.1.5 Appendix:

1.1.1.6 Topical guidance links

Air Quality

http://www.fhwa.dot.gov/environment/conformity/ref_guid/sectionf.htm

<http://www.epa.gov/oar/oaqps/greenbk/> for a listing of non-attainment areas.

Coastal Zone Management

<http://www.ocrm.nos.noaa.gov/czm/czmsitelist.html> for a list of state programs.

Cumulative and Indirect Impacts

http://www.fhwa.dot.gov/environment/2nd_cml.htm

<http://environment.fhwa.dot.gov/guidebook/qaimpact.htm>

Endangered Species Act and Consultation

http://endangered.fws.gov/consultations/sec7_faq.html#2 for frequently asked questions on the Endangered Species Act and the Section 7 Consultation process.

Endangered Species List

This list must be less than 6 months old at the time the DCE documentation is submitted to FTA. If the list is older than 6 months, you must verify that there have been no changes to the list.

For species under the jurisdiction of NOAA-Fisheries, go to

<http://www.nwr.noaa.gov/1salmon/salmesa/index.htm>, click on ESU Maps.

For species under the jurisdiction of USFWS, contact the nearest Ecological Services office. For a directory of USFWS offices, go to <http://offices.fws.gov/directory/>.

Environmental Justice

<http://www.fta.dot.gov/office/planning/ep/subiarea/envjust.html>

<http://www.fhwa.dot.gov/environment/ej2.htm>

Farmlands

<http://www.info.usda.gov/nrcs/fpcp/fppa.htm>

Floodplain

<http://www.fta.dot.gov/office/planning/ep/subiarea/water/fldplns.html>

Hazardous Materials

<http://www.fta.dot.gov/office/planning/ep/subiarea/hazmat.html>

Historic, Archaeological and Cultural Resources

<http://www.fta.dot.gov/office/planning/ep/subiarea/histcult.html>

Magnuson-Stevens Fishery Conservation and Management Act

<http://www.nwr.noaa.gov/1habcon/habweb/efh/msa2.html>

<http://www.nmfs.noaa.gov/sfa/magact>

Navigable Waterways

<http://www.fta.dot.gov/office/planning/ep/subjarea/water/navwater.html>

NEPA

<http://www.fhwa.dot.gov/legregs/directives/fapg/cfr0771.htm>

http://ceq.eh.doe.gov/nepa/regs/ceq/toc_ceq.htm

<http://environment.fhwa.dot.gov/guidebook/index.htm>

<http://www.fta.dot.gov/office/planning/ep/index.html>

Noise and Vibration

<http://www.fta.dot.gov/office/planning/ep/subjarea/noisevibration.html>

Property Acquisition

<http://www.fhwa.dot.gov/hep/49cfr24.htm>

Tribal Consultation

<http://www.fhwa.dot.gov/environment/natvamrc/tcqa.htm>

Section 4(f)

<http://www.fta.dot.gov/office/planning/ep/subjarea/parklands.html#Bckgrd>

<http://www.section4f.com/>

http://www.fhwa.dot.gov/environment/4_f.htm

Section 6(f)

<http://www.nps.gov/ncrc/programs/lwcf/protect.html>

Sole Source Aquifer

<http://www.epa.gov/safewater/ssanp.html>

Water Quality

<http://www.fta.dot.gov/office/planning/ep/subjarea/water/waterqual.html>

1. DOCUMENTED CATEGORICAL EXCLUSION WORKSHEET

MUNICIPALITY OF ANCHORAGE PUBLIC TRANSPORTATION

Anchorage Museum/Transit Intermodal Depot

2. APPENDICES

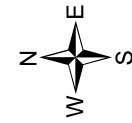
MUNICIPALITY OF ANCHORAGE PUBLIC TRANSPORTATION

Museum Transit Intermodal Facility

- A. Project Vicinity Map**
- B. Project Site Plan**
- C. Detailed Project Description**
- D. Location and Zoning**
- E. C St & 7th Ave Preferred Alternative**
- F. Permanent Easement Documentation**

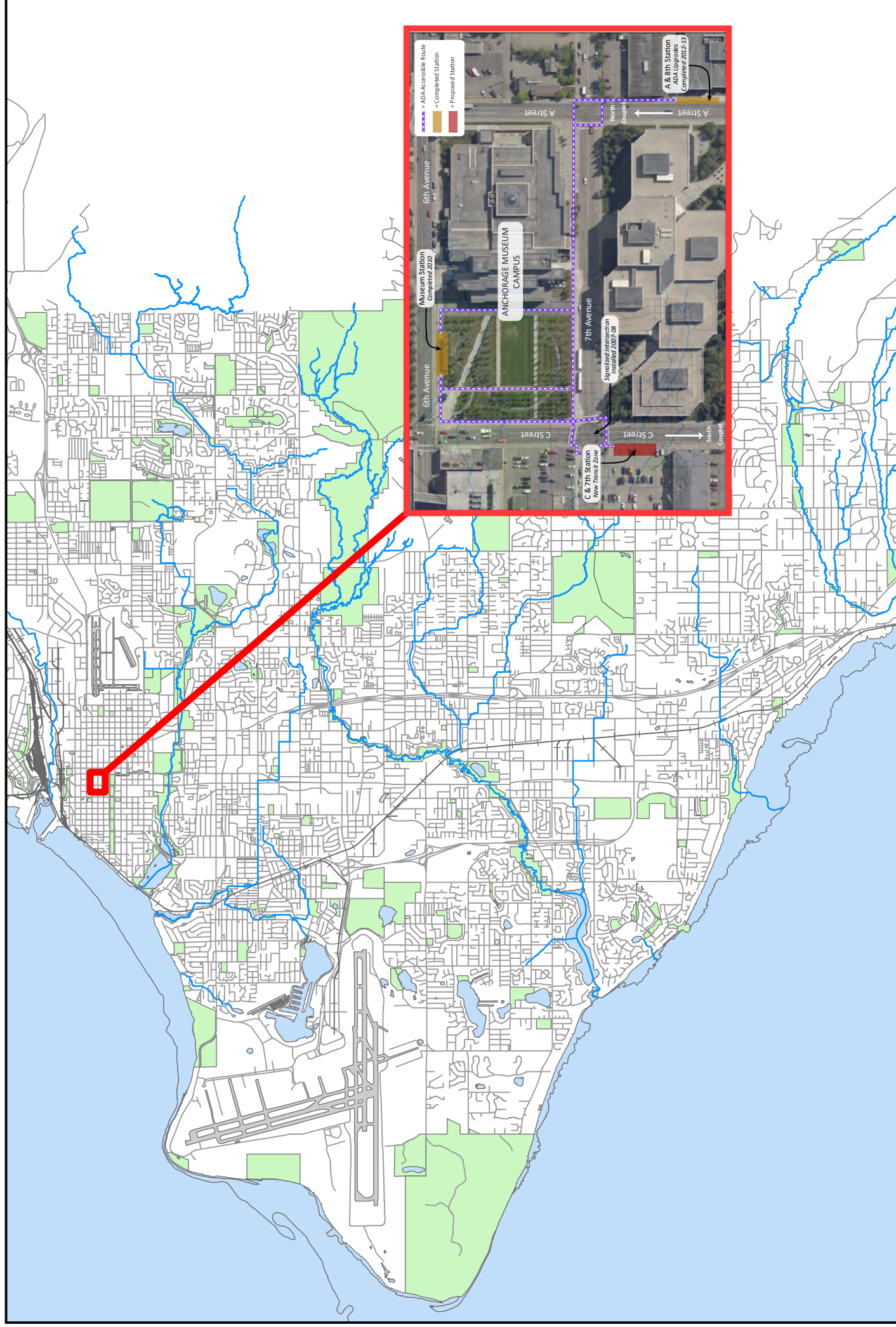
APPENDIX A.

Project Vicinity Map



Appendix A

Museum Transit Intermodel Depot Vicinity Map



APPENDIX B.

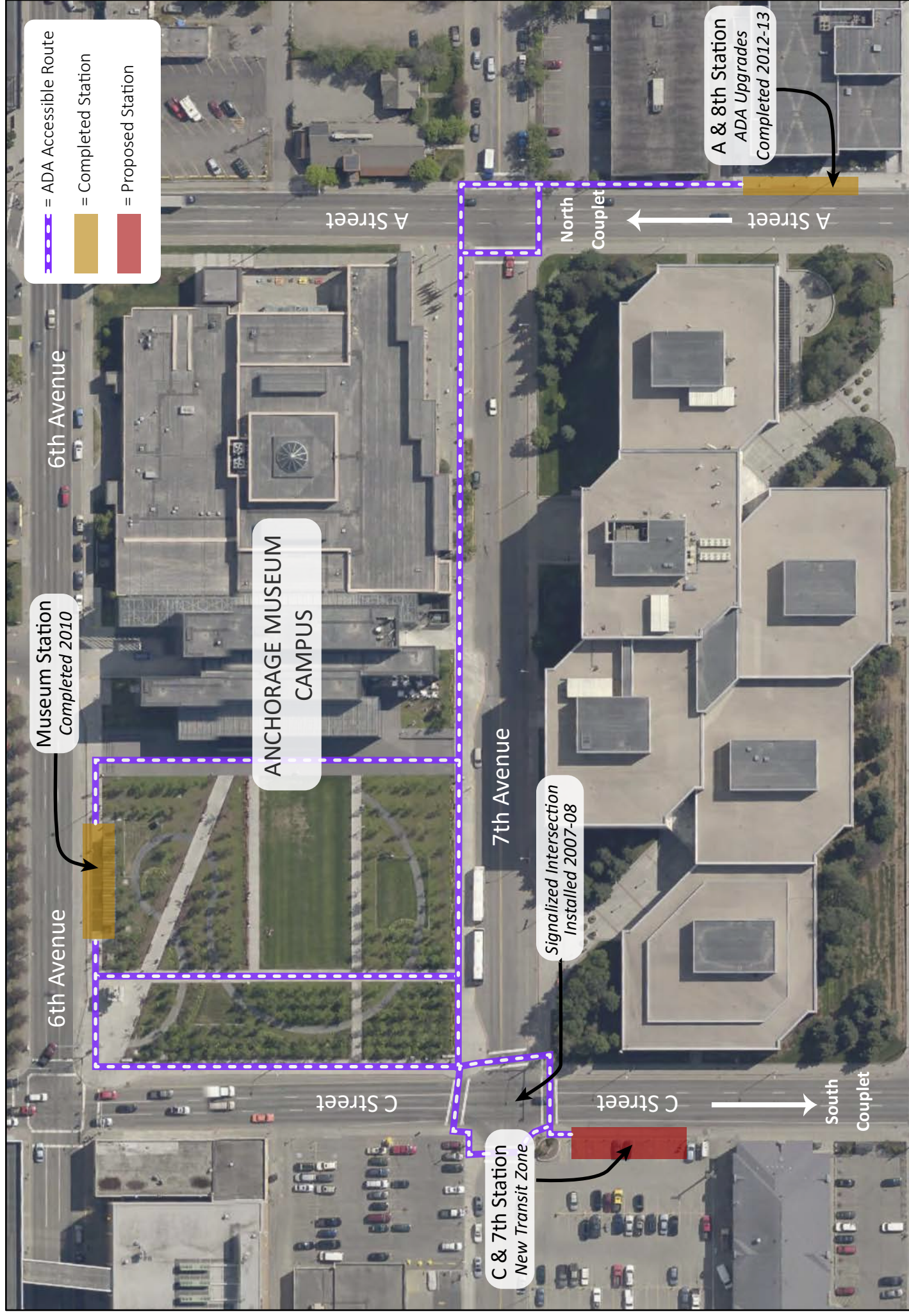
Project Site Plan



Museum Transit Intermodal Depot

Appendix B (2016 Update)

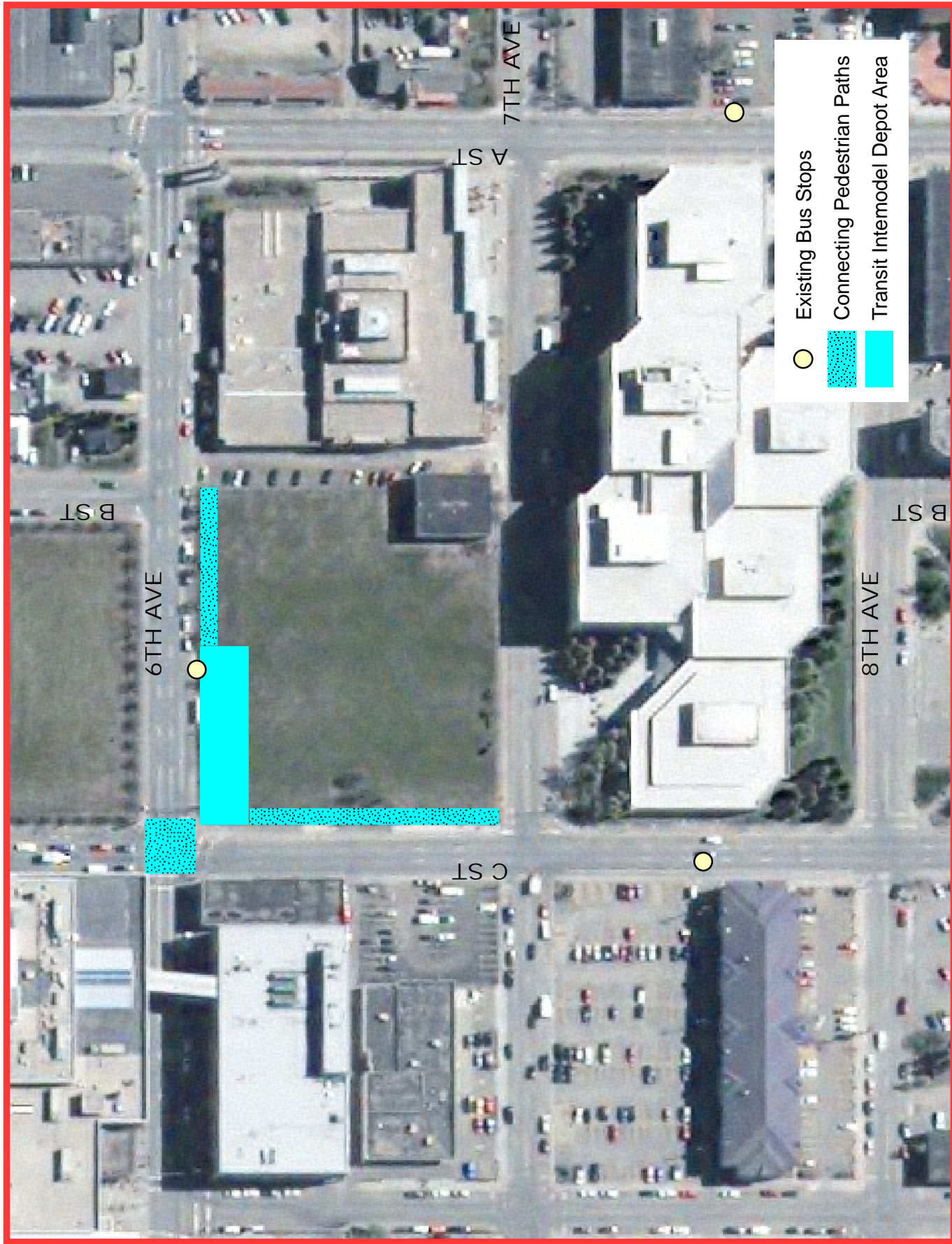
1 inch = 100 feet



Appendix B

Museum Transit Intermodel Depot Site Plan

ORIGINAL



6th Avenue and C Street ESE Existing Conditions

*Original
Conditions



APPENDIX C.

Detailed Project Description

Original - C St & 6th Ave (Museum Station)

ANCHORAGE MUSEUM OF HISTORY AND ART
TRANSIT INTERMODAL DEPOT
PROJECT DESCRIPTION

The Municipality of Anchorage Public Transportation Department (PTD) has received a congressional earmark of approximately \$1.5 million for a project titled, “Anchorage Museum/Transit Intermodal Depot, Alaska”. The funding agency is the Federal Transit Administration, and all FTA requirements and provisions will be adhered to for the project.

The Public Transportation Department has several high-use bus stops in the vicinity of the Anchorage Museum of History and Art (Museum) located in the center of the core Downtown Central Business District (CBD). The ridership has been increasing annually in the CBD due to many attractions in the area, decreases in downtown parking lots, key location in the transit network, and closure of the bus stop at the JC Penney’s parking garage.

The existing Museum bus stop on 6th Avenue is four blocks from the Downtown Transit Center and is the first bus stop after the Transit Center for all eastbound routes.



Existing 6th Avenue and C Street (ESE) Bus Stop and the Museum Campus

The Museum is in the preliminary design phase of a \$100 million expansion project that will include development adjacent to the existing public transportation bus stop on West 6th Avenue. The PTD desires to upgrade and integrate the West 6th Avenue bus stop into the Museum campus to provide service and other transportation options.

The proposed Museum/Transit Intermodal Depot is well sited at the existing West 6th Avenue location and is an ideal location for a transit bus stop. It will be integral to the Museum Civic Campus that includes one full city block within the Central Business District (CBD). The preferred design will incorporate winter city and inclement weather considerations and elements. It will include a safe three bus pullout with non-slip waiting and boarding areas incorporating modern lighting; an effective visible and attractive shelter with seating while allowing freedom of movement, good visibility, and protection from weather. It will also be equipped with the latest transit communication technology to incorporate Automatic Vehicle Locator (AVL), “Next Bus” arrival announcement systems, and a LED panel information and announcement board.

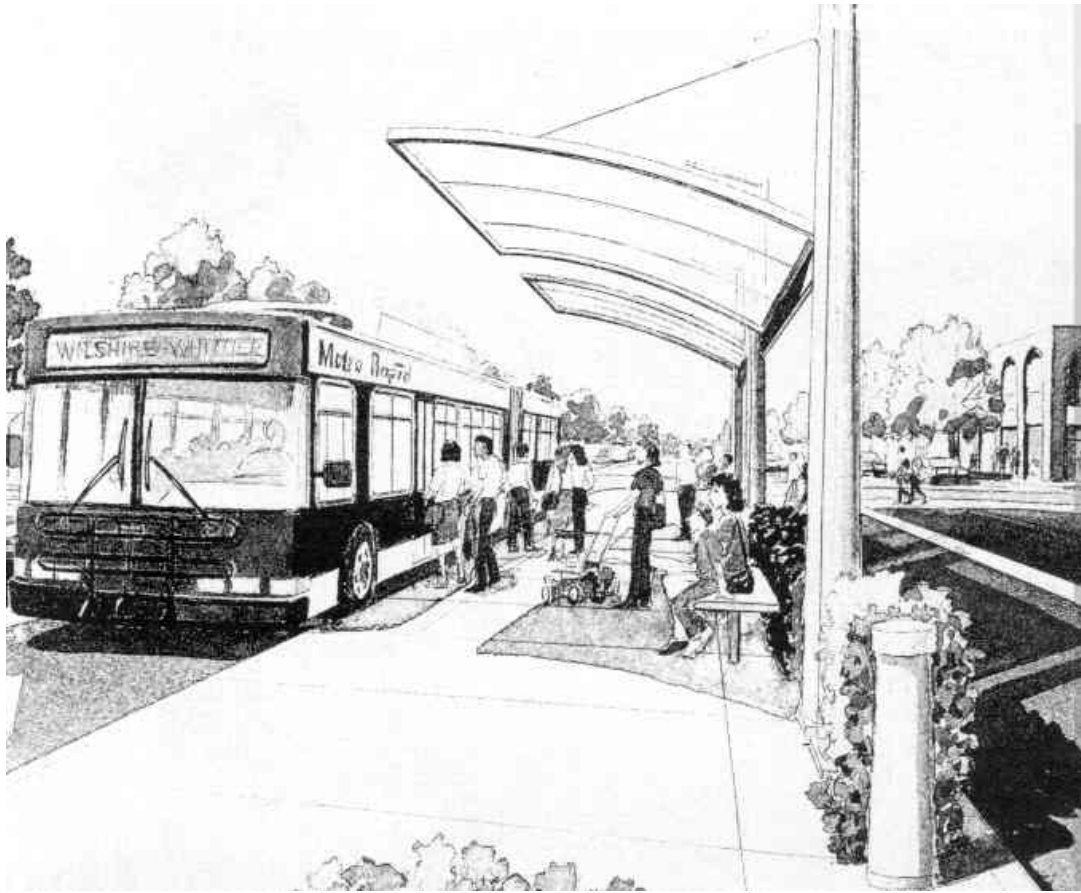
The PTD desires the proposed Museum/Transit Intermodal Depot to be a durable and timeless design that is vandal-resistant and that minimal labor hours are required for cleaning, snow removal, and security.

When completed; the Museum/Transit Intermodal Depot will be linked to other modes of transportation within the museum campus and CBD via American with Disabilities Act (ADA) accessible sidewalks and pathways. The proposed facility will be within the heart of the CBD and adjacent to the museum campus. Numerous intermodal opportunities exist throughout the area. Connections to and from PTD’s buses can and do interact with private modes of transport within the vicinity of the proposed Museum/Transit Intermodal Depot such as carpools/vanpools, charter/tour buses, taxis, limousines, private shuttles/trolleys, private automobile drop-offs, bicycles, and pedestrian traffic.

The proposed Museum/Transit Intermodal Depot project area encompasses the existing bus stop on West 6th Avenue with additional area necessary to include a passenger shelter, benches, trash receptacles, bicycle racks, snow storage, and pedestrian mobility around and within the bus stop. This area is recognized and dedicated as a municipal transit zone. The project area will predominantly include a boarding pad area of 20’ wide measured south from the back of the existing curb by a total length of 150’ running east and west parallel to the curb. A section may extend up to 30’± wide to accommodate a passenger shelter by up to 60’± long. The Municipality of Anchorage, Transit Design Guideline standards will be incorporated to maintain and match typical dimensions and layouts for transit facilities.

THE FOLLOWING PAGES ARE SEVERAL CONCEPTUAL MODELS THAT INCORPORATE ELEMENTS DESIRED AT THE MUSEUM/TRANSIT INTERMODAL DEPOT:



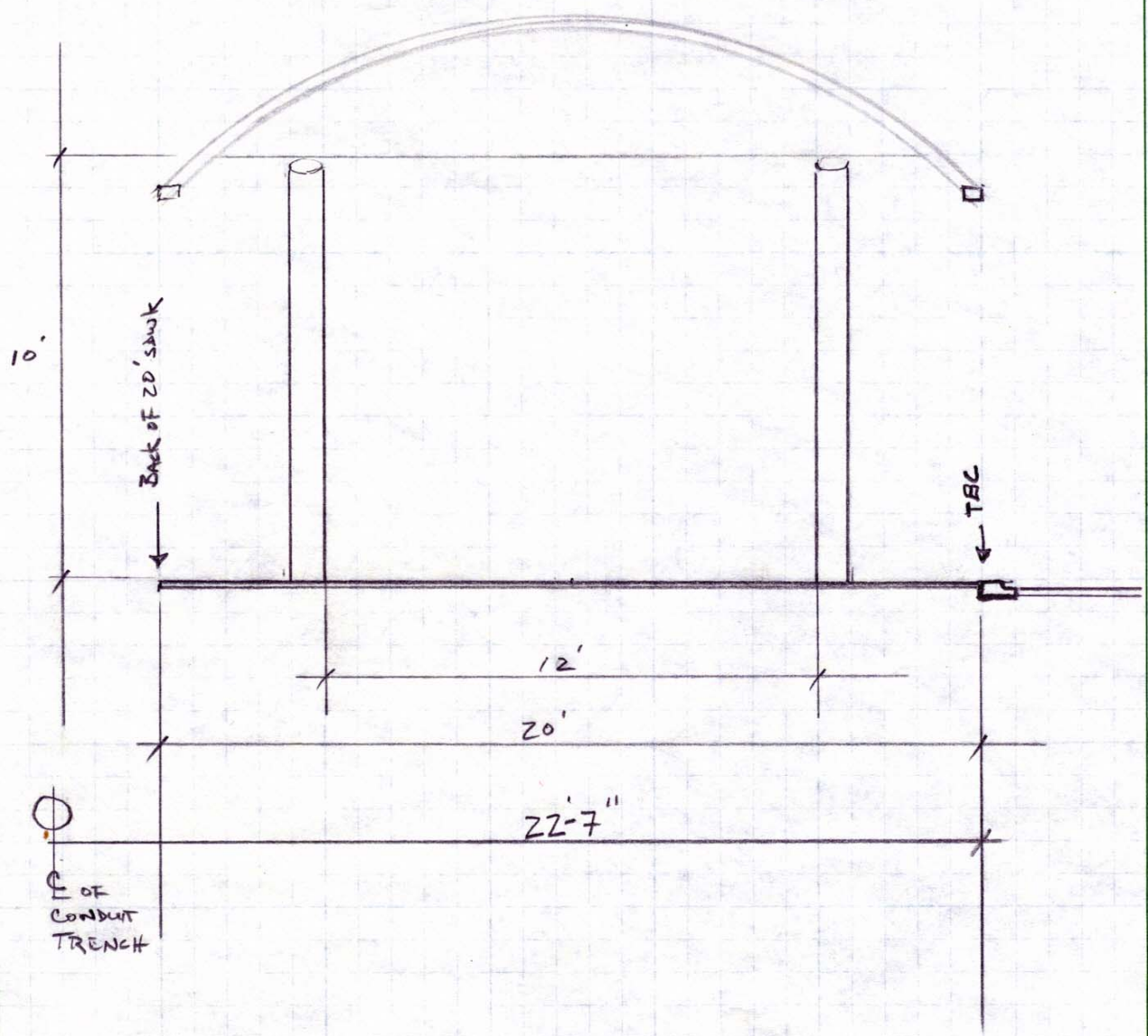


CONCEPTUAL

MUSEUM BUS STOP SHELTER

3-29-06 RDB

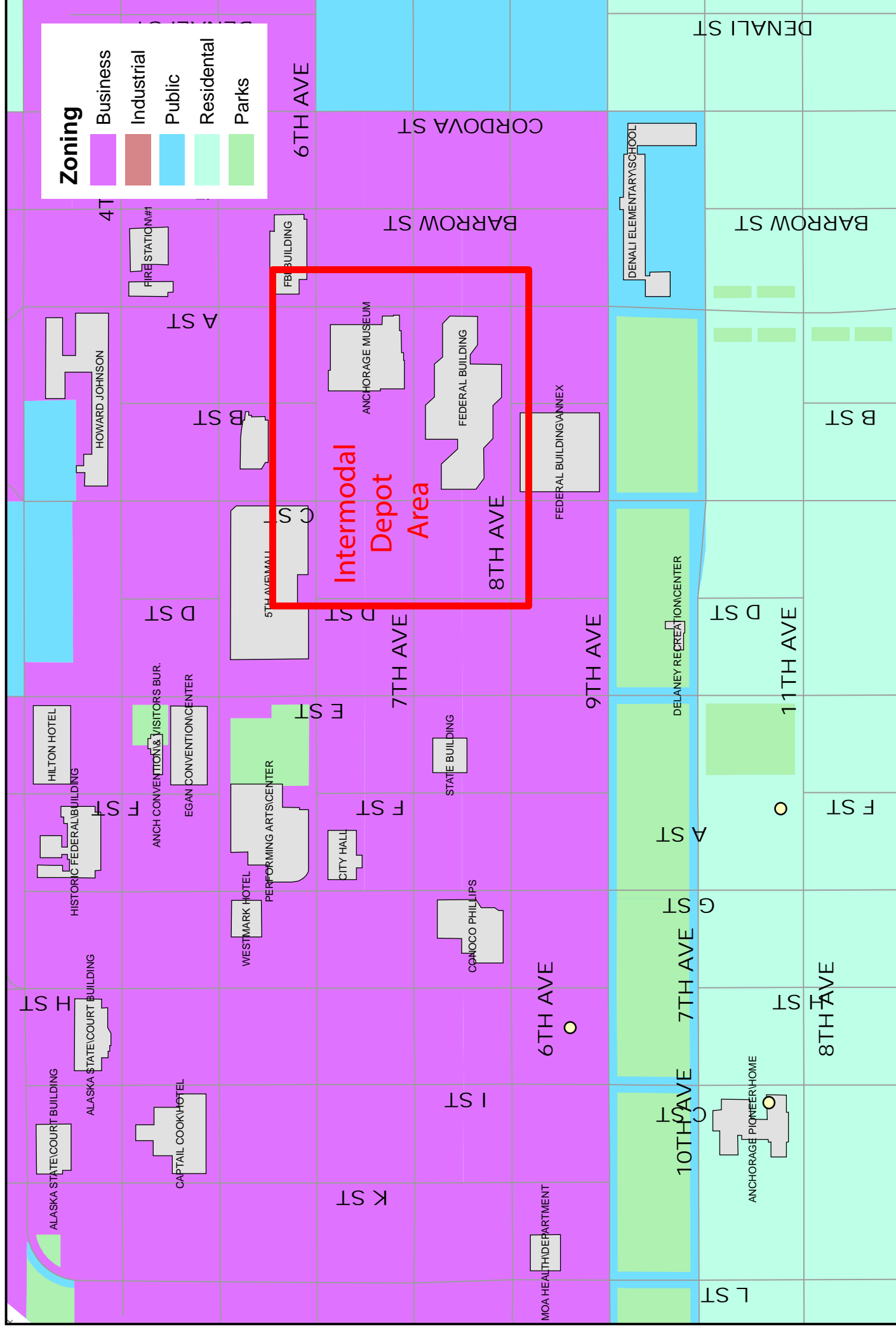
13-392 500 SHEETS PILED 5 SQUARE
13-392 500 SHEETS PILED 5 SQUARE
42-392 100 SHEETS EYE-GLASS 5 SQUARE
42-392 100 SHEETS EYE-GLASS 5 SQUARE
42-399 200 SHEETS EYE-GLASS 5 SQUARE
42-399 200 SHEETS EYE-GLASS 5 SQUARE
42-399 200 RECYCLED WHITE 5 SQUARE
Made in U.S.A.



APPENDIX D.

Project Location and Zoning

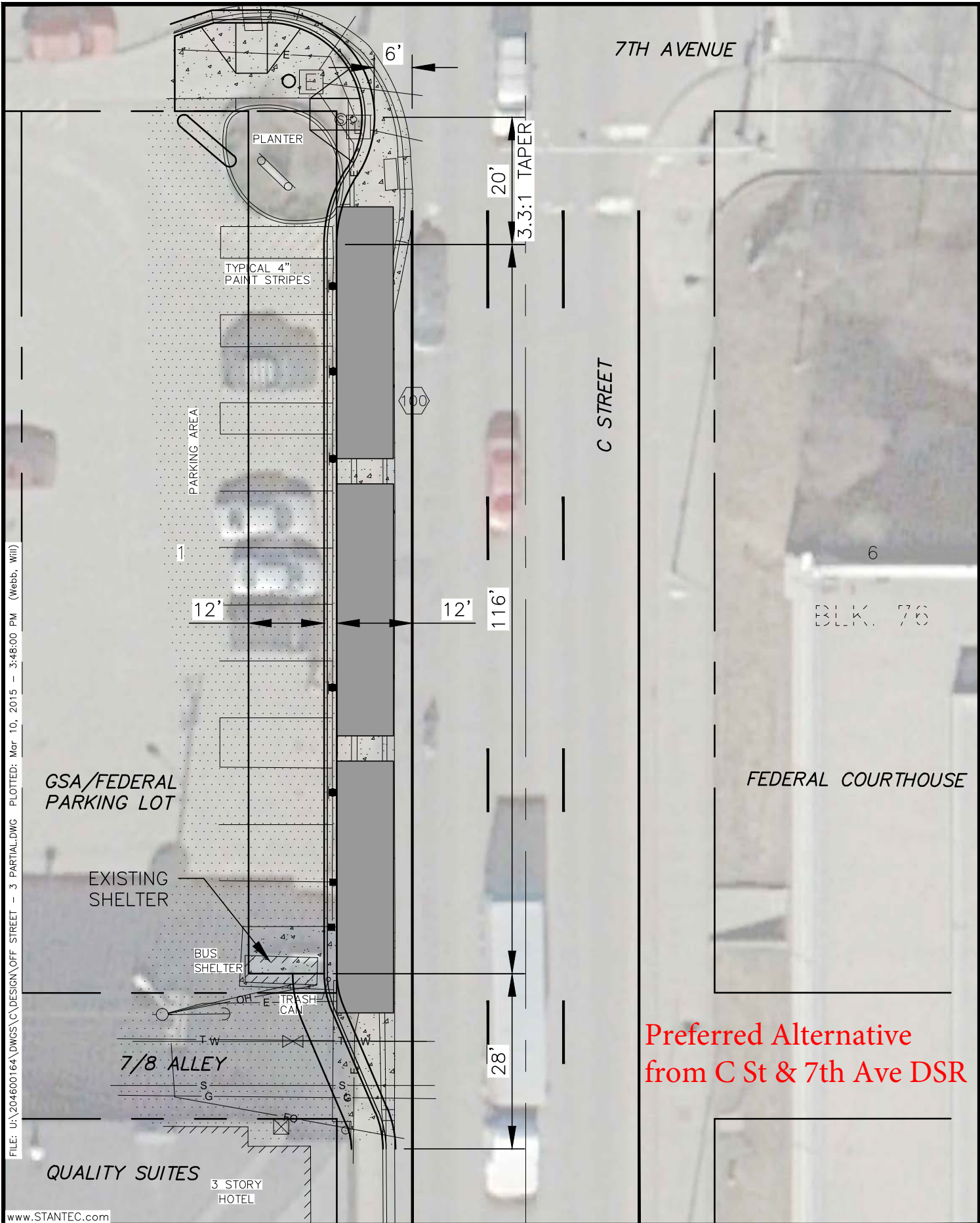
Unchanged since original



APPENDIX E.

C St. & 7th Ave. Preferred Alternative

FILE: U:\204600164\DWGS\C\DESIGN\OFF STREET - 3 PARTIAL.DWG PLOTTED: Mar 10, 2015 - 3:48:00 PM (Webb, Wil)



Preferred Alternative
from C St & 7th Ave DSR

APPENDIX F.

Permanent Easement Documentation



Please return to:
Municipality of Anchorage
Project Management & Engineering
P.O. Box 196650
Anchorage, Alaska 99519-6650
Attn: Fran Murphy

MOA/PM&E/ROW

C Street at 7th Avenue Transit Stop
ROW File No. TRST-02-10
Tax Nos. 002-112-49 & 002-112-50
Parcel #1, Easement No. GS-07B-__

TEMPORARY CONSTRUCTION EASEMENT AND PERMANENT EASEMENT

This TEMPORARY CONSTRUCTION EASEMENT AND PERMANENT EASEMENT ("Easements") is made by and between the UNITED STATES OF AMERICA, acting by and through the Administrator of the General Services Administration ("GSA") and authorized representatives, under and pursuant to the powers and authorities contained in 40 U.S.C. § 1314 ("Grantor"), and the Municipality of Anchorage ("Grantee") in the State of Alaska, and whose address is 4700 Elmore Road, Anchorage, Alaska 99519-6650. Grantor and Grantee are sometimes hereinafter referred to collectively as the "Parties" and each individually as a "Party."

RECITALS

A. Grantor is the fee simple owner of certain real property ("Grantor's Property"), improved with a parking lot (the "Federal Building West Parking Lot Property"), which property is more particularly described as Lots 1 and 2, Block 77 of the Original Townsite of Anchorage, according to the official plat thereof, records of the Anchorage Recording District, Third Judicial District, State of Alaska.

B. Grantee intends to construct a public transportation facility (the "Project"). Grantee has determined that a temporary construction easement on a designated portion (as shown in Exhibits B, D and E attached hereto) of the Grantor's Property is reasonably necessary to facilitate construction staging for development of the Project and a permanent easement (as shown in Exhibits A and C attached hereto) for the public transportation facility.

MOA/PM&E/ROW

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Parcel #1, Easement No. GS-07B-___

C. Grantee wishes to acquire the Easements from Grantor.

NOW, THEREFORE, in consideration of the promises and covenants herein contained and other good and valuable consideration, the receipt and adequacy of which are hereby acknowledged, Parties agree as follows:

1. Recitals. The Parties acknowledge that the foregoing Recitals are true and correct.

2. Temporary Construction Easement. Grantor does hereby grant and convey to Grantee, its successors and assigns, a temporary and exclusive construction easement on Grantor's Property (the "Temporary Construction Easement") in the location shown and more particularly on the attached plan marked as Exhibits ("Parcel No.") B-1, D-1 and E-1 and described in the attached legal description marked Exhibits B, D and E, incorporated herein by this reference (the "Temporary Construction Easement Area"). The Temporary Construction Easement is to be used by Grantee for the sole purpose of a secured staging and construction mobilization area for construction of the Project, subject to the terms and conditions set forth in this Agreement.

3. Permanent Easement. Grantor does hereby grant and convey to Grantee, its successors and assigns, a permanent and exclusive easement on Grantor's Property legally described on Exhibits A and C attached hereto and diagrammatically shown on Exhibits ("Parcel No.") A-1 and C-1 hereto.

4. Use of Easement Areas. Grantee will have full and free use of the Easements for the purposes described in Sections 2 and 3 above commencing on or after a date stated by Grantee in a written notice to Grantor of the intended commencement of Grantee's use of the Temporary Construction Easement Area, which date will be at least ten (10) days after delivery of the notice from Grantee to Grantor (the "Commencement Date"). Grantee and/or its agents or contractors may at any time thereafter enter upon the Permanent Easement Area as reasonably necessary to construct, inspect, repair, alter, modify, replace, remove, and/or update any work or



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improvements located thereon and enter upon the Temporary Construction Easement area for the sole purpose of staging and construction mobilization. Grantee will erect and maintain during the term of the Temporary Construction Easement a chain link construction perimeter fencing at least six (6) feet tall to enclose, secure and protect the Temporary Construction Easement Area.

5. West Parking Lot Property. Entry by Grantee onto Grantor's West Parking Lot Property adjacent to the Temporary Construction Easement Area must be coordinated in advance with the Grantor's Property Manager to minimize interference with the operations or functions of the Grantor on such adjacent property.

6. Consideration. Grantee will be responsible for all costs associated with the Project construction, restoration and use, including, at a minimum, pavement restoration, restriping and signage relocation in accordance with Exhibit F, and as verified in the Pre-Construction Condition Survey.

7. Term. The Temporary Construction Easement will begin on the Commencement Date, subject to change, and will terminate on or before that date which is twelve (12) months after the Commencement Date.

8. Liens. Grantee will use its best efforts to ensure that no mechanics, materialmen or other liens are filed against Grantor's Property as a result of the exercise of Grantee's rights under the Temporary Construction Easement or the Permanent Easement, and Grantee will cause any such mechanics, materialmen or other liens to be promptly released or bonded over.

9. Compliance with Laws. Grantee will comply with all applicable Federal, State, municipal and local laws, and the rules, orders, regulations and requirements of the Federal Government in regard to its use of the easements granted under this Agreement, including all appropriate environmental rules, regulations, standards or laws required for the Project. Grantee's use and occupation of the Temporary Construction Easement and the Permanent Easement and Grantee's exercise of the privileges granted by this Agreement will be subject to such rules and regulations providing for the safety



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and security of Federal properties as the Grantor may from time to time prescribe and publish.

10. Pre-Construction Condition Survey. A pre-construction condition survey will be conducted between Grantor's Property Manager, Grantee's project representative and Grantee's general contractor representative to establish a baseline of the existing conditions and to provide a benchmark to help determine at a later date if any construction-related damage has been caused by Grantee and its employees, agents, or contractors (the "Pre-Construction Condition Survey"). The Pre-Construction Condition Survey will include, but not be limited to, the Temporary Construction Easement Area and the Permanent Area, the entry/exit asphalt approaches across the West Parking Lot Property used by potentially heavy vehicle or delivery equipment servicing the Project, the general parking lot light standards, painted stall striping and, all associated sidewalks and will be prepared and transmitted by Grantee to the Grantor for review and approval. The survey should reasonably correspond to Exhibit F attached hereto, as the general areas where work will take place and post-construction restoration.

11. Grantee's Indemnity. Grantee will indemnify and hold Grantor, its employees, officers, representatives, and agents, in both their individual and official capacities, harmless from and against any and all claims, demands, causes of action, suits, costs, and expenses (including attorney's fees and expenses and court costs) and damages to person or property to the extent such damage arises out of the exercise of, or relating to Grantee's rights under these Easements, or any other act or omission of Grantee to the extent of Grantee's negligence or willful misconduct. Grantee will be financially responsible to Grantor for damage caused by the negligence or willful misconduct of Grantee and its employees, agents, or contractors.

12. Restoration. Within a reasonable time following completion of the Project, Grantee will restore the Temporary Construction Easement Area to its original condition as recorded in the Pre-construction Condition Survey, subject to Grantor's acceptance. Grantee will provide notice to Grantor upon completion of such restoration work. At a minimum, Grantee will restore the pavement and curbing, associated signage and



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restripe the Grantor's Property in full compliance with Anchorage Municipal code and to standards consistent with commercial properties in the Anchorage central business district. All restoration, including but not limited to, restriping, pavement restoration and signage will be completed by Grantee in accordance with Exhibit F and verified by the Pre-Construction Condition Survey.

13. Activities on West Parking Lot Property. Grantee's use of the Easements will not interfere, as reasonably determined by the Grantor, with the operations or functions of the United States of America at the Anchorage Federal Building or on the West Parking Lot Property, adjacent to the Temporary Construction Easement Area. At no time will any entry, exit-way or substantial portion of the West Parking Lot Property adjacent to the Temporary Construction Easement Area be blocked by or with Grantee's construction delivery vehicles, materials, or construction equipment nor will any portion of the West Parking Lot Property outside of the Temporary Construction Easement Area be used by Grantee, its employees, agents, or contractors as a staging area for the Project. The remainder of the West Parking Lot Property adjacent to the Temporary Construction Easement Area shall be fully usable at all times during the Easements period.

14. Insurance. Before commencing any activities under this Easement, Grantee must deliver to Grantor evidence that Grantee and Grantee's contractors have at least \$1,000,000 comprehensive general public liability and property damage insurance policies to cover claims arising from the contractor's operations that cause damage to the person or property of third persons; such insurance must name Grantor as an additional insured. Each contractor shall also obtain and maintain workers' compensation insurance in the amounts required by applicable laws. The failure to comply with the terms and conditions of this paragraph will not diminish or otherwise affect the property interest herein conveyed; provided, however, that at the option of Grantor, Grantee's activities must immediately cease and desist until such time as there is compliance.

15. Termination for Breach. The Grantor reserves the right to terminate the Temporary Construction Easement in whole or in part if there a breach of this



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Agreement by Grantee which remains uncured following Grantor's delivery to Grantee of a thirty (30) day written notice of its intent to terminate. The termination shall be effective upon the expiration of such thirty (30) day notice provided that Grantee's breach then remains uncured.

16. Dispute Costs. In the event that either Party be required to bring any action to enforce any of the provisions of these Easements, or be required to defend any action brought by the other Party with respect to these Easements, each Party will be solely responsible for the payment of its own legal expenses, including but not limited to, attorney's fees and costs.

17. Notices: Notices to the Parties shall be delivered by Federal Express or United Parcel Service overnight express delivery to each Party at the following addresses or to such other address as a Party may designate by written notice to the other Party:

To Grantor: U.S. General Services Administration
Elizabeth A. Jessee
Northwest/Arctic Region
Portfolio Management Director
400 15th Street (10PPT)
Auburn, WA 98001
253-931-7694

with a copy to: U.S. General Services Administration
Elizabeth L. Kruger
Regional Counsel (10L)
Northwest/Arctic Region
400 15th Street
Auburn, WA 98001



MOA/PM&E/ROW

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Parcel #1, Easement No. GS-07B-___

253-931-7007

To Grantee: J. W. Hansen, Deputy Director
Project Management & Engineering
4700 Elmore Road
Anchorage, AK 99519-6650
907-343-8135

18. Grantor's Property Manager: Notices to Grantor's Property Manager shall be delivered to:

Mark Tittle
GSA Lead Property Manager
222 West 7th Avenue, Box 5
Anchorage, AK 99513
907-271-1277

19. Severability. If any term, covenant or condition of the Easements or the application thereof to any person or circumstance will to any extent be invalid or unenforceable, then the remainder of the Easements or the application of such term, covenant or condition to any other person or circumstance will not be affected thereby, and each such term, covenant and condition will be valid and enforceable to the fullest extent permitted by law.

20. Governing Law. These Easements will be governed by the Federal laws of the United States of America, and if such laws are not applicable to the issue in question, then these Easements will be governed by the laws of the State of Alaska.

21. Authority. Execution, delivery and performance of these Easements have been duly authorized by all necessary actions of the Parties hereto.

22. Amendments and Waivers. No amendment or modification of these Easements or any provisions hereof will be effective unless reduced to writing and such



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document is signed by duly authorized representatives of each of the Parties. No waiver of any right or obligation hereunder, will be effective unless reduced to writing and signed by a duly authorized representative of the Parties subject to such right or obligation.

23. Termination of Permanent Easement. (40 U.S.C. § 1314)

When termination occurs, these easements, or any part, may be terminated by written notice to the Grantee, or its successors or assigns if there has been:

- (A) a failure to comply with a term or condition of the grant;
- (B) a nonuse of the easement for a consecutive 2-year period for the purpose for which granted; or
- (C) an abandonment of the easement.

24. Time. Unless otherwise specified, all references to "days" mean calendar days. Business days exclude Saturdays, Sundays, and legal public holidays. If the date for performance of any obligation falls on a Saturday, Sunday, or legal public holiday, the date for performance will be the next following regular business day.



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Tax Nos. 002-112-49 & 002-112-50
Parcel #1, Easement No. GS-07B-___

[Signatures on Following Pages]

IN WITNESS WHEREOF the Grantor hereunto has executed this document as of the date and year last written below.

IN WITNESS WHEREOF, the UNITED STATES OF AMERICA, acting by and through the Administrator of General Services and authorized representatives, has caused these Easements to be signed by Norman Dong, its Commissioner of Public Buildings, and attested to by Marquis Liddell, its Special Asst., on this 31 day of AUGUST, 2015, and hereby acknowledges execution and delivery of this Easement is the act and deed of the UNITED STATES OF AMERICA.

ATTEST:

UNITED STATES OF AMERICA,
acting by and through the
GENERAL SERVICES ADMINISTRATION

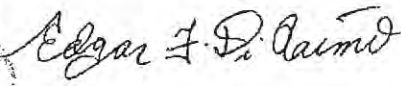
By: 
Norman Dong, Commissioner
Public Buildings Service

TO WIT:

I, EDGAR F. DIRAIMO, a Notary Public in and for the District of Columbia, do hereby certify that Norman Dong, who is personally well known to me (or satisfactorily proven by the oath of credible witnesses or other evidence) to be the person named as the authorized representative of the U.S. General Services Administration in the foregoing Easements bearing date as of the 31 day of AUGUST, 2015, and hereunto affixed, personally appeared before me in the aforesaid jurisdiction and, as authorized representative as aforesaid, and by virtue of the authority vested in her, acknowledged the execution and delivery of these Easements as the act and deed of the UNITED STATES OF AMERICA.

AUG 31 2015



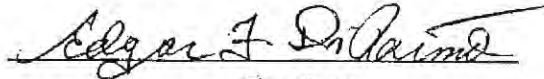

EDGAR F. DIRAIMO
NOTARY PUBLIC DISTRICT OF COLUMBIA
My Commission Expires December 14, 2017



MOA/PM&E/ROW

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Tax Nos. 002-112-49 & 002-112-50
Parcel #1, Easement No. GS-07B-___

Given under my hand and notarial seal this 21 day of AUGUST, 2015.



Signature

Notary Public in and for the District of Columbia



(Seal or Stamp)

AUG 21 2015

12/14/2017

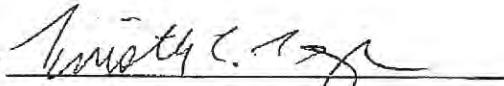
My appointment expires

EDGAR F. DIRAIMO
NOTARY PUBLIC DISTRICT OF COLUMBIA
My Commission Expires December 14, 2017

CERTIFICATE OF ACCEPTANCE

IN WITNESS WHEREOF the Grantor hereunto has executed this document as of the date and year last written below.

Reviewed for Legal Sufficiency:

BY 
Office of General Counsel
General Service Administration
Real Property Division (LR)
Washington, DC 20405 - 0001

8/21/15
Date



MOA/PM&E/ROW

C Street at 7th Avenue Transit Stop

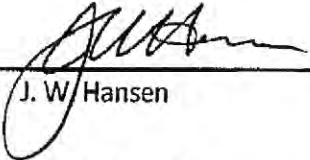
ROW File No. TRST-02-10

Tax Nos. 002-112-49 & 002-112-50

Parcel #1, Easement No. GS-07B-____

IN WITNESS WHEREOF the Grantee has executed this document as of the date and year last written below.

MUNICIPALITY of ANCHORAGE

By: 
J. W. Hansen

Its: Deputy Director
Project Management & Engineering

RDB
9.9.2015

State of Alaska)

Third Judicial District)

I certify that I know, or have satisfactory evidence, that J. W. Hansen is the person who appeared before me, and that said person acknowledged that she signed this instrument, and on oath stated that he/she was authorized to execute the instrument as the Deputy Director of Project Management & Engineering, and acknowledged it to be the free and voluntary act of such party for the uses and purposes mentioned in the instrument.

Dated this 10th day of September, 2015.



Notary Name

Vicki Gerken

Print/Type Name Vicki Gerken

Notary Public in and for the State of Alaska,
residing at Anchorage

My commission expires 4-26-2018

