



Alaska Railroad



*Transit Stop, Municipality of
Anchorage Public Transportation
Department*



*AMATS Bicycle & Pedestrian
Advisory Committee Tour,
Joni Wilm*



Port of Alaska, Erik Hill

2019-2022

Anchorage Metropolitan Area Transportation Solutions (AMATS) Transportation Improvement Program (TIP) Narrative



TIP Adopted: December 20, 2018

TIP Narrative Adopted:

Please find us at: www.muni.org/amats

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Executive Summary

Introduction

The Anchorage Metropolitan Area Transportation Solution (AMATS)'s Transportation Improvement Program (TIP) is a four-year program that prioritizes and documents the funding of transportation improvement projects within the AMATS area. Projects included in the TIP range from construction and maintenance of major highways and arterials; to maintenance and expansion of public transit; to construction and maintenance for bicycle and pedestrian facilities. The TIP draws projects from the AMATS Metropolitan Transportation Plan (MTP), the long-range transportation plan for the AMATS area, and from public input. These projects are evaluated for consistency with the goals and objectives in the MTP.

AMATS is the agency responsible for transportation planning, intergovernmental coordination, and transportation funding allocations within the MPO boundary ([AMATS Boundary Map](#)).

The 2019-2022 TIP includes 78 projects with a total cost of \$1.4B covering highway, transit, railroad, port, and bicycle/pedestrian. Figures 1.1 and 1.2 show the breakdown of funding by funding source and mode.

Figure 1.1 - Funding by Source*

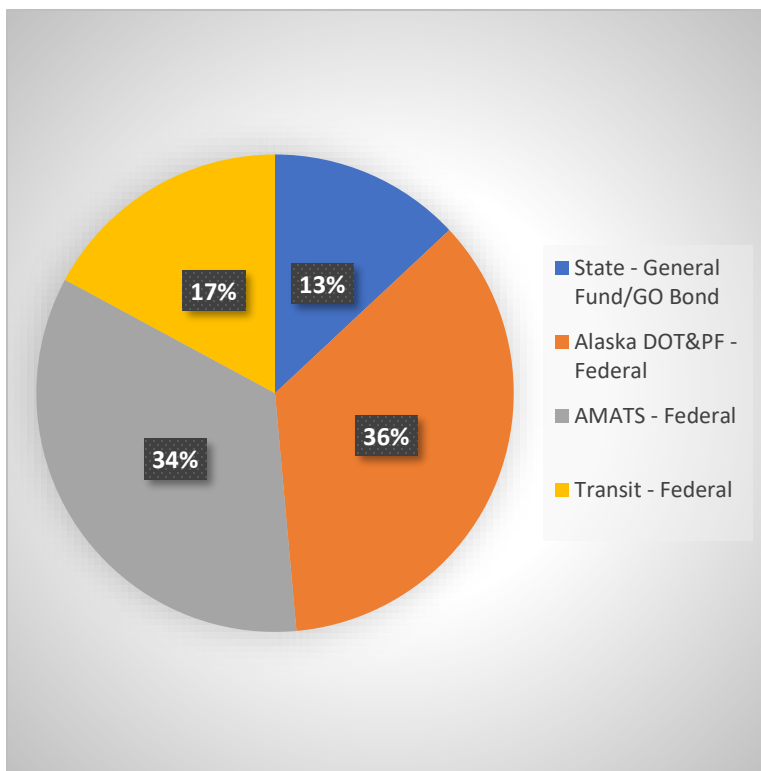
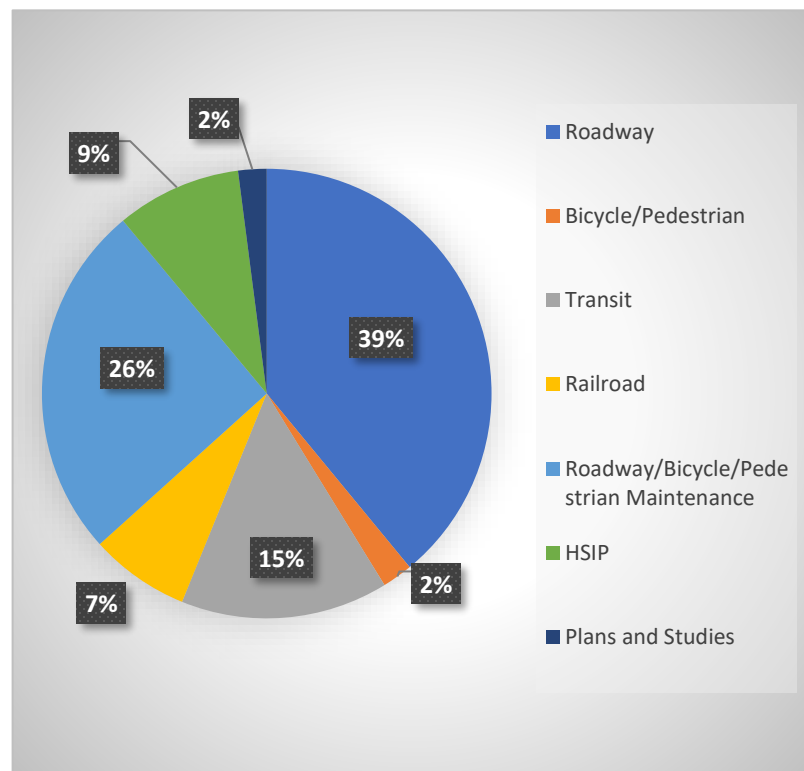


Figure 1.2 - Funding by Mode*



*These figures do not include the Port of Alaska Modernization Project. This project, estimated at about \$1B, is listed in the TIP with anticipated funding.

Narrative

2.1 Purpose

The Federal Highway Act of 1962 required each city over 50,000 population to develop a comprehensive and continuing transportation planning process, in cooperation with its state government. This became known as the "3-C" process. Since April 8th, 1976 the State of Alaska and the Municipality of Anchorage have jointly participated in AMATS. Through the AMATS process, the two jurisdictions cooperatively plan the improvement of Anchorage's roadway, transit, and trail systems. Participation in the AMATS process fulfills a federal requirement, which enables the Anchorage area to receive substantial funding each year from the U.S. Department of Transportation.

The AMATS process is guided by the AMATS Policy Committee, which formulates planning policy and objectives and monitors the implementation of transportation plans. The Policy Committee is composed of two Anchorage Assembly members or their alternates appointed by the Assembly Chair and serving at his/her pleasure in accordance with Anchorage Charter §12.03, the Mayor of Anchorage or designee, the Commissioner of the Alaska Department of Transportation & Public Facilities (DOT&PF) and the Commissioner of the Alaska department of Environmental Conservation (DEC) or designees. The Chairman of the Policy Committee is the DOT&PF member and the Vice-Chairman is the Mayor of Anchorage.

The AMATS Technical Advisory Committee consists of eleven members: the Directors of the Municipal Departments of Planning, Project Management & Engineering, Traffic, Health & Human Services, Port of Alaska, and Public Transportation; the ADOT&PF Chief of Central Region Planning and Administrative Services, ADOT&PF Regional Pre-Construction Engineer, the Alaska Department of Environmental Conservation (ADEC) Manager of the Southcentral Region Air Quality Program, a representative from the Alaska Railroad Corporation (ARRC), and the MOA Energy and Sustainability Manager. Figure 2.1 outlines the AMATS governing structure.

Figure 2.1 - AMATS Governing Structure



2.2 Project Selection & Public Involvement

The purpose of the TIP is to be the basis for the federally funded portions of both the state and municipal annual capital transportation improvements. The TIP is the key funding tool to direct resources to implement recommendations of the MTP.

Nominations for projects to be included in the 2019-22 TIP were solicited on January 31, 2018. Projects were scored and ranked using the approved TIP criteria found here http://www.muni.org/Departments/OCPD/Planning/AMATS/Pages/1_TIP.aspx, and a Public Review draft was created as required by the AMATS Public Participation Plan.

The Public Review draft was released on July 19th and the public comment period closed on August 20th, 2018. 94 comments were received, and those comments were reviewed by the AMATS Technical Advisory Committee and adjudicated by the AMATS Policy Committee. The Policy Committee postponed acting on the public hearing draft at their September 20th, 2018 meeting and re-opened the public comment period until October 1st, 2018. 57 additional comments received during the re-opened public comment period were incorporated into the comment response summary. All comments received and responses given can be seen in Appendix A.

The Public Hearing draft was released on October 11, 2018 and went before the Anchorage Assembly on December 4, 2018. The AMATS Policy Committee approved the 2019-22 TIP at their December 20th, 2018 meeting. The comment response summary can be found on the AMATS website noted above.

2.3 Consistency with Other Plans

The projects included in the TIP are consistent to the maximum extent possible with other adopted local, State, and AMATS plans. These include the Anchorage Bowl and Chugiak-Eagle River Comprehensive Plans, the 2040 Land Use Plan, the Anchorage Bicycle Plan, the Anchorage Pedestrian Plan, the Congestion Management Process, the Intelligent Transportation Systems (ITS) Architecture Plan, and the AMATS Metropolitan Transportation Plan, to name a few. This is accomplished through the TIP project selection process and the scoring criteria. Projects selected include the short term of the MTP, which has been developed in close coordination with local and state plans. The scoring process provides positive points for any projects that help to implement the goals of these various plans. For example, the Connectivity criteria provide positive points for a project that helps to connect employment centers identified in the land use plan map.

2.4 Air Quality Conformity & Interagency Coordination

The federally recognized local agency for transportation planning is Anchorage Metropolitan Area Transportation Solutions (AMATS). AMATS is updating the Anchorage Transportation Improvement Plan (TIP) to include transportation projects scheduled for implementation between 2019 through 2022. The 2019-2022 TIP will maintain compliance with federal regulations requiring that TIPs (transportation plans with four-year outlook) be updated every four years.

Clean Air Act Amendments require that federally funded transportation plans be consistent with the State Implementation Plan (SIP) for state-wide maintenance of federal air quality standards. This conformity determination was performed and ensures that plans and projects within the 2019- 2022 TIP will not hinder the continued maintenance of National Ambient Air Quality Standards (NAAQS) via the control strategies and commitments specified within the Alaska SIP.

The Alaska SIP contains limited maintenance plans for both carbon monoxide (CO) and PM10* air pollutants within areas

of the Municipality of Anchorage. The EPA allows demonstration of conformity in such Limited Maintenance Areas (LMA) to be based on analysis of air monitoring data rather than demonstrating, through modeling, which projected transportation emissions will be under the emission budget established in the SIP.

An interagency consultation meeting was held in August of 2018 with AMATS, state and local air quality officials, and representatives from the Alaska Department of Transportation, the Federal Highway Administration, and the US Environmental Protection Agency which is consistent with the administrative requirements of the transportation conformity rules.

• PM₁₀ is particulate matter consisting of particles that are 10 microns or less in aerodynamic diameter. Such particles are isolated from air by passing a sampled airstream through a size-selective inlet which removes larger than desired particles from the airstream.

2.5 Environmental Justice

“Environmental Justice is defined as the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies. The Environmental Protection Agency has this goal for all communities and persons across this Nation. It will be achieved when everyone enjoys the same degree of protection from environmental and health hazards and equal access to the decision-making process to have a healthy environment in which to live, learn, and work.” (– U.S. Environmental Protection Agency). Executive Order 12898 mandates federal agencies to incorporate environmental justice (EJ) analyses into their policies, programs, and activities. Building from the framework of Title VI of the Civil Rights Act of 1964, which ensures nondiscrimination in federal programs, EJ directives address how low-income and minority populations are affected by the actions of the federal government. In their publication, [An Overview of Transportation and Environmental Justice](#), the U.S. Department of Transportation (U.S. DOT) outlines their three main objectives stemming from this mandate:

- To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations;
- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process; and,
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

AMATS staff performed an environmental justice review as part of the TIP project selection. Each project was reviewed and scored to see if the project disproportionately affects areas of low-income and minority populations. Any project within ¼ mile of an EJ population area, based on the low-income and minority population maps, that provided a positive increase in access to transit, bicycle, and pedestrian uses received a positive score. Any project that did not provide any positive increase in access but did not decrease access scored a zero. Any project that decreased access was scored in the negatives.

2.6 Performance Management

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) worked on issuing a jointly developed Planning Rule to move forward with the Performance Based Planning requirements set forth in the Moving Ahead for Progress in the 21st Century (MAP-21) Act and carried forward in Fixing America’s Surface Transportation (FAST) Act authorizations from Congress. Through this rule making State DOTs, MPOs, and Transit Agencies are required to establish targets for Safety, Infrastructure Condition, and Performance of the NHS, Freight, and Congestion Mitigation Air Quality (CMAQ). MPOs are given the option to set their own targets or support the State DOTs with their targets.

AMATS has elected to support Alaska DOT&PF in their FHWA targets and support the MOA Public Transportation Department (PTD)/Alaska Railroad Corporation (ARRC) in their FTA targets.

2.6.1 Safety Performance Measures (PM1)

Safety has been a cornerstone of the federal transportation decision making process. With the passage of the federal rulemaking process, safety performance measures, referred to as PM1, developed by FHWA will further focus national transportation projects on safety improvements based on data driven performance-based planning and programming. For more information visit <https://safety.fhwa.dot.gov/hsip/spm/docs/LetsTalkPerfWebinarFAQspdf.pdf>.

On February 26, 2019, Alaska DOT&PF established statewide performance targets for the safety measures. On October 31, 2019, AMATS agreed to support DOT's statewide safety performance targets, thus agreeing to plan and program projects in the TIP that once implemented, are anticipated to make progress toward achieving the statewide targets. Table 2.1 presents the safety targets which are updated yearly.

Table 2.1

Highway Safety Performance Measures	2019 Statewide Target	2020 Statewide Target
Number of Fatalities	75	80 or less
Fatality rate per 100 million vehicle miles traveled	1.5	1.5 or less
Number of serious injuries	375	400 or less
Serious injury rate per 100 million vehicle miles traveled	7.5	7.5 or less
Number of non-motorized fatalities and serious injuries	55	70 or less

Examples of projects in the TIP that help to achieve these targets are as follows:

- **Table 8** projects HSP0001 through HSP0008.
- **Table 2** projects RDY0002 and RDY0003

2.6.2 Pavement and Bridge Condition Measures (PM2)

The FHWA implemented Transportation Performance Management (TPM), which is a strategic approach that uses system information to make investment and policy decisions to achieve national performance goals. One aspect of the TPM is the Pavement and Bridge Condition measures, referred to as PM2.

On October 19, 2017, Alaska DOT&PF established statewide performance targets for PM2. On October 25, 2018, AMATS agreed to support DOT's statewide PM2 performance targets, thus agreeing to plan and program projects in the TIP that once implemented, are anticipated to make progress toward achieving the statewide targets. Table 2.2 reflects the required 2-year and 4-year targets.

Table 2.2

Bridge and Pavement Performance Measures	2-year Statewide Target (2018-19)	4-year Statewide Target (2020-21)
Percent of pavement on Interstate System in Good condition	20%	20%
Percent of pavement on Interstate System in Poor condition	10%	10%
Percent of pavement on non-Interstate System in good condition	15%	15%
Percent of pavement on non-Interstate System in poor condition	15%	15%
Percentage of NHS bridges in good condition	40%	40%
Percentage of NHS bridges in poor condition	10%	10%

Examples of projects in the TIP that help to achieve these targets are as follows:

- **Table 2** projects RDY00002, RDY00007, and RDY00012
- **Table 9** project NHS0005

2.6.3 System Performance (PM3)

Another aspect of the TPM is the System Performance, referred to as PM3, which is used to help assess passenger and freight performance on the Interstate and non-Interstate National Highway System (NHS), and traffic congestion and on-road mobile source emissions in areas that do not meet federal National Ambient Air Quality Standards (NAAQS). As a limited maintenance area under the NAAQS, AMATS is required to set a target for the CMAQ on-road mobile source emissions.

On May 14 & 15, 2018, Alaska DOT&PF established statewide performance targets for PM3. On October 25, 2018, AMATS agreed to support DOT's statewide PM3 performance targets, thus agreeing to plan and program projects in the TIP that once implemented, are anticipated to make progress toward achieving the statewide targets. Table 2.3 reflects the required 2-year and 4-year targets.

Table 2.3

System Reliability Measures	2-year Statewide Target (2018-19)	4-year Statewide Target (2020-21)
Percent of person-miles traveled on Interstate that are reliable	92%	92%
Percent of person-miles traveled on non-Interstate NHS that are reliable	70%	70%
Truck Travel Time Reliability Index	2.0	2.0
On-Road Mobile Source Emissions Reduction - Carbon Monoxide	20	40
On-Road Mobile Source Emissions Reduction - PM10	2	4

As an MPO of over 200,000 population AMATS is required to set targets for the Congestion Reduction performance area, Annual Hour of Peak-Hour Excessive Delay Per Capita and Percent of Non-Single Occupant Vehicle Travel. However, these are not due until after 2021 and are not set as FHWA is anticipating making an eligibility determination for the second performance period on or before October 21, 2021. For more information see.

Examples of projects in the TIP that help to achieve these targets are as follows:

- **Table 2** project RDY00004
- **Table 3** projects NMO0001 through NMO00008
- **Table 5** projects CMAQ0001 through CMAQ0007

2.6.4 Transit Targets

On January 31, 2019 the Alaska Railroad Corporation and on September 17, 2019, the MOA Public Transportation Department established targets for the FTA performance measures. On October 31, 2019, AMATS agreed to support these targets, thus agreeing to plan and program projects in the TIP that once implemented, are anticipated to make progress toward achieving the targets. Table 2.4 reflects the established targets.

Table 2.4

FTA Performance Measures		2019	2020	2021	2022
Rolling Stock	Bus	-	12%	20%	24%
	Cutaway Bus	-	38%	9%	-
	Mini-Van	-	1%	1%	1%
	Van	-	1%	1%	1%
	Passenger Railcars	0%	-	-	-
	Locomotives	28%	-	-	-
Equipment	Non-Revenue/Service Automobile	-	33%	26%	26%
	Truck & Other Rubber Tire Vehicles	-	100%	100%	100%
	Truck & Rubber Tired	38%	-	-	-
	Steel Wheel Vehicle	47%	-	-	-
	Automobile	42%	-	-	-
Facilities	Administration	-	1%	1%	1%
	Maintenance	-	1%	1%	1%
	Parking Structure	-	1%	1%	1%
	Passenger Facilities	-	1%	1%	1%
	Admin & Maintenance	0%	-	-	-
	Passenger & Parking	0%	-	-	-
Infrastructure	Track	2.59%	-	-	-

2.7 Fiscal Plan/TIP Table Summary

The 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.

2.7.1 Operations and Maintenance

Roadway

DOT&PF and MOA jointly share the responsibility for maintaining roadways in the Anchorage Bowl. For the most part, the MOA maintains municipality-owned roads and the DOT&PF maintains state-owned roads. However, in cases where efficiencies can be achieved, the maintenance responsibilities have been shifted through a Maintenance Memorandum of Agreement. The DOT&PF contracts with the MOA for certain O&M functions. As a result, the additional lane miles are further split between summer and winter maintenance responsibilities.

The DOT&PF and MOA spent almost \$67.6 million in 2018 for O&M of the public road system in the AMATS planning area. Based on the current O&M budgets, the average cost per lane mile are \$5,400 on DOT&PF facilities, \$16,900 within Anchorage Road and Drainage Service Area (ARDSA), and \$7,700 within Chugiak Birchwood Eagle River Rural Road

Service Areas (CBERRRSA). DOT&PF maintains roughly 1,508 miles within the AMATS area, and the MOA maintains roughly 629 miles of roadway within ARDSA and roughly 198 within CBERRRSA. Adding in the Pavement Replacement money spent by DOT&PF, the MOA, and AMATS approximately \$32M per year is spent to help maintain the transportation system within the AMATS boundary.

Based on Table 2.5 there is sufficient revenue to operate and maintain the transportation system within the AMATS boundary.

Table 2.5*

Operations and Maintenance Revenue	2019	2020	2021	2022	4-Year Total
AMATS Pavement Replacement	\$ 4,300	\$ 4,300	\$ 4,300	\$ 4,300	\$ 17,200
DOT&PF Pavement Replacement	\$ 25,000	\$ 25,000	\$ 25,000	\$ 25,500	\$ 100,500
MOA Road Capital (road bonds pavement replacement)	\$ 3,000	\$ 10,500	\$ 26,200	\$ 12,900	\$ 52,600
AK Legislative Capital Program (not including State Bonds) -Non-NHS Pavement Rehab	\$ -	\$ -	\$ -	\$ -	\$ -
<i>DOT&PF M&O Budget</i>	<i>\$ 9,800</i>	<i>\$ 10,000</i>	<i>\$ 10,200</i>	<i>\$ 10,400</i>	<i>\$ 40,400</i>
<i>Traffic Signal Management</i>	<i>\$ 1,800</i>	<i>\$ 1,800</i>	<i>\$ 1,800</i>	<i>\$ 1,900</i>	<i>\$ 7,300</i>
<i>MS4 Permit Compliance</i>	<i>\$ 1,000</i>	<i>\$ 1,000</i>	<i>\$ 1,000</i>	<i>\$ 1,100</i>	<i>\$ 4,100</i>
<i>Deferred Maintenance</i>	<i>\$ 200</i>	<i>\$ 2,700</i>	<i>\$ 2,700</i>	<i>\$ 2,800</i>	<i>\$ 8,400</i>
Total DOT&PF M&O	\$ 12,700	\$ 15,600	\$ 15,900	\$ 16,200	\$ 60,400
MOA ARDSA M&O Budget	\$ 21,700	\$ 22,200	\$ 22,600	\$ 23,100	\$ 89,600
MOA CBERRRSA M&O Budget	\$ 3,100	\$ 3,200	\$ 3,300	\$ 3,300	\$ 12,900
Total	\$ 69,800	\$ 80,800	\$ 97,300	\$ 85,300	\$ 333,200
Operations and Maintenance Costs	2019	2020	2021	2022	4-Year Total
DOT&PF/State	\$ 37,700	\$ 40,600	\$ 40,900	\$ 41,700	\$ 160,900
AMATS Pavement Replacement	\$ 4,300	\$ 4,300	\$ 4,300	\$ 4,300	\$ 17,200
MOA ARDSA	\$ 21,700	\$ 22,200	\$ 22,600	\$ 23,100	\$ 89,600
MOA CBERRRSA	\$ 3,100	\$ 3,200	\$ 3,300	\$ 3,300	\$ 12,900
Pavement Replacement Projects MOA	\$ 3,000	\$ 10,500	\$ 26,200	\$ 12,900	\$ 52,600
Total	\$ 69,800	\$ 80,800	\$ 97,300	\$ 85,300	\$ 333,200

* Dollars shown in thousands. Taken from the 2040 MTP.

2.7.2 Public Transportation

The operating budget for the public transportation system is funded by multiple sources; local property tax dollars; passenger fares; grants from the FTA and FHWA; advertising revenues; and other miscellaneous revenues. The State of Alaska, which occasionally provides funding for small capital projects, did not provide operating funding for public transportation until the 2011 legislative session, however in 2019 that funding was eliminated. Funding for the expanded operations of the public transportation system will require increased MOA general fund allocations or new sources. Funding from property taxes depends on the willingness of the Municipal Assembly and the MOA Administration to allocate money for this purpose and with support of the general public. Many other public transportation systems receive allocations from additional funding sources, such as a percentage of sales tax, gasoline tax, or vehicle registration tax. Table 2.6 shows the costs and revenue for operating the Public Transportation system.

Table 2.6*

	2019	2020	2021	2022
Operations and Maintenance Revenue	\$ 34,800.00	\$ 34,800.00	\$ 34,800.00	\$ 34,800.00
Operations and Maintenance Costs	\$ 34,800.00	\$ 34,800.00	\$ 34,800.00	\$ 34,800.00

*Dollars shown in thousands. Taken from the 2040 MTP.

2.7.3 TIP Tables

- **Table 1** is a summary of funds showing that there are sufficient funds to implement the transportation system improvements as required in 23 C.F.R.450.326 (k) and 23 C.F.R. 450. 326 (j).
- **Table 2** consists of roadway or roadway related projects funded with the AMATS allocation of Surface Transportation Block Grant (STBG) funding. AMATS Policy #3 states that roadway projects will average 55-65% of the AMATS allocation averaged over 4 years of the TIP. **Table 2** also includes the roadway pavement replacement funding to help maintain the transportation system, see table 7 for the list of these projects. AMATS Policy #3 states pavement replacement projects will average 15-20% of the AMATS allocation averaged over 4 years of the TIP.
- **Table 3** contains the non-motorized specific projects funded with the AMATS allocation of the STBG funding. AMATS Policy #3 states that non-motorized projects will average 10-15% of the AMATS allocation averaged over the 4-year life of the TIP. Table 3 also includes the non-motorized pathway and trails pavement replacement funding to help maintain the transportation system, see table 7 for the list of these projects.
- **Table 4** lists all the plans and studies that AMATS anticipates funding during the 4 years of the TIP. These include plans such as the routinely updated Metropolitan Transportation Plan and one-time plans such as the Chugach Way Area Transportation Element Study. Currently AMATS Policy #3 does not list a funding range for Table 4 as this is a new table with the 2019-2022 TIP.
- **Table 5** lists the projects that are Congestion Mitigation Air Quality (CMAQ) eligible projects. These projects are funded in part with the CMAQ funds AMATS receives and the rest with a portion of the AMATS allocation of STBG funding. AMATS Policy #3 states the CMAQ projects will be funded with 10% of the AMATS allocation averaged over 4 years of the TIP. This table includes the mandatory Statewide Implementation Project control measures used to ensure air quality conformity.
- **Table 6** are the Transportation Alternative Program (TAP) projects which are funded with a limited allocation of funding that AMATS received specifically for these types of projects. They generally consist of non-motorized projects. There is no policy governing the funding for this table as all available TAP funding for AMATS is used. When needed AMATS STBG funding is used to offset anything above the available TAP funds.
- **Table 7** lists the roadway and non-motorized pavement replacement projects.
- **Table 8** lists the Highway Safety Improvement Program (HSIP) projects managed by DOT&PF. AMATS periodically updates the list of projects. Funding priorities are determined by DOT&PF through their HSIP process and funds are also listed in the Statewide Improvement Program (STIP).
- **Table 9** reflects National Highway System (NHS) projects within the AMATS area funded by DOT&PF using their

NHS funding. Funding priorities are determined by DOT&PF and reflected in the STIP.

- **Table 10** is comprised of FTA funded projects managed by the MOA PTD and ARRC. Funding priorities are determined by MOA PTD and ARRC and reflected in the AMATS TIP and STIP.
- **Table 11** consists of projects funded by local, state, and/or federal monies that do not fit into any other table in the TIP. These projects are typically managed by the MOA, DOT&PF, or the Port of the Alaska.

2.8 TIP Changes and the STIP

The TIP may be changed at any time, but some changes require federal approval and redetermination of TIP fiscal constraint and air quality conformity, where applicable, and follow the procedures outlined in the AMATS Public Participation Plan and the Operating Agreement.

2.8.1 Amendments

An amendment is a revision to the TIP that involve major changes to a project or the overall program must meet the requirements of 23 CFR 450.326 regarding public review and comment and redemonstration of fiscal constraint. An amendment is required when changes to the TIP include:

- Addition or deletion of a project except for the addition or deletion of projects included for illustrative purposes. An illustrative project is one that may be added to the TIP if reasonable additional funding becomes available. If the funding becomes available, then a major amendment must be done to add the project into the TIP.
- Changes to the cost of a project which constitutes a change greater than or equal to 50% of the total project cost of all phases shown within the approved TIP.
- A major change in design concept or design scope that require the following:
 - Result in an air quality conformity reevaluation,
 - Result in a revise total project cost that meets the threshold established in this section, or
 - Result in a change in scope on any federally funded project that is significant enough to constitute a new project.

Amendments requires public review and comment and a redemonstration of fiscal constraint, and if an amendment involves a non-exempt project in a non-attainment and maintenance area, an air quality conformity determination is required. ADOT&PF will review each amendment and submit the amendment to the appropriate Federal Agency.

2.8.2 Administrative Modifications

An administrative modification means a minor revision to the TIP that includes

- minor changes to project/project phase costs (less than 50% but greater than or equal to 25% of the total project cost of all phases shown within the approved TIP),
- minor changes to funding sources,
- minor changes to project/project phases initiation dates,
- minor revisions to a project scope.

Administrative Modifications to the AMATS TIP do not require Assembly action, a redemonstration of fiscal constraint, an air quality conformity determination (in non-attainment and maintenance areas), and no public review. The AMATS Policy and Technical Advisory Committees shall approve respective administrative modifications based on the trigger levels set in the AMATS Policies and Procedures. Notification of such amendments will be provided as information to the Assembly and/or the AMATS Policy Committee following the AMATS Technical Advisory or Policy Committee action.

2.8.1 Staff Modifications

Modifications made by staff do not require an amendment nor an administrative modification. These revisions do not require a formal TIP change and maybe be subsequently reflect in later updates to the TIP. This list identifies several examples of staff modifications but is not meant to be an exhaustive list.

- Increase to funding amounts of a project or phase of a project where the increase is less than 25% of the total project cost.
- Any technical correction and other minor changes such as change in title, project description, implementing agency, or project sponsor.
- Advances a project schedule in the approved TIP in lieu of another project.
- Funding adjustment to award contracts.

2.8.3 The TIP and STIP

The STIP is the statewide prioritized listing/program of transportation projects covering a period of four years that is consistent with the long-range statewide transportation plan, MTPs, and TIPs, and required for projects to be eligible for funding under title 23 U.S.C. and title 49 U.S.C. Chapter 53.

After a new TIP or any TIP updates are reviewed and approved by the Policy Committee and a conformity determination, when required, by FHWA/FTA is approved, the TIP is sent to the state for incorporation in the STIP without change as per title 23 U.S.C 450.330.

