Appendix

E

MTP2040

LINK - CONNECT - MOVE

Fiscal Constraint Analysis

AMATS Transportation Plan - Sources and Uses of Revenue (2018-2040) ($ in millions)

		SHORT TERM												
2018-2040 All Projects		**2018**	**2019**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**	**2030**
Total Road, Bike/Ped/Trail, ARR Project Costs		999.1	986.6	946.1	892.9	831.0	777.9	713.0	630.7	546.1	457.7	365.5	269.2	168.8
Less: Year's Spending		31.8	59.1	70.7	78.2	68.4	78.9	94.7	95.3	97.3	99.4	101.5	103.7	169.9
Projects Deferred to Future Years		967.3	927.6	875.4	814.7	762.2	699.0	618.3	535.4	448.7	358.3	263.9	165.5	(1.1)
Inflation		2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Deferred Projects		986.6	946.1	892.9	831.0	777.9	713.0	630.7	546.1	457.7	365.5	269.2	168.8	(1.1)
Total Transit and ARRC Project Costs	Total Project cost	13.3	14.6	5.8	6.5	7.5	6.5	6.7	7.4	7.0	7.2	7.4	7.6	8.3
Less: Year's Spending	2018-2040 Annual Rev.	13.3	14.6	5.8	6.5	7.5	6.5	6.7	7.4	7.0	7.2	7.4	7.6	8.3
Projects Deferred to Future Years		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Inflation		2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Deferred Projects		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Project Costs	Total Project cost	1,012.4	1,001.2	951.9	899.4	838.5	784.4	719.7	638.1	553.1	464.9	372.9	276.8	177.1
Less: Year's Spending	2018-2040 Annual Rev.	45.1	73.7	76.5	84.7	75.9	85.4	101.4	102.7	104.4	106.6	109.0	111.3	178.2
Projects Deferred to Future Years		967.3	927.6	875.4	814.7	762.6	699.0	618.3	535.4	448.7	358.3	263.9	165.5	(1.1)
Deferred Projects		986.6	946.1	892.9	831.0	777.9	713.0	630.7	546.1	457.7	365.5	269.2	168.8	(1.1)

2018-2040 All Projects		2031	2032	2033	2034	2035	2036	2037	2038	2039	2040
		LONG TERM									
Total Road, Bike/Ped/Trail, ARR Project Costs		1,116.0	1,033.1	945.7	853.7	757.0	655.3	548.6	436.6	319.0	195.8
Less: Year's Spending		108.2	110.4	112.8	115.2	117.7	120.1	112.7	125.3	128.0	209.5
Projects Deferred to Future Years		1,007.9	922.7	832.9	738.6	639.4	535.2	425.9	311.3	191.1	(13.7)
Inflation	carryover from	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
Deferred Projects	the end of the Short Term	1,033.1	945.7	757.0	757.0	655.3	548.6	436.6	319.0	195.8	(14.0)
Total Transit and ARRC Project Costs	Total Project cost	6.4	6.0	6.4	6.8	6.4	6.5	7.3	6.8	6.9	7.7
Less: Year's Spending	2018-2040 Annual Rev.	6.4	6.0	6.4	6.8	6.4	6.5	7.3	6.8	6.9	7.7
Projects Deferred to Future Years		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Inflation	carryover from	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
Deferred Projects	the end of the Short Term	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Project Costs	Total Project cost	1,122.4	1,039.1	763.4	860.5	661.8	661.8	555.9	443.4	325.9	203.5
Less: Year's Spending	2018-2040 Annual Rev.	114.6	116.4	124.0	122.0	763.4	126.7	130.0	132.1	134.9	217.2
Projects Deferred to Future Years	carryover from	1,007.9	922.7	639.4	738.6	535.2	535.2	425.9	311.3	191.1	(13.7)
Deferred Projects	the end of the Short Term	1,033.1	945.8	655.3	757.0	655.3	548.6	436.6	319.0	195.8	(14.0)

AMATS Transportation Plan - Forecast Revenues ($ in millions) 2018-2040

	Notes	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
MOA Road Capital (road bonds to LRTP projects)	Note 1	0.7	3.9	4.2	7.7	1.2	1.2	2.2	6.1	6.2	6.4	6.5	6.7
State Legislative Grants (not including State Bonds) - NHS	Note 2	0	0	0	0	0	0	8.8	9	9.2	9.4	9.6	9.8
State Legislative Grants (not including State Bonds) -Non-NHS	Note 2	0	0	0	0	0	0	13.7	13.9	14.2	14.5	14.8	15.1
Federal Other	Note 3	0	0	0	0	0	0	0	0	0	0	0	0
FHWA NHS (Anchorage & Chugiak/Eagle River)	Note 4	2.6	25.1	25.6	26.1	26.7	27.2	27.8	28.4	29	29.6	30.2	30.9
FHWA Non-NHS (Anchorage & Chugiak/Eagle River)	Note 5	18.6	14.5	19.6	20	20.4	20.9	21.3	21.8	22.2	22.7	23.2	23.7
HSIP	Note 6	4.7	9.4	7.3	5	5	5.1	5.2	5.3	5.4	5.6	5.7	5.8
GO Bond	Note 7	0	0	0	0	0	0	0	0	0	0	0	0
Road Revenue Source Total		26.5	52.9	56.6	58.9	53.3	54.4	79	84.5	86.3	88.1	90	91.9
Non-motorized Funds (10% of AMATS Allocation)	Note 8	2.9	2.9	3	3.1	3.2	3.2	3.3	3.4	3.4	3.5	3.6	3.6
Transportation Alternatives Program (AMATS)	Note 9	0.9	1.7	0.9	0.9	0.9	1	1	1	1	1	1.1	1.1
MOA Capital (bonds to bike/ped MTP projects)	Note 10	1.5	1.5	10.2	15.3	11	20.3	10	5	5.1	5.2	5.3	5.4
State Legislative Grants - Non-Motorized	Note 11	0	0	0	0	0	0	1.5	1.5	1.5	1.6	1.6	1.6
Bike/Ped/Trails Revenue Source Total		5.3	6.1	14.1	19.3	15.1	24.5	15.7	10.8	11.1	11.3	11.5	11.8
MOA Local Funds	Note 12	0	0	0	0	0	0	0	0	0	0	0	0
General Obligation Bond Proceeds	Note 13	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
State General Revenue	Note 14	0	0	0	0	0	0	0	0.1	0.1	0.1	0.1	0.1
FTA Urbanized Area (UAP) program (5307)	Note 15	0.9	0.9	0.9	1	1	1	1	1	1.1	1.1	1.1	1.1
FTA Capital Program Funds (5309)	Note 16	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.6	0.6	0.6	0.6	0.6
MAP-21/FAST Bus & Bus Facilities Formula (5339)	Note 17	0	4.3	0	0	0.5	0	0	0.5	0	0	0.5	0
AMATS CMAQ Funding for Transit	Note 18	2.9	7.5	3	3.1	3.2	3.2	3.3	3.4	3.4	3.5	3.6	3.6
Transit Revenue Source Total		4.4	13.4	4.7	4.8	5.3	5	5.1	5.7	5.3	5.4	6	5.6
Railroad track, facilities and infrastructure	Note 19	8.9	1.2	1.1	1.8	2.2	1.6	1.7	1.7	1.7	1.8	1.8	1.8
Railroad Revenue Source Total		8.9	1.2	1.1	1.8	2.2	1.6	1.7	1.7	1.7	1.8	1.8	1.8
Estimated Total Sources of Funding		36.2	72.4	75.4	83	73.7	83.8	99.8	101	102.6	104.8	107.6	109.3

AMATS Transportation Plan - Forecast Revenues 2018-2040 ($ in millions) cont.

	Notes	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	Total
MOA Road Capital (road bonds to LRTP projects)	Note 1	6.9	7	7.2	7.4	7.6	7.8	8	8.2	8.4	8.6	8.8	138.3
State Legislative Grants (not including State Bonds) - NHS	Note 2	10	10.2	10.4	10.7	10.9	11.1	11.3	11.6	11.8	12.1	12.3	178.2
State Legislative Grants (not including State Bonds) -Non-NHS	Note 2	15.5	15.8	16.1	16.5	16.8	17.2	17.5	17.9	18.3	18.6	19	275.4
Federal Other	Note 3	0	0	0	0	0	0	0	0	0	0	0	0
FHWA NHS (Anchorage & Chugiak/Eagle River)	Note 4	31.5	32.2	32.9	33.5	34.2	35	35.7	36.4	37.2	38	38.8	694.6
FHWA Non-NHS (Anchorage & Chugiak/Eagle River)	Note 5	24.1	24.7	25.2	25.7	26.2	26.8	27.4	27.9	28.5	29.1	29.7	544.2
HSIP	Note 6	5.9	6	6.2	6.3	6.4	6.6	6.7	6.8	7	7.1	7.3	141.7
GO Bond	Note 7	64	0	0	0	0	0	0	0	0	0	78.8	142.8
Road Revenue Source Total		157.9	95.9	97.9	100	102.1	104.3	106.5	108.8	111.1	113.5	194.7	2115.2
Non-motorized Funds (10% of AMATS Allocation)	Note 8	3.7	3.8	3.9	4	4	4.1	4.2	4.3	4.4	4.5	4.6	84.4
Transportation Alternatives Program (AMATS)	Note 9	1.1	1.1	1.2	1.2	1.2	1.2	1.3	1.3	1.3	1.3	1.4	26.1
MOA Capital (bonds to bike/ped MTP projects)	Note 10	5.5	5.7	5.8	5.9	6	6.1	6.3	6.4	6.5	6.7	6.8	163.5
State Legislative Grants - Non-Motorized	Note 11	1.7	1.7	1.7	1.8	1.8	1.8	1.9	1.9	2	2	2	29.4
Bike/Ped/Trails Revenue Source Total		12	12.3	12.5	12.8	13.1	13.3	13.6	13.9	14.2	14.5	14.8	303.5
MOA Local Funds	Note 12	0	0	0	0	0	0	0	0	0	0	0	0
General Obligation Bond Proceeds	Note 13	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.3	0.3	4.7
State General Revenue	Note 14	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	1.1
FTA Urbanized Area (UAP) program (5307)	Note 15	1.2	1.2	1.2	1.2	1.3	1.3	1.3	1.3	1.4	1.4	1.4	26.3
FTA Capital Program Funds (5309)	Note 16	0.6	0.6	0.6	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.8	14
MAP-21/FAST Bus & Bus Facilities Formula (5339)	Note 17	0	0.6	0	0	0.6	0	0	0.6	0	0	0.7	8.2
AMATS CMAQ Funding for Transit	Note 18	3.7	3.8	3.9	4	4	4.1	4.2	4.3	4.4	4.5	4.6	89
Transit Revenue Source Total		5.8	6.4	6	6.1	6.8	6.4	6.5	7.3	6.8	6.9	7.7	143.3
Railroad track, facilities and infrastructure	Note 19	1.9	1.9	1.9	2	2	2.1	2.1	2.2	2.2	2.3	2.3	50
Railroad Revenue Source Total		1.9	1.9	1.9	2	2	2.1	2.1	2.2	2.2	2.3	2.3	50
Estimated Total Sources of Funding		175.6	114.6	116.4	118.9	122	124	126.7	130	132.1	134.9	217.2	2562

Note 1) 2018-2024 reflects the Capital Improvement Program (CIP) Numbers for roadway projects in the MTP. Year 2025 is the 2005-2024 CIP MTP Road average with CPI applied beginning in 2026.

Note 2) 2018-2019 reflect actual legislative capital dollars received for roadway projects in the MTP. 2020-2023 reflect the current and anticipated State of Alaska budget reduction. 2024 is an average of the 2006-2019 Capital Budget grants to MTP projects. CPI applied beginning in 2025.

Note 3) Reflects possible federal grants such as BUILD, FASTLANE, or others.

Note 4) 2018 reflects obligated NHS numbers provided by DOT&PF. 2019 is an average of 2000-2018 obligated NHS numbers with CPI beginning in 2020.

Note 5) 2018 reflects obligated AMATS allocation amounts listed in the 2018 Obligation Report provided by DOT&PF. 2019-2022 reflects the draft 2019-2022 TIP based on the 2018-2021 STIP. 2023-2040 reflects expected AMATS Non-NHS allocation. Reduced by 10% for Transportation Alternatives,10% for CMAQ and 15% for Pavement Replacement each year based on current AMATS policy. CPI applied beginning in 2023.

Note 6) 2018 reflects the 2015-2018 TIP HSIP amount. 2019-2020 reflect the draft 2019-2022 TIP. 2021+ reflects $5M per year, based on a recommendation from DOT&PF with CPI applied in 2023.

Note 7) Based on an average of GO bonds in 2002, 2008, & 2012. Assumes next GO bond infusion in 2030 and 2040. Increases annually by CPI starting in 2019.

Note 8) 10% of AMATS allocation per current policy .

Note 9) Portion of the Statewide TAP funding that AMATS receives. 2018-2019 reflects the draft 2019-2022 TIP and 2020 reflects TAP funding received per year from 2015-2018 with CPI applied beginning in 2021.

Note 10) 2018-2024 reflects the Capital Improvement Program (CIP) Numbers for non-motorized projects in the MTP. Year 2025 is the 2005-2024 CIP MTP non-motorized average with CPI applied beginning in 2026.

Note 11) 2018-2019 reflects State Legislative Capital Grants to the MOA for non-motorized projects. 2020-2023 reflect the current and anticipated State of Alaska budget reduction. 2024 reflects the average of 2006-2019 State Legislative Capital Grants to the MOA for non-motorized projects with CPI applied beginning in 2025.

Note 12) Funds allocated to transit out of the general revenues of the governmental entity. General revenue funds are determined through the local government's annual budgeting process. 2018-2019 reflects MOA Operating Budget. 2020 reflects an average of 2015-2019 with CPI applied in 2021.

Note 13) A financing mechanism used to raise funds. A bond is secured debt offered through a legal entity that guarantees the purchaser's right to receive a fixed interest payment and the right to be paid the par value of the bond at a definite future date when the bond matures. 2020 reflects an average of 2015-2019 with CPI applied in 2021.

Note 14) Financial assistance obtained from the state government to assist with paying the costs of providing transit services. 2018-2019 reflect zero funding. 2020 reflects the average of 2015-2019 with CPI applied in 2021.

Note 15) Federal Highway Administration (FHWA) program whose funds can be flexed to FTA Section 5307 Urbanized Area Formula Program for transit projects. The Urbanized Area Formula Funding program (49 U.S.C. 5307) makes federal resources available to urbanized areas and to governors for transit capital and operating assistance in urbanized areas and for transportation-related planning. 2018 is an average of 2015-2017 with CPI applied in 2019.

Note 16) FTA's primary grant program for funding major transit capital investments. 2018 reflects an average of 2015-2017 with CPI applied in 2019.

Note 17) FTA grant program which provides funding through a competitive allocation process to states and transit agencies to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities. $500k every 3 years after 2019 with CPI applied starting in 2020.

Note 18) CMAQ funding provided by AMATS.

Note 19) Railway/railroad infrastructure projects funded by combination of ARRC, FTA Sec 5307, and FRA Federal funds. 2018-2022 information provided by the AMATS TIP. 2023 is an average of 2018-2022 with CPI applied in 2024.