Representatives:

Bob Charles – Knik Tribe
Edna DeVries, Mayor - MSB
Glenda Ledford, Mayor – City of Wasilla
Brian Winnestaffer, Chickaloon Native Village
Mike Brown - MSB
Sean Holland - ADOT&PF
Steve Carrington, City of Palmer



Microsoft Teams meeting

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Passcode: Sgf2im

Or call in (audio only)

+1 605-937-6140 (U.S. Sioux Falls)

(844) 594-6237 (toll-free)

Phone Conference ID: 959 952 654#

Agenda Tuesday, February 20th, 2024 2:00-3:30pm

- A. Meeting called to order
- B. Introduction of Members and Attendees
- C. Approval of the February 20th, 2024, Agenda (Action Item)
- D. Approval of the January 16th, 2024, Minutes (Action Item)
- E. Committee/Working Group Reports (Including the Staff Report)
 - 1. Staff Report
- F. Voices of the Visitors (Non-Action Items)
- G. Old Business
 - a. MVP Coordinator Update
- H. New Business
 - a. Vice Chair Election (Action Item)
 - b. Looking Forward: MPO Next steps presentation
 - c. Representative Welcome Packet
 - d. STIP Update
- Other Issues
- J. Informational Items
 - a. Articles of Incorporation submittal
- K. Policy Board Comments
- L. Adjournment

Next Scheduled MPO Policy Board Meeting – **March 19**th, to be held via Microsoft TEAMS Meeting

Representatives:

Bob Charles – Knik Tribe Edna DeVries, Mayor - MSB Glenda Ledford, Mayor – City of Wasilla Brian Winnestaffer, Chickaloon Native Village Mike Brown - MSB Sean Holland - ADOT&PF Steve Carrington, City of Palmer



Minutes Tuesday, January 16th, 2024 2:00-3:30 pm

1. Call to Order

The meeting was called to order at 2:01 pm with a quorum.

2. Introduction of MPO Policy Board Members and other Attendees

Representatives Present

Steve Carrington, City of Palmer Glenda Ledford, City of Wasilla Bob Charles, Knik Tribe Sean Holland, Alaska DOT&PF Edna DeVries, MSB

Representatives Absent

Brian Winnestaffer, Chickaloon Native Village Mike Brown, MSB

Guests Present

Donna Gardino, Gardino Consulting Services Kim Sollien, MSB Elise Blocker, RESPEC Natalie Lyon, RESPEC Adam Bradway, Alaska DOT&PF Brad Hanson, City of Palmer Kaylan Wade, Chickaloon Native Village Brian Lindamood, ARRC Maija DiSalvo, MSB

3. Approval of the January 16th 2024, Agenda – (Action Item)

Motion to approve the January 16th, 2024 Agenda **(Charles)**, seconded. No edits. Passed unanimously.

4. Approval of the December 19th, 2023, Minutes – (Action Item)

Motion to approve the December 19th, 2023 Minutes (**Charles**), seconded. No edits. Passed unanimously.

5. Committee/Working Group Reports (Including the Staff Report)

a. Staff Report

Formal nominations for the Technical Committee need to be made in letter form. The Technical Committee has received nominations for Brian Lindamood and MSB Staff. MVP MPO requests the remaining nominations by the end of January with the intent to have an official Technical Committee meeting in February. The Technical Committee's purpose and tasks are in the meeting packet and proxy voting is allowed. There are currently three vacant seats on the Technical Committee: multimodal, trucking, and public transit.

Donna Gardino provided a summary review of MVP's Allocations/STIP presentation that was made to the Technical Committee by Alaska DOT&PF on January 9. An error was noted under FFY 2026 for 34404 MPO Planning funds. The funds will not double in FFy26 and amounts in FFY27 and 28 are incorrect. The allocation will remain consistent throughout the years.

Adam Bradway: The latest version of the FFY24 – 27 STIP was sent to FHWA. The project list within the MVP boundary slide excludes some projects such as those being funded under safety programs and bridge and pavement preservation programs. Once the STIP is in place, the comprehensive list will be developed. MVP will be updated on all state-sponsored projects occurring within the MPO Boundary.

Donna Gardino: Just for clarification, the Highway Safety Improvement Program (HSIP) has its own money totaling about \$53,000,000 and the criteria for project selection is very data-centric. Adam is going to break down the areas that have been identified for safety improvements within the MPO and provide those to the Policy Board.

Adam Bradway: For your information, note that projects that have already received their construction funding will not appear on the list although construction may be starting next year.

Bob Charles: We would like to know how DOT&PF prioritizes and ranks the projects before we get too far into adopting projects into the STIP. We might be able to use the same criteria in our work.

Edna DeVries: I do not see Engstrom and Bogard on here. Are they in a different place?

Adam Bradway: That project is part of the HSIP and will be included in the list of all projects that I will develop for MVP. There are a handful of other HSIP projects they are just not in a good format to share right now. It will be presented once it is ready.

Hiring for the MPO Coordinator was reopened to get more applicants. The position closed on the 12th.

The Deputy Commissioner met with Jackson Fox and Donna Gardino. A new policy was shared regarding how Alaska DOT&PF will be coordinating with the MPOs. It is

meant to formalize the department's procedures for MPO cooperation in the development of the STIP, MTP, and TIP. The guidance may also apply to an MPO's UPWP. The policy was reviewed, and written comments will be presented to Alaska DOT&PF.

Kim Sollien: Will the comment letter be presented to the Technical Committee and the Policy Board?

Donna Gardino: They will be cc'd when it is sent.

Voices of the Visitors (Non-Action Items)

None

6. Old Business

7. New Business

a. Construction Contract Award Process - Funding the Low Bid (Action Item)

Within the meeting packet is a letter addressed to FHWA from MVP encouraging FHWA to reevaluate the STIP and TIP construction obligation processes.

Motion to authorize letter to FHWA (Carrington), Seconded. Passed unanimously.

b. List of Meeting Dates for 2024 (Action Item)

Motion to approve the approve the List of Meeting Dates for 2024 (Charles), seconded. No edits. Passed unanimously.

c. Meeting format discussion

Hybrid meetings work most of the time. Once MVP gets an office space, that could change. An edit was noted to add "pm" to the time within the description.

8. Other Issues

None

9. Informational Items

a. Transit Update

Maija DiSalvo presented a summary update of the Transit Continuity Plan. More information such as ridership and demand services are being gathered and will be presented to the Assembly once it is available.

b. MOU for Operations of the MPO Office

1. MVP for Transportation Membership fee and annual dues structure

The MOU for the Operations of the MPO Office was approved last year. The dues structure outlines the amount of money each organization will be responsible for. Kim Sollien will be taking the MOU to get signatures.

Steve Carrington: When does the funding need to be made available to the MPO?

Kim Sollien: There are still a few things that need to be done to form the MPO. This is just a reminder to start thinking about your organization's processes to get the money moving.

Steve Carrington: Are the amounts shown in the table the amounts that are expected?

Kim Sollien: Yes.

c. Articles of Incorporation submittal

The Articles of Incorporation need to be signed and notarized. Once signatures are acquired, RESPEC can submit the Articles of Incorporation.

10. Policy Board Comments

None.

11. Adjournment

Motion to adjourn (DeVries). The meeting was adjourned at 3:08 pm.

Next Scheduled MPO Policy Board Meeting – **February 20th**, to be held via Microsoft TEAMS Meeting



Representatives:

ADOT&PF

Sean Holland, CR Director

City of Palmer

Steve Carrington, Mayor

City of Wasilla

Glenda Ledford, Mayor

Chickaloon Native Village

Brian Winnestaffer, Transportation Director

Knik Tribe

Bob Charles – IRR Roads Manager

Mat-Su Borough (MSB)

Edna DeVries, Mayor Mike Brown, Manager



Mat-Su MPO Technical Committee

Representatives:

MSB Transportation Advisory Board (TAB)

Vacant

Alaska Railroad Corporation

Brian Lindamood – Vice President of Engineering, Alaska Railroad Corporation (ARRC)

Mat-Su School District Operations

Vacant

Public Transit Provider

Vacant

Alaska DOT&PF Planning

Ben White – Anchorage Field Office Planning Chief

Alaska DOT&PF Preconstruction

Clint Adler, P.E. – Mat-Su District Office Manager

MSB Planning MSB Planning

Alex Strawn – Planning & Land Use Director

MSB Planning and Public Works

Tom Adams – Public Works Director

Mobility Advocate

Vacant

Road Service Area Advisory Board Chair

Vacant

City of Wasilla

Erich Schaal - Public Works Director

City of Palmer

Jude Bilafer - Public Works Director

Knik Tribe

Vacant

Chickaloon Native Village

Vacant

Trucking Industry Advocate

Vacant

MatSu Valley
Planning for
Transportation
(MVP)

Looking Forward: Non-Profit Metropolitan Planning Organization (MPO) Next Steps



AGENDA

- 1. Becoming a Non-Profit
 - 2. Becoming an MPO in Good Standing



Becoming a Non-Profit



LOCAL DOCUMENTATION



FILING AND
OBTAINING A BANK
ACCOUNT



PREPARING FOR STAFF



OFFICE SETUP



OBTAIN TAX EXEMPT STATUS

File Non-Profit Articles of Incorporation, complete IRS Form SS-4 EIN, obtain city and state business licenses, open bank account – February 2024

MVP Ready to Receive Federal Operation Funding – Spring 2024 Hire staff and Open MVP Office – Summer 2024













Hire MPO Coordinator
– April 2024

Adopt Personnel, Administrative, and Fiscal Policies – Spring 2024 File IRS Form 1023 for Tax Exempt Status – December 2025

Becoming a Non-Profit Timeline

Initiation Documentation

Approvals for Mat-Su Assembly and Councils

- Resolutions of Support
 - ✓ Submitted with the packet to the Governor
- Articles of Incorporation
 - ☐ Currently pending submittal to the State of Alaska
- Membership Fee & Annual Dues with Borough/City Budgets
 - ✓ Approved in September of 2023.

Filing and Bank Account

File Articles of Incorporation with Bylaws (Form 08-738) with the State of Alaska

We are here

Submit form SS-4 to IRS for EIN (Employer Identification Number)

Apply for State and City Business Licenses

Policy Board adopts Corporate Resolution to open a bank account.

• Check signers are identified

Open a bank account with \$1

Preparing for Staffing

Adopt Personnel Policy

Employment Practices
Categories of Employees
Hiring Practices/Probation
Periods
Standards of Conduct
Employee Pay
Wages, Step/Merit Increases,
COLA
Employee Benefits
Health/Dental/Vision
Retirement Plan (401k)

Holiday & Personal Leave

Adopt Administrative Policies

Record Retention
Public Records
Requests
Safety and Rick
Management

Website and Social

Media

Adopt Fiscal Policy

Board & Staff Responsibilities

Bank Account & Reconciliations

Chart of Accounts & General Ledger

Cash Receipts & Expense Allocations

Procurement

Property & Equipment

Donations

Payroll Processing

Financial Reports & Annual Audits

Advertise staff positions



IGOA (Inter-Governmental Operating Agreement)

Setting up the Office

Obtain quotes to determine the Annual Budget

- Health/Dental/Vision Coverage and 401k Plan for Employees
- General Liability, Directors & Officers, and Property & Commercial Auto Insurance
- Office Space Lease
- Outsourcing Payroll and IT Services
- Annual Independent CPA Audits, including preparation of Annual Financial Statements
- Tax Return Preparation

Adopt the Annual Budget

- Share with DOT&PF Internal Review
- Request 110% Safe Harbor Indirect Cost Rate(IDCR)

Obtain office space, select insurance policies, and hire staff

Obtain Tax Exempt Status

File IRS Form 1023 – December 2025

- Articles of Incorporation
- Bylaws
- IGOA
- Membership Fee and Annual Dues MOU
- Job Descriptions and Resumes
- 1st year Annual Operating Budget
- 3 year budget projections

Becoming an MPO in Good Standing: Initial Planning Tasks







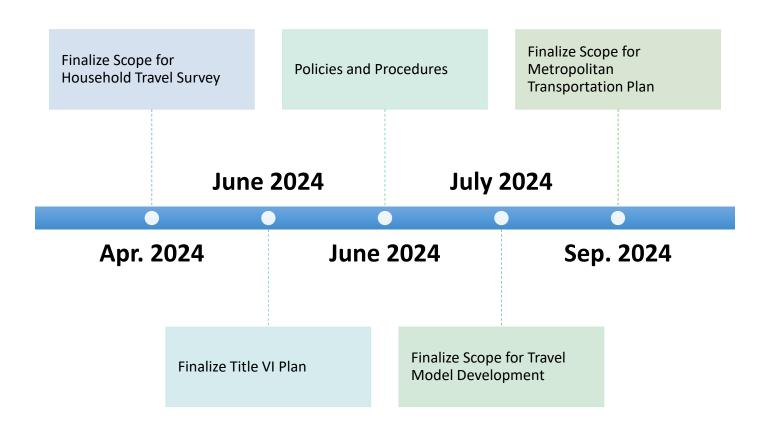
Planning Priorities

Agreements

Plan Timeline

Planning Priorities

Planning Priorities



Agreements

Agreement on how FFY24 and 25
STBGP, TA, CMAQ and CRP funds will be handled prior to TIP approval

March 2024

June 2024

January 2026

March 2024

September 2024

TDM – Travel Demand Model

STBGP – Surface Transportation Block Grant Program
TA – Transportation Alternatives

CMAQ – Congestion Mitigation and Air Quality
TIP – Transportation Improvement Plan

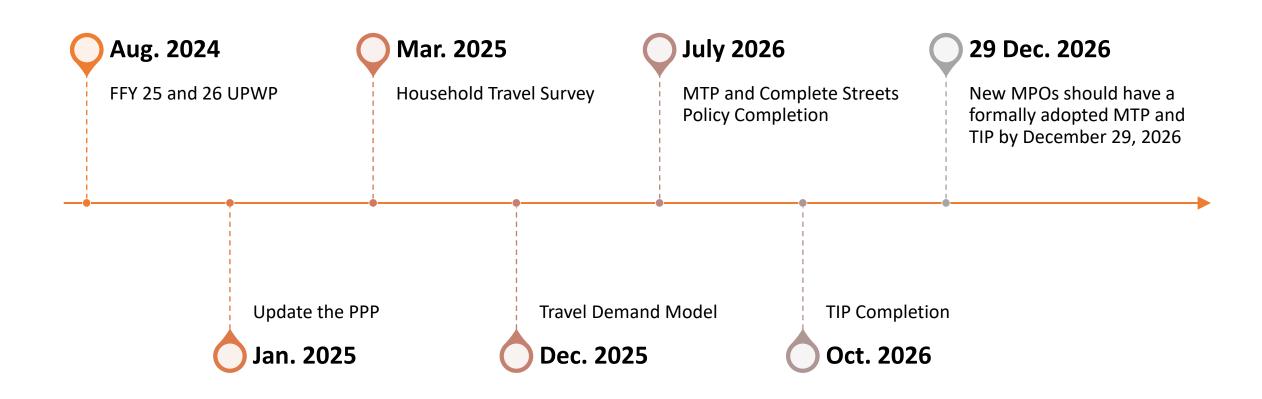
DOT&PF

Grandfather agreement with Alaska

Cooperative Planning Agreement

with Alaska DOT&PF

Draft Plan Completion Timeline



Questions?

Alaska

2024-2027 Statewide Transportation Improvement Program

Federal Planning Finding

Introduction

Federal Highways Administration (FHWA) and Federal Transit Administration (FTA) are required to make a joint Federal Planning Finding (FPF) on the extent to which the transportation planning processes through which statewide transportation plans and programs are developed is consistent with 23 U.S.C. 134 and 135 (for FHWA) and 49 U.S.C. 5303 and 5304 (for FTA). The FPF review includes a determination whether the Statewide Transportation Improvement Program (STIP) and the Metropolitan Planning Organization (MPO) Transportation Improvement Programs (TIPs) were developed in accordance with applicable requirements. The issuance of a FPF is a prerequisite to FHWA and FTA's approval of the STIP and STIP amendments (23 U.S.C. 135(g)(7) and 49 U.S.C. 5304(g)(7)).

This FPF is divided into three tiers, each of which carry specific conditions and requirements to resolve the Federal actions identified. The tiers are as follows:

- Tier 1: Conditions for STIP approval
- Tier 2: Conditions for STIP amendment approval
- Tier 3: Conditions for project approvals

Federal Action Definitions

The FPF outlines the Federal planning regulations for which there are findings based on review of the STIP and other required planning processes and activities. Findings act as the official record for what State DOTs and MPOs are doing well, where improvements are needed and where there are compliance issues that must be resolved. For each finding, a Federal action is also documented. These actions are defined as:

- **Corrective Actions:** Items that do not meet statutory and regulatory requirements. Each corrective action requires action by the State and/or MPO.
- **Recommendations:** Items that meet the statutory and regulatory requirements but may represent opportunities to improve the transportation planning processes.
- **Commendations:** A planning activity that demonstrates innovative, highly effective, well-thought-out procedures for implementing the planning requirements or represents a national model for implementation and can be cited as an example for others.

Tier 1: Conditions for STIP Approval

The following Federal actions must be resolved prior to FHWA and FTA approval of the STIP.

1. 23 CFR 450.218(b) and (k) – MPO and Other Transportation Improvement Programs *Finding:*

The MPO TIPs are included into the STIP by reference. The STIP also includes projects located within MPO planning areas that are either not included in the most recently adopted MPO TIPs, are project groupings identified specifically for an MPO, or that duplicate projects already included in the MPO TIPs with either identical or different attributes, such as project cost estimates, description, or funding sources. Additionally, the STIP acknowledges that other TIPs, such as Western Federal Land Highway Division (WFLHD) TIP and Tribal TIP(s), are also included into the STIP by reference. There are projects listed in the STIP that also belong in the WFLHD TIP or Tribal TIP that are included by reference. A list of specific projects from the STIP that are located within MPO boundaries or are included in other TIPs is available in Appendix A.

Corrective Action:

a. Any project in an MPO area, must be included in the MPO TIP. Likewise, any project programmed through WFLHD or through the Tribes must be included in the appropriate TIP. Based on DOT&PF's processes, MPO TIPs and other TIPs must be included into the STIP by reference without modification. The DOT&PF must work with the MPOs in support of their continuing, cooperative, and comprehensive planning processes to include DOT&PF projects in the MPO TIP, at which point the MPO can submit their TIP to the DOT&PF for reference into the STIP for Federal approval. This process also applies to other TIPs that the STIP indicates are included by reference.

2. 23 CFR 450.218(j) – Project Groupings

Finding:

The STIP includes several project groupings. Some of the groupings do not meet the requirements outlined for grouped projects under 23 CFR 450.218(j), to include the project description and documentation that projects to be programmed in the group meet grouping requirements. A list of specific project groupings that do not meet the requirements is available in **Appendix B**.

Corrective Action:

b. Each grouping of projects must include a project description, the type of work, location, termini, phases, etc. In addition, each grouping must document that only projects that are fully exempt for AQ Conformity, and are a Categorical Exclusion under NEPA, or are environmentally neutral, are to be funded within each grouping.

3. 23 CFR 450.218(m) – Fiscal Constraint:

Findings:

Operations and maintenance of the transportation system is briefly discussed and is stated to be a priority for the agency. A reference to Appendix C of the STIP is said to provide additional clarification. However, Appendix C focuses on Federal Transportation Performance Management

and does not provide any additional information about the operations or maintenance of the transportation system as it relates to the STIP and fiscal constraint.

The STIP provides a financial plan that both describes the Federal funding sources available and the amount of funds available by year for each source (Tables 3-5). FTA funding sources are not defined. However, the STIP does not provide the same information for State and local funds, except for a listing of funds that may be associated with match by year (Table 9). It's unclear how Table 9 relates to the availability and types of State or local funding sources, or how these funding estimates support the programmed project costs, including Advance Construction. In addition, the sources provided in Table 9 do not match the amount of State/Local matching funds and AC programed in Appendix H.

The STIP identifies Federal funding sources and defines each source and types of projects eligible for each source. Listed in Table 5 is "OFF-DG" with an associated amount of funds; and listed in Appendix H are funds associated with "OFF-Grant". It's unclear whether "OFF-DG" and "OFF-Grant" are considered the same funds. In addition, these funds are not specific for any grant award or program, therefore, it's unclear whether these funds are reasonably expected to be available as programmed.

The STIP provides a series of tables demonstrating Federal revenues and estimated project costs without local/state matching funds associated (Projects and Program Grids). The STIP also provides project specific financial data including Federal funds anticipated by year and by Federal funding source (Appendix H). There are discrepancies between the various tables both in terms of the amount of Federal funds programmed, the year in which the Federal funds are programmed, and the Federal funds anticipated to be programmed by specific projects.

Advanced Construction (AC) is identified as an innovative funding source used in the STIP to advance projects ahead of Federal funding sources. Tables 51-55 demonstrate the use of AC anticipated from 2024-2027. There are discrepancies between the information demonstrated in these Tables and the project pages that program AC in Appendix H.

The STIP includes projects for which funding is not allocated, or for activities that are not eligible for the source of funds identified, or for other reasons, the projects are not eligible to be included in the STIP. For example, Ferry Boat Funds as Toll Credits and Advanced Construction Conversion (ACC). No additional project level information for either of these two categories of funds are made available in the document. For a full list of projects that are ineligible for inclusion in the STIP, see **Appendix D**.

Corrective Actions:

The STIP must demonstrate fiscal constraint for all funding sources including state and local funds used to support the transportation program. This includes:

c. Document how the DOT&PF determined the operations and maintenance needs and how these needs are defined and the financial support for operations and maintenance, including system level estimates of costs and the funds that are reasonably expected to be available to address these needs. If there is a deficit in meeting operations and maintenance needs, the STIP must explain how that deficit impacts the transportation system and/or how the State/locals will fund the financial deficit.

- d. Describe and document the availability of state and local funding sources and how these funds will be used to support the projects programmed in the STIP including Advance Construction.
- e. Describe and document each Federal grant program associated with programmed projects in the STIP including FTA sources and any discretionary grant sources. The STIP may only include discretionary grant funds for which projects have been awarded or that are reasonably expected to be available within the timeframe of the STIP.
- f. Ensure all tables are consistent throughout the STIP including where projects are identified, and funding sources are specified and programmed.
- g. For each project using ACC, identify the Federal funding source(s) used for the conversion of the AC project.
- h. For each project using Ferry Boat Funds as Toll Credits, identify the use of these funds in the funding information in Appendix H.
- i. All projects included in the STIP must be eligible for the funding sources to which they are programmed.

4. 23 CFR 450.218(p) – STIP Amendment and Modifications

Findings:

The STIP amendment and administrative modification procedures provide a series of thresholds and criteria defining in part the amount of funds allowed under a STIP administrative modification versus a STIP amendment. The STIP provides exceptions to these thresholds and criteria that include among other actions, funding adjustments to award contracts.

The STIP outlines specific review and approval processes to be undertaken by FHWA and FTA. Specifically, FHWA/FTA are provided one week to review and provide comments on draft STIP amendments and two weeks to review and provide approval for final STIP amendments. In addition, the STIP describes a provision that FHWA or FTA may approve a STIP amendment on behalf of the other Federal agency.

Corrective Actions:

- j. All project cost increases that exceed agreed-to criteria and thresholds outlined for STIP amendments and administrative modifications must comply with STIP amendments and administrative modification procedures. The STIP must document that the agreed-to STIP amendment and modification criteria and thresholds that apply without any exceptions.
- k. FHWA and FTA will determine the time required for joint Federal agency review and approval of STIP amendments. In addition, DOT&PF may not decide if one Federal agency can approve a STIP amendment on behalf of the other agency. All language specifying FHWA and FTA review and approval timelines and processes must be removed from the STIP.

23 CFR 450.220 Self-certifications, Federal Findings and Federal Approvals 23 CFR 450.220(a)(7) – Air Quality Conformity

Findings:

Effective January 4, 2024, the EPA issued Air Plan Partial Approval and Partial Disapproval; AK, Fairbanks North Star Borough; 2006 24-Hour PM2.5 Serious Area and 189(d) Plan. This rule placed the Fairbanks North Star Borough non-attainment area under a conformity freeze. There are

projects included in the STIP that have not been processed through the Interagency Consultation process as required for non-attainment/maintenance area conformity.

Corrective Actions:

- I. The STIP must document the Air Quality Conformity Freeze status of the Fairbanks North Star Borough and the impacts to the TIP and STIP that result from this condition.
- m. During the conformity freeze, FHWA and FTA are prohibited from approving a new AQ conformity for the Fairbanks North Star non-attainment/maintenance area. The Fairbanks MPO is prohibited from amending their Metropolitan Transportation Plan or Transportation Improvement Program. All new projects proposed for Federal funding within the Fairbanks North Star non-attainment/maintenance area that were not considered during the last compliant conformity review, must now be considered through the Interagency Consultation process to ensure projects meet the requirements for exemption for AQ conformity prior to including these projects in the MPO TIP or for projects outside the MPO planning area, prior to putting the projects into the STIP. See **Appendix C** for the projects that must be removed from the STIP until they are processed through the Fairbanks North Star Interagency Consultation process.

Tier 2: Conditions for STIP Amendment Approval

The following Federal actions must be resolved prior to FHWA and FTA approval of the first STIP Amendment or within six months of FHWA and FTA approval of the STIP, whichever comes first.

I. 23 CFR 450.208 Coordination of Planning Process Activities

Findinas

The STIP documents the DOT&PF's commitment to coordinating with the MPOs for STIP development. However, the DOT&PF actions in developing the 2024-2027 STIP are inconsistent with the definitions of continuing, cooperative, and comprehensive planning. Specifically, the DOT&PF excluded the Metropolitan Planning Organizations (MPOs) in the development of the draft STIP provided for public review. This has resulted in programming decisions that did not originally go through the MPO planning processes including long-range planning in the metropolitan transportation plans, air quality conformity reviews, and consideration for the MPO's transportation improvement programs.

Corrective Action:

- a. The DOT&PF must develop and implement processes and procedures for a continuing, cooperative and comprehensive planning process that meets the requirements of 23 CFR 450.208. These documented procedures should also include the DOT&PF's role and responsibility for oversight of MPOs, and procedures for air quality conformity, Unified Planning Work Program development, MPO Certifications, STIP development, and other joint planning processes.
- 2. 23 CFR 450.210 Interested Parties, Public Involvement, and Consultation.

Findings:

The DOT&PF's public participation process is administered according to State laws under 17 AAC 05.160. The DOT&PF provides a web page that outlines relevant public involvement processes and

resources to support effective public engagement in the planning process including the development of the draft STIP. In accordance with the DOT&PF's public involvement requirements, a 45-day public comment period was provided on the draft STIP in September 2023. No additional public engagement was offered after the close of that initial 45-day public comment period.

The STIP document outlines activities that engaged specific Tribal leaders. The document also discussed the DOT&PF participation in the 2023 Annual Project Coordination meeting with Federal Land Management agencies (FLMAs) throughout Alaska as part of their Federal agency consultation process.

The disposition of public comments is available on the DOT&PF's web page. However, documentation of public involvement processes used to develop the STIP including the involvement of affected local and appointed officials and the availability of the disposition of public comments is not documented in the STIP.

Corrective Actions:

- b. The STIP must document the public involvement processes including the involvement and coordination with affected local and appointed officials and the disposition of public comments.
- c. The STIP must provide access to or include the disposition of public comments.
- d. The DOT&PF must develop and/or document the Tribal consultation process used to establish the formal Tribal consultation processes used to engage and consult with each Federally recognized Tribe in Alaska. Tribal consultation must be demonstrated and documented for all Federal planning and programming processes including in the STIP.

Recommendation:

a. While the DOT&PF's public participation requirements were followed in the development of the STIP, the public participation processes do not address how the public will be engaged when significant changes take place for documents such as the STIP prior to adoption or submittal for Federal approval. The public participation process should document processes to engage the public when significant changes are made to Federal documents and how the disposition of public comments are made available.

Commendation:

a. The DOT&PF was an active participant in the 2023 Annual Project Coordination meeting of FLMAs, sharing the current and draft STIP. The DOT actively shared information and coordinated with FLMA's about projects impacting federal lands and the unique needs and interest of FLMA partners. This model of coordination is one that other DOTs can use to engage and coordinate with FLMA's in a productive way, securing both open communication and shared understanding and vision. 3. 23 CFR 450.218 Development and Content of the Statewide Transportation Improvement Program (STIP)

23 CFR 450.218(b) and (k) – MPO Transportation Improvement Programs *Finding:*

The STIP references coordination with Alaska Tribes, but there is no reference to the Tribal Transportation Improvement Programs (TTIP) associated with the Tribes. In addition, there is no reference to the Federal Lands Management Agency Transportation Improvement Program (FLMA TIP).

Corrective Action:

- e. As part of the coordination processes, the STIP must document and reference the TTIP and FLMA TIP. This includes where these documents are located within the STIP, and the processes used to include these documents upon availability.
- 4. 23 CFR 450.218(I) Year of Expenditure:

Findings:

The STIP includes an inflation factor of 1.5% for Federal revenues but, does not address how cost estimates reflect the Year of Expenditure (YOE), how the inflation factor was determined, or whether it was developed in consultation with MPOs, and public transportation operators, as required. In addition, the inflation factor used is inconsistent with the State's *Highway Preconstruction Manual* which indicates a 3% annual inflation factor is appropriate for project estimates.

Corrective Action:

- f. All costs and revenue estimates identified in the STIP must reflect YOE and be based on an inflation factor consistent with state policies.
- 5. 23 CFR 450.218(p) STIP Amendment and Modifications

Finding:

The DOT&PF and MPOs each administer their TIPs and STIP differently. A consequence of these differences is the amount of time it takes to process an amendment through the MPO and the State DOT&PF; it can take up to nine months to process one STIP amendment before it reaches FHWA and FTA for approval. This process impacts the flexibilities necessary to effectively manage the TIP and STIP.

Recommendation:

b. The DOT&PF should coordinate with MPOs, FHWA and FTA to review and revise the STIP and TIP modification procedures to streamline the processes and ensure a responsive, timely approach to TIP and STIP management.

6. 23 CFR 450.218(q) Transportation Performance Management (TPM) and 23 CFR 450.206(c) Performance-Based Planning and Programming

Finding:

In Appendix C of the STIP, the DOT&PF documents their TPM targets and provides a discussion about how targets are set throughout the period of the STIP. A listing of performance-based plans is also provided as evidence of a performance-based planning process and to define the DOT&PF's project selection processes. The Appendix also provides an analysis demonstrating DOT&PF's progress to date in meeting most of the TPM targets.

Corrective Actions:

- g. The STIP must, to the extent practicable, provide a discussion of the anticipated effect of the STIP toward achieving the performance targets identified by the State.
- h. The STIP must also clarify the performance-based planning processes and the project selection processes that support the investment priorities programmed in the STIP.
- 7. 23 CFR 450.336(b) Transportation Management Area Certification Review

The following corrective actions must be resolved as described in the Anchorage Metropolitan Area Transportation Solutions (AMATS) 2023 Transportation Management Area Certification Review.

1. 23 CFR 450.326(c) and (d) Development and content of the transportation improvement program (TIP)

The TIP must include a description of the effect of the projects toward achieving the Federal performance targets. This includes analysis and clarification of how the TPM was administered through project selection and/or prioritization and how projects in the TIP will support the TPM targets. The TIP must include a description that demonstrates how projects contribute toward achieving the selected performance targets identified in the metropolitan transportation plan and link investment priorities to those performance targets.

2. 23 CFR 450.316(a)(1)(vi) Interested parties, participation, and consultation.

The PPP must include information about the disposition of public comments and how/where the public can gain access to the disposition of public comments as part of the final MTP and TIP documents.

3. 23 CFR 450.324 (f)(6) Development and content of the metropolitan transportation plan.

The MTP must document the consideration of the results of the CMP, including identifying any project including SOV projects, that result from the CMP.

23 CFR 450.322 (d)(6) Congestion management process in transportation management areas.

The CMP must implement a process that assesses the effectiveness of implemented strategies, in terms of the area's established performance measures. This assessment should consider changes in policy, performance measures, and data collection to ensure the CMP is current and supports the planning processes of the MPO.

- 5. 23 CFR 450.326(j) Development and content of the transportation improvement program (TIP).
- The TIP financial plan must demonstrate how the approved TIP can be implemented, including clearly identifying all federal funding sources as well as the required non-federal matching funds. These non-federal funds must be treated similarly to the Federal funds in terms of documenting whether the funds are reasonably expected to be available.
- **6. 23 CFR 450.326(j) Development and content of the transportation improvement program (TIP).** The TIP cannot include projects for which funds are not currently available, including those projects with zero funds. The TIP may only contain projects for which funding is reasonably expected to be available. Any projects that are not funded, are considered illustrative and must be clearly identified and are not considered part of the approved TIP. As funding becomes available, the illustrative project must be added to the TIP through approved amendment procedures.

Tier 3 – Conditions for Project Approval

The projects included in **Appendix E** identify specific eligibility, project description, and/or programming questions that must be resolved. Questions identified in **Appendix E** for each question must be resolved in the STIP prior to submitting the project to FHWA or FTA for authorization.

Appendix A – Projects in a TIP Included by Reference

The following projects must be included in the associated Metropolitan Planning Organization's TIP, or other TIP, prior to being included in the STIP by reference, and unchanged from what is approved in the applicable TIP. Projects that are included by reference through a TIP, but are listed individually in the STIP must be removed from the STIP. Projects that have not gone through the MPO planning process or other TIP processes and are not listed in the MPO TIP or other TIP must be removed from the STIP.

Table A

Need ID	Title	MPO
33883	Area Transit Operations and Improvements	AMATS
33862	Carbon Reduction Program: AMATS AMATS	
6460	Community Transportation Program AMATS AMATS	
9299	Congestion Mitigation and Air Quality Improvements: AMATS	AMATS
34171	Glenn Highway Incident Management and Traffic Accommodations	AMATS
31274	Glenn Highway Milepost 0-33 rehabilitation Airport Heights to Parks	AMATS
	Glenn Highway and Hiland Road Interchange Reconstruction and	AMATS
31846	Operational Improvements	
34343	Metropolitan Planning Organization (MPO) AMATS Planning	AMATS
33044	Transportation Alternatives Program: AMATS	AMATS
34345	Urban Transit AMATS Planning	AMATS
34374	Railroad Anchorage North & South Rail Corridor	AMATS
34189	Reconnecting Fairview: Neighborhood Revitalization through	AMATS
	community led highway redesign	
34164	Seward Highway Milepost 98.5-115.3	AMATS
26121	Air quality planning project	FAST
20294	Air Quality public education	FAST
3843	Airport Way and Cushman Street Intersection Reconstruction	FAST
33863	Carbon Reduction Program: FAST MPO FAST	
17662	Community Transportation Program: FAST MPO	FAST
17663	Congestion Mitigation and Air Quality Improvements: FAST MPO	FAST
34347	Fairbanks Area Transit Operations and Improvements	FAST
34346	Metropolitan Planning Organization (MPO) FAST MPO	FAST
34403	Peger Road Corridor Study	FAST
29232	State Implementation Plan Committed measures	FAST
33864	Transportation Alternatives Program: FAST MPO	FAST
34348	Urban transit FAST Planning FAST	
3821	University Avenue Widening	FAST
28089	Glenn Highway Milepost 66.5- 92 Reconstruction WFLHD	
33825	Prince of Wales Neck Lake Road Reconstruction	WFL HD
34262	Elliot Hwy Manley Bridge Replacement MP 150	TTIP

Appendix B – Project Groupings

The following project groupings must include a sufficient project description, including project location, type of work, termini, etc., to be included in the STIP. If any work occurs within a MPO boundary, it must first be included in the MPO's TIP before being included in the STIP by reference.

Table B

Need ID	Title	
34395	Carbon Reduction Program: MVP MPO	
33861	Carbon Reduction Program: Rural	
34223	Community Transportation Program: Alaska-wide	
34393	Community Transportation Program: MVP MPO	
34394	Congestion Mitigation and Air Quality Improvements: MVP MPO	
34320	Ferry Service for Rural communities Operating assistance	
33860	Resiliency Program	
34396	Transportation Alternatives Program: MVP MPO	
34194	West Coast Alaska Community Resiliency	

Appendix C – Projects Requiring Interagency Consultation

Due to the Conformity Freeze for the Fairbanks Northstar Air Quality Non-attainment area, the following projects must first be reviewed by the Fairbanks North Star Interagency Consultation process prior to inclusion in the TIP or STIP listed in the Table. These must be removed from the STIP.

Table C

Need ID	Title	TIP/STIP
34399	Weigh-in-Motion Wayside Improvements	STIP
34130	Richardson Highway Milepost 346 Chena Bridges Replacement	TIP
34196	International Airport Charging Stations	TIP

Appendix D – Ineligible Projects

The following projects appear to be ineligible for inclusion into the STIP for the reasons shown for each specific project. These projects must be removed from the STIP.

Table D

Need ID	Title	Comment
33824	Alaska Highway Milepost 1380 Johnson River Bridge Replacement	NHFP funding identified but is not included in the Freight Investment Plan. Ineligible for NHFP funding.

Need ID	Title	Comment
11439	Anton Anderson Memorial (Whittier) Tunnel Maintenance and Operations	"Operations" should be removed as it and routine maintenance were deemed ineligible for federal-aid funding.
		NHFP funding identified but is not included in the Freight Investment Plan. Ineligible for NHFP funding.
33974	Cascade Point Ferry Terminal	No ferry facility here/not part of any transportation network. Project is ineligible for federal-aid funding.
10765	Egan Yandukin Intersection Improvements	Project is not in HSIP implementation plan. Ineligible for safety funding.
34205	Ferry Boat Funds as Toll Credits	Toll credits do not come from a federal funding source. Any use of toll credits should be noted on the individual projects they are programmed to be used on.
		Toll credits have been requested and are being reviewed for approval by FHWA.
34299	Guardrail Improvements	Project is not in HSIP Implementation Plan and ineligible for safety funding.
		Ineligible for PROTECT funding.
26120	King Cove to Cold Bay Road	No CDS/earmark funds have been allocated to this project. No funding is identified.
31310	Klondike Highway Rehabilitation: Skagway River Bridge to Canadian Border	Project not in Freight Investment Plan. Not eligible for NHFP funding.
32218	Prince William Sound Area Transportation Plan Update	Effort is funded in AWP.
33248	Shishmaref Sanitation Road Erosion Control	No CDS/earmark funds have been allocated to this project. Unclear where ER funding is coming from (no ER funds for this).
33801	Southeast Alaska Transportation Plan	Effort is funded in AWP.
33721	Statewide Transportation Improvement Program Management Software and Support	Effort is funded in AWP.
33098	Statewide Functional Class Update	Effort is funded in AWP.
34206	West Susitna Access Road	No bridge work identified in scope. Not eligible for BFP.

Need ID	Title	Comment
25836	AASHTO Technical Programs Support	Unclear this project is eligible for funding. Past funding has all been research.
ACC	Advance Construction Conversion	Conversion of AC'd funds needs to be identified on each project with the source of the converted funds identified and programmed.
6447	Bridge and Tunnel Inventory, Inspection, Monitoring, Preservation, Rehab, and Replacement Program	Monitoring/Inspection work is ineligible for Bridge Formula Program (BFP) funding.
6454	Bridge Management System	Work is ineligible for BFP.
12579	Bridge Scour Monitoring and Retrofit Program	Monitoring is not eligible for BFP.
13239	Culvert Repair and Replacement	Unclear how bridge funding can be used if culverts are not identified and may not meet bridge requirements.
34320	Ferry Service for Rural Communities Operating Assistance	No description supports this Need ID.
34258	Frontier Roads, Trails, and Bridges Program	Unclear if it is eligible for identified funding sources.
343130	State-owned Shipyard Repairs	Shipyards are not part of a transportation facility. Unclear how it is eligible for federal-aid funding.

Tier 3: Appendix E – Conditions for Project Approval

Table E-1: FHWA and FTA are unclear of the eligibility for projects included in Table E-1. Project descriptions must sufficiently describe the project or phase, estimated total costs must be consistently and accurately defined, federal funds programmed by year must be supported by a specific funding source(s), and agencies responsible for implementation of projects must be clearly identified per 450.218(i). The questions posted for each comment must be addressed prior to authorization. This may require a STIP amendment for some projects.

Table E-1

Need ID	Title	Comment/Question
34317	Alaska Highway Yukon Territory Permafrost Repairs	Funding is allowed at 100% federal share. FHWA administers Shakwak projects.
		Unclear if this is how these projects should be programmed. It should be included in a previous table to demonstrate fiscal constraint but I do not believe a Need ID is appropriate.
22299	Alaska Highway Milepost 1235-1268 Rehabilitation	Total project cost includes first construction project (0A11016) but does not include the \$4,210,115 that is currently obligated (0A11014)
34126	Alaska Highway Milepost 1348 Robertson River Bridge Replacement	Table 51 (AC) includes \$2,089,514 AC'd in 2027 and to be converted in 2028 which is missing in "After 2027" costs. Also needs to identify the AC funding.
		Current estimate identifies a utilities funding need. How is construction split between 2 FYs?
33824	Alaska Highway Milepost 1380 Johnson River Bridge Replacement	Table 51 (AC) includes \$27,908,922 AC'd in 2026 and to be converted in 2029 and 2030 which is missing in "After 2027" costs.
		Current project has (0A22008) has \$2.2M which is not fully included in the total project cost.
		How is construction split between 2 FYs?
22322	Alaska Highway Milepost 1393 Gerstle River Bridge Replacement	Table 51 (AC) includes \$54,386,517 AC'd in 2027 and to be converted in 2029, 2030, and 2031.
		The ~\$54M is not shown as needed in 2027 and is unclear the AC conversion is included in out years.
27509	Alaska Marine Highway System Ferry Overhauls	Description identifies this as state-funds only and there are no federal fund programs identified. Project also states it's 100% federal funds.

Need ID	Title	Comment/Question
6446	Annual Work Planning Program	Not required to be in the STIP.
28332	Anton Anderson Memorial (Whittier)	Estimate shows additional design funding needed for
	Tunnel Backup Generation	this project.
		Project (0496013) has \$5,986,372 which is not
		included in total project cost.
11439	Anton Anderson Memorial (Whittier)	There is already a project (0496019) open for FY21-25
	Tunnel Maintenance and Operations	activities with \$15,759,930.59 obligated and only
		\$4,403,857.70 expending. Why are FY24 and FY25 funding needs identified?
		runuing needs identified:
33693	Big Lake Road Rehabilitation	MP 0-3 (0511009) estimates \$12M in construction and
		\$900k in design needed. MP 3.6-9.1 (0511010)
		estimates \$10M in construction and \$800k in design
		needed. Total Need ID appears to be underprogrammed.
		under programmed.
		Why are all phases split in FYs?
6447	Bridge and Tunnel Inventory,	Need ID title is misleading. This project is understood
	Inspection, Monitoring, Preservation,	to only be for inventory, inspection, and monitoring.
	Rehab, and Replacement Program	Why is it a "multiphase" project?
		Current STIP has \$7.8M annually programmed to this
		work. NBI requirements have changed. \$3M is very low
		and the need is much greater (confirmed by DOT&PF
6454	Bill Manager	Bridge). Need ID appears to be underprogrammed.
6454	Bridge Management System	Why is it multiphase? Why does it switch to Phase 1 in 2026?
12579	Bridge Scour Monitoring and Retrofit	Unclear where construction work will be occurring
	Program	(location, termini, scope).
33241	Cape Blossom Road	Project (0002204) currently has \$6,849,827.29 that is
		not included in total project cost. Stage I project
		(0002469) has \$43,750,099 - is this project included in this Need ID? If so, also needs to be included in total
		project cost.
34319	Cold Bay AMHS Ferry Terminal	Schedule is unachievable. How is ~\$5 in design (PE
	Improvements	through Final Design) going to be completed in a year?

Need ID	Title	Comment/Question
13239	Culvert Repair and Replacement	Understood this Need ID to mean to support identification or problem culverts. Is construction occurring? There are no project limits or scope of work identified.
22452	Dalton Highway Milepost 109-144 Reconstruction and Douglas Creek Bridge Replacement	Project (0653007) has \$6,436,000 which needs to be included in total project costs. Current STIP shows a need for utilities - if that's still needed, where is funding programmed? Current project schedule shows MP120-135 obligated for construction at the beginning of FY25 and MP 109-120 obligated for construction beginning of FY27.
33240	Dalton Highway Milepost 190 Hammond River Bridge Replacement	Project (0654012) has \$600,000 which needs to be included in total project costs. Current estimate shows a need of \$12.5M for construction - appears to be underprogrammed.
22475	Dalton Highway Milepost 305-335 Reconstruction and Dan Creek Bridge Replacement	Project (0656006) has \$4,352,000 which needs to be included in total project costs. Construction year identified is 2027. What are the "After 2027" funds for?
31899	Disadvantaged Business and Civil Rights Disparity Compliance Study	What phase of work is programmed? Completely missing.
10765	Egan Yandukin Intersection Improvements	Project has not started design. Very unlikely it will be ready for construction by FY25.
33600	Elliott Highway Milepost 12-18 Rehabilitation	Project (0680036) has \$500k which needs to be included in total project costs. How are design and utilities going to be obligated in the same FY?
33601	Elliott Highway Milepost 63-73 Rehabilitation	When is construction going to occur?
33921	Fairview Loop Road Rehabilitation and Pathway	State-funded project (Z560200000) for the pathway is included with this project and should be included in total project costs. State funds = \$8,259,000

Need ID	Title	Comment/Question
18358	Ferry Refurbishment	Ferry vessel refurbishments are programmed individually in this STIP (see Need IDs 34212, 34211, 34209, 33978). What is the scope of this Need ID?
18359	Ferry Terminal Refurbishment	Ferry terminal refurbishments are programmed individually in this STIP (see Need IDs 33967, 33974, 34192, 33885, 34193, and 33883). What is the scope of this Need ID? Primary funding source says STBG but table identifies FBF.
		How has construction occurred in the past?
28349	Front Street Resurfacing: Greg Kruschek Avenue to Bering Street [CTP Award 2019]	No expenditures have been made to this project. Why is more design funding in FY24 needed?
34258	Frontier Roads, Trails, and Bridges Program	No scope of work or location included in description.
2320	Glenn Highway Milepost 53-56 Reconstruction and Moose Creek Bridge Replacement	Project (0A15025) is pending closure by DOT&PF due to no need. Why are funding needs in FY24 and out years if project will be closed? DOT&PF has indicated they are working on a new scope of work for this area. A new Need ID should be
28089	Glenn Highway Milepost 66.5-92 Reconstruction	Is this a combination of Need IDs 28089, 29931, 30396, and 31493?
	Reconstruction	Current construction estimate is \$300M which is not identified in total project costs. What is the \$5k of ROW needs in FY24? Required to obligate the entire phase (the estimate) and it is unclear that is occurring.
31841	Glenn Highway Milepost 49 Safety and Capacity Improvements	Project (0A15040) has \$2M which is not included in total project costs.
		What is funding need in out years? When is construction going to occur?

Need ID	Title	Comment/Question	
32018	Glenn Highway Milepost 158-172 Rehabilitation	Project (0A14009) has \$900k which is not included in total project costs.	
34299	Guardrail Improvements	Scope of work and project limits are missing.	
2152	Haines Highway Milepost 3-25 and Chilkat Bridge Reconstruction	Unclear if project is ready to advance to construction.	
34312	High Priority Fish Passage Restoration at Threemile Creek in Klawock, Alaska	Culvert AOP grants are not required to be in STIP.	
12979	Highway Fuel Tax Evasion	Unclear this project is eligible for NHPP funding. STBG should be funding source.	
		Funds are 100% federal (no match required).	
34146	Juneau Douglas North Crossing	Planning is not a phase of a construction project. Separate planning work in a different Need ID.	
		Planning study not expected to be complete until summer 2024. How is design going to start immediately after?	
		Match is not correct - 5% for RAISE and 9.03% for CDS.	
34318	Kalifornsky Beach Road Drainage Improvements	Why does it state primary funding source is "illustrative"?	
		Project is not active yet. 1 year to get through environmental and design is likely unachievable.	
33218	Keku Road Resurface: Kake to Seal Point	How is construction work split into 2 years?	
34354	Ketchikan Airport Ferry Terminal	No description supports this Need ID.	
34212	M/V Columbia Controllable Pitch Propeller	Project (9500143) has \$14,232,725.01 and is already in construction. Unclear what this Need ID is for.	
34211	M/V Kennicott Emissions and Exhaust	Project (9500158) has \$22,615,385.62 and is already in construction. Unclear what this Need ID is for.	
33976	M/V Mainliner Replacement Vessel	\$11M for design seems very high. Is this based on an estimate?	
34209	M/V Matanuska Safety Improvement Project	\$37M for design seems excessively high. Is this based on an estimate?	
30189	M/V Tustumena Replacement Vessel	Project (9500153) has \$14,327,805.55 which is not included in total project costs.	

Need ID	Title	Comment/Question
34131	Naknek River Watershed Culvert Replacements, King Salmon, Alaska	Culvert AOP grants are not required to be in STIP. Why are planning funds identified? Where is design
34201	Nome Emergency Repairs from the	funding? ER projects are not required to be in STIP.
	West Coast Alaska Storm	Design/ROW/UT are still required for ER projects.
		Match is required for ER projects.
2436	Otmeloi Way Reconstruction [CTP Award 2019]	Unclear how design and ROW will occur this FY
34315	Parks Highway Fish Passage Improvement Plan	Culvert AOP grants are not required to be in STIP.
34172	Parks Highway Milepost 52-57 Big Lake to Houston Reconstruction	Schedule appear to be unachievable for such a large construction project.
		Match makes no sense.
29914	Parks Highway Milepost 99-163 Improvements and Railroad Creek Bridge Replacement	Project (0A41042) has \$4.5M which is not included in total project cost.
		How is construction split into 3 different years?
34304	Parks Highway Milepost 303-306 Reconstruction	How is 3 miles of Parks Highway reconstruction going to cost less than \$4M? Is this based on an estimate? Appears underprogrammed.
22335	Parks Highway Milepost 315-325 Reconstruction	Project (0A45028) has \$7,457,947 which is not included in total project costs.
33696	Petersville Road Milepost 7 Moose Creek Bridge Reconstruction	Entire project is proposed to be funded with BFP. Unclear if it is all eligible for BFP.
34311	Port Valdez-Frontal Valdez Arm Watershed	Culvert AOP grants are not required to be in STIP.
32723	Redoubt Avenue and Smith Way Rehabilitation [CTP Award 2019]	Project (0001728) currently has \$789k which is not included in total project costs.
2119	Richardson Highway Milepost 148-173 Reconstruction	Project (0713010) has \$8,220,031.31 which is not included in total project estimate.
		Completed construction for a portion of this Need ID (0713013) has \$40,065,165 which is not included in total project estimate.

Need ID	Title	Comment/Question
32580	Richardson Highway Milepost 233 Bear Creek Bridge Permanent Repair	Project (0714024) has \$34,650,379 which is not included in total project costs. Project is already in construction. Why is there more funding?
		ER funds are not required to be in STIP.
34155	Sargent Creek and Russian River Bridges Planning Study	Project is funded with a Bridge Investment Program discretionary grant (required to be in STIP). Funding source identifies BFP. Need to fix.
33445	Sargent Creek Bridge Repairs	There is a project for this bridge replacement (0391016). Unclear the relationship. Replacement is not identified in this STIP.
28890	Sayles/Gorge Street Viaduct Improvements	How is ROW funding need in FY24 along with construction?
34305	Seldovia Gravel Source Road	Required match for CDS is missing.
26085	Seppala Drive Rehabilitation and Realignment	Current schedule shows construction in FY25.
33741	Seward Highway and Sterling Highway Intersection Improvements	Current estimate identifies \$60.2M in construction funding needs. Appears to be underprogrammed.
		How is construction occurring in 2025 and 2027?
33247	Seward Highway Milepost 14 Railroad Crossing Reconstruction	What is "RAIL" funding? Not identified anywhere in STIP.
		Project (0311037) has \$3M which is not included in total project cost.
		Project has to be constructed by end of 2025 to accommodate ARRC project.
		Current estimate shows \$20M for construction and \$150k for utilities needed. Appears to be underprogrammed.
		How is construction occurring in 2024 and 2025?

Need ID	Title	Comment/Question
30209	Sitka Sea Walk Phase 2 [TAP Award 2016]	What grant? FLAP funds exceeds what's in TIP (only \$2,192,517
		programmed).
		Environmental document is not complete. How is construction going to occur in 2024?
31719	South Tongass Highway and Water Street Viaduct Improvements	Estimate identifies \$54M in construction funding needed. Appears to be underprogrammed.
		How is construction occurring across 2 years?
23455	South Tongass Highway Saxman to Surf Street Reconstruction	Project (0902031) has \$8,107,331 which is not included in total project costs.
34310	Statewide Equitable Community Connectivity Action Plan (SECCAP)	Include RAISE grant in description.
33098	Statewide Functional Class Update	This is a one time effort. Why is funding needed throughout STIP years?
29913	Sterling Highway Milepost 82.5-94 Safety Corridor Improvements	Current estimate shows \$105M for construction funding needed. Appears to be underprogrammed.
2670	Sterling Highway Milepost 157-169 Reconstruction Anchor Point To	Unclear if all \$20.4 is eligible for safety funding.
	Baycrest Hill	Current estimate shows a \$136.4M construction funding need. Appears to be underprogrammed.
		When is construction occurring?
33881	Sterling Highway Schooner and Cooper Landing Bridge Preservation	ER funding is not required to be in STIP.
		Unclear how it is eligible for ER funding.
32299	Takotna River Bridge Replacement Bundle	Project (0001569) has \$1,650,000 and project (000S783) has \$1,668,100. Where is other project funding coming from?
33178	Trout Creek Culvert Replacement and Aquatic Organism Passage Improvements	TIP only has \$1,957,500 in FLAP funding available.
32726	Trunk Road (Nelson Road) Rehabilitation and Bridge Replacement [CTP Award 2019]	Why is planning a part of a construction project?

Need ID	Title	Comment/Question
2503	Wasilla to Fishhook Main Street Rehabilitation	Project (0001408) has \$14,200,000 and is not included in total project costs.
		Current estimate shows \$40M in construction funding and \$8M in utilities funding needed. Appears to be underprogrammed.
34194	West Coast Alaska Community	Unclear if project is eligible for funding.
	Resiliency	What are project limits and scope of work? Where is work occurring?
		Schedule appears to be unattainable.
		How is construction occurring across two years?
34405	Complete Streets Statewide Planning	Why is planning and construction work combined? Where is construction work going to occur (activities, locations, termini)?
		Unclear if project is eligible for funding.
18791	Congestion Mitigation and Air Quality Improvements: Statewide	Scope does not include a description of work to be performed, where work will be occurring, or the termini.
		Why does the phase change from P1 to P0 in 2025?
29675	Cultural Resource Management	Why is this a multiphase project?
		Unclear if eligible for NHPP.
34198	Light up the Highways	Locations of work and scope are missing.
33965	Rock Slope Stabilization Program	Unclear if this is in the HSIP list of projects. Unclear if eligible for safety funding
6457	Seismic Bridge Retrofit Program	Why is this a multiphase project? Appears to just be for evaluation.
34199	Sustainable Transportation and Energy Program	Why is this a multiphase project? Appears to just be for evaluation/planning.
34200	Transportation Workforce Development and Training	Unclear how no match is required for specified funds. Unclear how it is eligible for funding programs.

Need ID	Title	Comment/Question
34190	Waterways Program	Why is this a multiphase project? What are project limits and scope? Where is work occurring? Unclear if work is eligible for PROTECT funding.
34206	West Susitna Access Road	When is AC'd funding going to be converted? How is project going to advance to construction in 18 months? No work has begun.

Table E-2: The following active projects in FHWA's Financial Management Information System (FMIS) with end dates within the STIP timeframe. These are projects that were identified for construction by the end date identified. A clarification of the project status is required for each project listed in Table E-2.

Table E-2

FPN	State #	Title	PE Date	ROW Date	Project End Date
0001605	CFHWY00323	VINE RD IMPROVEMENTS: KNIK-GOOSE BAY RD TO HOLLYWOOD RD	12/19/2017		07/01/2026
0002384	NFHWY00162	KIVALINA EVACUATION AND SCHOOL SITE ACCESS ROAD	10/24/2016		12/31/2024
0002514	NFHWY00687	SHISHMAREF SANITATION ROAD EROSION CONTROL	05/04/2022		06/30/2025
0212015	Z530140000	STERLING HIGHWAY MILEPOST 44.5 TO 58 (MILEPOINT 7.6 TO 22), SUNRISE INN TO SKILAK LAKE ROAD, RECONSTRUCTION	11/04/1975	02/18/2021	06/30/2027
0391015	SFHWY00111	KDK CHINIAK HIGHWAY REHABILITATION: MILE POST 15 TO 31	03/09/2017		06/30/2024
0391016	SFHWY00459	KDK SARGENT CREEK BRIDGE (#0989) REPLACEMENT	12/01/2022		02/20/2026
0652016	Z609110000	DALTON HWY MP 0-9 RECONSTRUCTION	08/12/2011	09/22/2016	12/31/2026
0711076	NFHWY00149	RICHARDSON HIGHWAY MP 65-80 REHABILITATION	01/31/2017		03/01/2026
0713016	Z606380000	RICHARDSON HWY MP 115-148 REHABILITATION	03/24/2015	12/02/2019	12/31/2025
0714028	NFHWY00655	RICHARDSON HWY MP 214-218 RECONSTRUCTION	12/01/2022		07/01/2025
0902046	HFHWY00293	SOUTH TONGASS FERRY TERMINAL PROJECT	09/21/2022		06/30/2024
0933049	SFHWY00487	JNU GLACIER HWY RECNSTRCTION:BESSIE CRK TO ECHO COVE	01/10/2023		03/31/2024
0955017	Z684640000	HAINES FERRY TERMINAL END BERTH FACILITY	04/07/2014		03/31/2022
0971008	Z696240000	SKAGWAY FERRY TERMINAL MODIFICATIONS	09/19/2011		06/15/2027
0A13022	NFHWY00763	TOK CUTOFF HIGHWAY MP 8-22 REHABILITATION	12/12/2022		04/30/2025
0A15024	Z581040000	GLENN HWY: MP 34-42 PARKS TO OLD GLENN HWY	03/31/2005	08/18/2015	08/01/2025
0A33029	CFHWY00694	STERLING HWY MP 45-60 SUNRISE-SKILAK LAKE RD RECONS STAGE 1B		08/18/2020	12/31/2025
0A41035	CFHWY00076	PARKS HWY: HOUSTON TO WILLOW	04/12/2017		04/10/2025
0A42012	NFHWY00575	PARKS HIGHWAY MP 206-209 RECONSTRUCTION	08/02/2021		09/01/2024
0A43021	Z633890000	PARKS HWY MP 183-192 RECONSTRUCTION	09/19/2013		12/31/2026



U.S. DEPARTMENT OF TRANSPORTATION

FEDERAL HIGHWAY ADMINISTRATION ALASKA DIVISION 709 W. 9TH STREET, ROOM 851 P.O. BOX 21648 JUNEAU, ALASKA 99802-1648

FEDERAL TRANSIT ADMINISTRATION 915 SECOND AVENUE, SUITE 3192 SEATTLE. WASHINGTON 98174

February 9, 2024

Mr. Ryan Anderson, P.E., Commissioner Alaska Department of Transportation and Public Facilities P.O. Box 112500 3132 Channel Drive Juneau, AK 99811

Subject: 2024 – 2027 Alaska State Transportation Improvement Program (STIP)

Dear Mr. Anderson:

In accordance with 23 CFR 450.218, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have jointly reviewed the 2024 – 2027 Alaska State Transportation Improvement Program (STIP), transmitted with your e-mail of January 19, 2024. As part of the STIP review, the FHWA and FTA are required to make a joint Federal Planning Finding (FPF) on the extent to which the transportation planning processes through which statewide transportation plans and programs are developed are consistent with 23 USC 134 and 135 (FHWA) and 49 U.S.C 5303 – 5304 (FTA). The FPF includes a determination whether the Statewide Transportation Improvement Program (STIP) and the metropolitan Transportation Improvement Programs (TIPs) were developed in accordance with applicable requirements. The FPF is a prerequisite to FHWA and FTA's approval of the STIP and STIP amendments (23 U.S.C. 135 (g)(7) and 49 U.S.C. 5304 (g)(7)). Based on our joint and thorough review of the 2024 – 2027 STIP, FHWA and FTA have determined that the STIP cannot be approved.

The Federal Planning Finding in the Attachment is divided into three tiers, each of which carry specific conditions and requirements to resolve the Federal actions identified. The tiers are as follows:

• Tier 1: Conditions for STIP approval

• Tier 2: Conditions for STIP amendment approval

• Tier 3: Conditions for project approvals

Once the Tier 1 conditions are met and assurances provided that Tier 2 and Tier 3 conditions will be met, please formally resubmit the 2024 – 2027 STIP for approval. The FHWA and FTA require a 30-day review timeframe. To meet the STIP extension deadline of March 31, 2024, your formal submittal of a revised STIP that meets conditions as described above must be received by FHWA and FTA by March 1, 2024.

Also, please note that illustrative projects identified in the STIP document cannot advance without a TIP and/or STIP amendment and an action by FHWA and FTA on the STIP.

If your staff has any questions, please have them contact Julie Jenkins, FHWA Financial Manager and Team Leader at (907) 586-7476, or Ned Conroy, FTA Community Planner (206) 220-4318.

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Since	,,

Sandra A. Garcia-Aline
Division Administrator
Federal Highway Administration

Susan Fletcher Regional Administrator Federal Transit Administration

Attachments:

2024 – 2027 STIP FHWA FTA Joint Federal Planning Finding

Electronically cc:

Katherine Keith, Deputy Commissioner, DOT&PF James Marks, Director Project Delivery, DOT&PF Dom Pannone, Director, Program Management and Administration, DOT&PF



U.S. DEPARTMENT OF TRANSPORTATION

FEDERAL HIGHWAY ADMINISTRATION ALASKA DIVISION 709 W. 9TH STREET, ROOM 851 P.O. BOX 21648 JUNEAU, ALASKA 99802-1648

FEDERAL TRANSIT ADMINISTRATION 915 SECOND AVENUE, SUITE 3192 SEATTLE, WASHINGTON 98174

February 9, 2024

Mr. Ryan Anderson, P.E., Commissioner Alaska Department of Transportation and Public Facilities P.O. Box 112500 3132 Channel Drive Juneau, AK 99811

Subject: 2024 – 2027 Alaska State Transportation Improvement Program (STIP)

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In accordance with 23 CFR 450.218, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have jointly reviewed the 2024 – 2027 Alaska State Transportation Improvement Program (STIP), transmitted with your e-mail of January 19, 2024. As part of the STIP review, the FHWA and FTA are required to make a joint Federal Planning Finding (FPF) on the extent to which the transportation planning processes through which statewide transportation plans and programs are developed are consistent with 23 USC 134 and 135 (FHWA) and 49 U.S.C 5303 – 5304 (FTA). The FPF includes a determination whether the Statewide Transportation Improvement Program (STIP) and the metropolitan Transportation Improvement Programs (TIPs) were developed in accordance with applicable requirements. The FPF is a prerequisite to FHWA and FTA's approval of the STIP and STIP amendments (23 U.S.C. 135 (g)(7) and 49 U.S.C. 5304 (g)(7)). Based on our joint and thorough review of the 2024 – 2027 STIP, FHWA and FTA have determined that the STIP cannot be approved.

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2024 – 2027 STIP FHWA FTA Joint Federal Planning Finding

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Katherine Keith, Deputy Commissioner, DOT&PF James Marks, Director Project Delivery, DOT&PF Dom Pannone, Director, Program Management and Administration, DOT&PF ARTICLES OF INCORPORATION

MatSu Valley Planning (MVP) for Transportation

An Alaska Nonprofit Corporation

The undersigned, desiring to form a Nonprofit Corporation under the Alaska Nonprofit Corporation Act, AS 10.20, do hereby certify:

ARTICLE I - Name

The name of the Corporation is the MatSu Valley Planning (MVP) for Transportation (hereinafter "Corporation").

ARTICLE II - Purpose

The Corporation is organized exclusively for purposes compatible with Section 501(c)(3) of the Internal Revenue Code. The purposes of the Corporation include, without limitation, (a) coordinating transportation planning, programs, and projects among governmental units, educational institutions, and private organizations; (b) serving as a state designated Metropolitan Planning Organization pursuant to the Federal Aid Highway Act, 23 U.S.C. § 134(d) and (e) and the Intermodal Surface Transportation Efficiency Act, 49 U.S.C. § 5303, 5304, and 5305; and (c) undertaking any other lawful acts or activities for which nonprofit corporations may engage under the Alaska Nonprofit Corporation Act, in effect today and as hereinafter amended. Notwithstanding any other provision of these Articles, the Corporation shall not, except to an insubstantial degree, engage in any other activities or exercise of power that do not further the purpose of the Corporation.

ARTICLE III - Registered Agent & Office

The registered agent of the Corporation, who is a resident of Alaska, is Glenda Ledford, Board President. The physical office and mailing address of the Corporation are as follows:

290 E Herning Ave, Wasilla, AK 99654 Attn: Glenda Ledford

ARTICLE IV - Board of Directors

All the corporate powers of the Corporation shall be vested in and exercised by, and the property, funds, business, and affairs of the Corporation shall be managed by, a Board of Directors. The Board of Directors shall comprise three members as follows:

- City of Wasilla Mayor
- o Knik Tribe
- Chickaloon Native Village

Alaska Department of Transportation & Public Facilities Central Region Director, or such other person as the Commissioner of the Department of Transportation & Public Facilities may designate. Any change to the representative designation must be sent to MVP for Transportation at least one month before the change takes place; and

The Board of Directors may make, amend, and repeal the bylaws, rules, and regulations of the Corporation at any regular or special meeting by majority vote. Such bylaws may provide for the conduct of the Corporation's business and the regulation and management of the affairs of the Corporation. The initial Board of Directors is comprised of the following individuals:

Glenda Ledford, Mayor City of Wasilla 290 E Herning Ave Wasilla, Alaska 99654

Nicholas R. Charles, I.R.R. Program Manager Knik Tribe 1744 Prospect Dr Palmer, Alaska 99645

Brian Winnestaffer, Transportation Director Chickaloon Native Village 21117 E Meyers Ave Sutton-Alpine, Alaska 99674

ARTICLE V - Tax Exempt Status & Private Inurement

The Corporation shall be a non-profit, non-stock Corporation. It shall be operated and maintained by membership fees and annual dues from units of government; charitable grants; institutional donations; and state and federal allocations. No part of the net earnings of the Corporation shall inure to the benefit of, or be distributable to, its members, trustees, officers, or other private persons, except that the Corporation shall be authorized and empowered to pay reasonable compensation for services rendered and to make payments and distributions in furtherance of the purposes set forth in Article II of these Articles of Incorporation. No substantial part of the activities of the Corporation shall be the carrying on of propaganda, or otherwise attempting to influence legislation, and the Corporation shall not participate in, or intervene, in any political campaign (including the publishing or distribution of statements) on behalf of or in opposition to any candidate for public office. Notwithstanding any other provision of these Articles, the Corporation shall not carry on any other activities not permitted to be carried on (a) by a corporation exempt from federal income tax under section 501(c)(3) of the Internal Revenue Code, or the corresponding section of any future federal tax code, or (b) by a corporation, contributions to which are deductible under section 170(c)(2) of the Internal Revenue Code, or the corresponding section of any future federal tax code.

ARTICLE VI - Dissolution

Upon the dissolution of the Corporation, assets shall be distributed in a manner that complies with the requirements of Alaska law and for one or more exempt purposes within the meaning of section 501(c)(3) of the Internal Revenue Code, or the corresponding section of any future federal tax code, or shall be distributed to the federal government, or to a state or local government, for a public purpose. Any such assets not so distributed shall be disposed by a court of competent jurisdiction located within the Fourth Judicial District, State of Alaska, exclusively for such purpose or purposes or to such organization or organizations, as said court shall determine, which are organized and operated exclusively for such purpose or purposes.

ARTICLE VII - Duration

The Corporation shall have perpetual corporate existence unless dissolved in accordance with the requirements of Alaska law.

ARTICLE VIII - Membership

The authorized members of the Corporation, the different classes of membership, if any, the property, voting, and other rights and privileges of members, and their liability for membership fees and annual dues and the method of collection thereof, shall be set forth in the Corporation's bylaws.

ARTICLE IX - Personal Liability

In accordance with the provisions of AS 10.20.151(d), no person serving as a director of the Corporation shall be personally liable for monetary damages for the breach of fiduciary duty as a director, excluding liability for (a) breach of a director's duty of loyalty to the corporation, (b) acts or omissions not in good faith or that involve intentional misconduct or a knowing violation of law, or (c) a transaction from which the director derives an improper personal benefit.

ARTICLE X - Amendment

These Articles of Incorporation may be amended only by an affirmative vote of at least two of the three members of the initial Board of Directors at any regular board meeting or special board meeting called for that purpose, the notice of which specifies consideration of such action as to be made at the meeting. These Articles may not be amended in any manner that would permit the Corporation to be operated other than exclusively for nonprofit purposes.

EXECUTION

The undersigned, for the purpose of forming a corporation under the Alaska Nonprofit Corporation Act, do make, file, and record this document, and hereby certify that the facts in this document are true:

Glenda Ledford, Mayor

City of Wasilla

Nicholas R. Charles, Jr., I.R.R. Program Manager

Knik Tribe

Brian Winnestaffer, Transportation Director

Chickaloon Native Village

REGISTERED AGENT'S AFFIDAVIT & ACKNOWLEDGMENT OF ACCEPTANCE

The undersigned hereby acknowledges and accepts the appointment as the registered agent for and on behalf of MVP for Transportation.

Name: Glenda Ledford, Board President

By: Denda Silfeed

SWORN TO AND SUBSCRIBED BEFORE ME THIS 60 Day of February, 2024.

Lacie Olivieri State of Alaska Notary Public Commission No. 240125008 My Commission Expires January 25, 2028

NOTARY PUBLIC

My Commission Expires: <u>January</u> 35, 2028

REGISTERED AGENT'S AFFIDAVIT & ACKNOWLEDGMENT OF ACCEPTANCE

The undersigned hereby acknowledges and accepts the appointment as the registered agent for and on behalf of MVP for Transportation.

Nicholas R. Charles, Jr., I.R.R. Program Manager

Knik Tribe

SWORN TO AND SUBSCRIBED BEFORE ME THIS 30 DAY OF

Official Seal STATE OF ALASKA Notary Public Karol Riese

NOTARY PUBLIC

My Commission Expires: 04-19-2024

REGISTERED AGENT'S AFFIDAVIT & ACKNOWLEDGMENT OF ACCEPTANCE

The undersigned hereby acknowledges and accepts the appointment as the registered agent for and on behalf of MVP for Transportation.

Brian Winnestaffer, Transportation Director

Chickaloon Native Village

SWORN TO AND SUBSCRIBED BEFORE ME THIS

, 2024



NOTARY PUBLIC

My Commission Expires: <u>04-19-2024</u>