

MATSU VALLEY PLANNING (MVP) FOR

TRANSPORTATION

Federal Fiscal Year

2024

Unified Planning Work Program (UPWP)



Approved
12.19.2023

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Purpose of the UPWP

The Unified Planning Work Program (UPWP) for Matsu Valley Planning for Transportation (MVP) outlines the Metropolitan Planning Organization's (MPO) transportation planning activities. It is a planning document that identifies and describes the MPO's budget, planning activities, studies, and technical support expected to be undertaken in a two-year period (23 CFR 450.104). The purpose of the UPWP is to ensure that a continuing, cooperative, and comprehensive (3C) approach to transportation planning is maintained and coordinated between the MPO, Alaska Department of Transportation & Public Facilities (Alaska DOT&PF), Matanuska-Susitna Borough (Borough), the Cities of Palmer and Wasilla, Knik Tribe and Chickaloon Native Village. It is a statement of work identifying the planning priorities and activities to be carried out within a metropolitan planning area (MPA). At a minimum, a UPWP includes a description of the planning work and resulting products, deadlines, who will perform the work, time frames for completing the work, and the source of funds.

The UPWP is required for the MPO to receive metropolitan planning funds from the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) through the Alaska DOT&PF. It is a fiscally constrained document based on the amount of programmed planning grants and match contributions and may be revised as needed after adoption by Administrative Modification or Amendment. Fiscal constraint in long-range transportation planning is intended to ensure plans are based on a reasonable expectation of sufficient revenues to support the costs of maintaining the existing metropolitan area transportation system and any planned expansion of the system over at least a 20-year time frame.

In addition to the UPWP, the MPO must develop and implement the following plans as part of the transportation planning process (23 USC 134 & 23 CFR 450):

- **Metropolitan Transportation Plan (MTP)** – a multimodal transportation plan that addresses a 20- year planning horizon that the MPO develops, adopts, and updates every four years.
- **Transportation Improvement Program (TIP)** – a prioritized listing/program of transportation projects covering a four-year period that is developed, adopted, and implemented by the MPO in coordination with the MTP.
- **Public Participation Plan (PPP)** – a guiding document that outlines the goals, strategies, and implementation plan for public involvement in the development of MPO plans, programs, and policies, including the MTP and TIP.

With the prior approval of the Alaska DOT&PF, Federal Highways Administration (FHWA), and Federal Transit Administration (FTA), an area not designated as a Transportation Management Area (TMA) may prepare a simplified statement of work in cooperation with the DOT&PF and the public transportation operator(s) in place of a UPWP. The simplified statement of work must include a description of the major activities to be performed during the next one- or two-year period, who will perform the work, the resulting products, and a summary of the total amounts and sources of federal and matching funds. If a simplified statement of work is used, it may be submitted as part of the DOT&PF's planning work program, per 23 CFR 420. The MPO may elect to

use a simplified statement of work in the future with direction from and using the desired format as proposed by the DOT&PF. A newly designated MPO does not need to develop an MTP or TIP within the first 12 months. However, the initial MPO work plan should include tasks and a schedule to develop a TIP and MTP (23 CFR 450.308). Administrative requirements for UPWPs and simplified statements of work are contained in 23 CFR 420 and FTA Circular C8100, as amended (Program Guidance for Metropolitan Planning and State Planning and Research Program Grants). This is the initial official UPWP for MVP as designation as an urbanized area occurred on December 29, 2022 and designation by the Governor as the MPO of the Matsu Valley urbanized area is anticipated to occur by December 28, 2023.

MVP has taken the opportunity to utilize the UPWP process to outline the pre-MPO planning activities for Federal Fiscal Years (FFY) 2020 -2023 leading up to designation.

MPO Formation

All Urbanized Areas over 50,000 in population must have an MPO to carry out a 3C transportation planning process, as stipulated in the Federal Highway Act of 1962. MVP has utilized a Pre-MPO Steering Committee and Policy Board in its decision-making process before designation as an MPO. The Pre-MPO Steering Committee (Steering Committee) represents general-purpose local governments that together represent at least 75 percent of the expected affected population including the largest incorporated city, based on population, as named by the Bureau of the Census. Also on the Steering Committee, is a representative of a provider of public transportation (Valley Transit), Alaska DOT&PF, the Alaska Department of Environmental Conservation (DEC), the Alaska Railroad (ARRC), the City of Wasilla, the City of Palmer, the Borough, the Borough Transportation Advisory Board, the Native Village of Knik, Chickaloon Native Village, Mat-Su Trails and Parks Foundation, Mat-Su Health Foundation. Members of the peer MPOs in Anchorage and Fairbanks serve in an advisory, non-voting capacity.

The Pre-MPO Policy Board is made up of representatives from the Borough, State of Alaska Department of Transportation and Public Facilities, the City of Wasilla, the City of Palmer, Knik Tribe, Valley Transit, and Chickaloon Native Village. The Steering Committee meets monthly and makes recommendations to the Pre-MPO Policy Board, who are making decisions on behalf of the stakeholders within the urbanized area of the Borough.

Designation of a new MPO consists of a formal agreement between the Governor and units of general-purpose local government that together represent at least 75 percent of the population to be included in the MPA. The agreement should, at minimum, **identify the membership structure of the policy board and establish the metropolitan planning area (MPA) boundaries** (23 USC 134 (b) and 49 USC 5303 (c)). An MPO must represent each UZA listed in the relevant Federal Register¹ notice within 12 months of the official Census Bureau listing. The membership of the Policy Board is outlined in the Operating Agreement. The MPA boundary must be examined by the MPO, in

¹ Federal Register/Vol. 87, No. 249/Thursday, December 29, 2022, Department of Commerce, Census Bureau, Docket Number: 221130-0255, *2020 Census Qualifying Urban Areas and Final Criteria Clarifications*, Page 80149.

cooperation with the State and public transportation operator(s) to determine if MPA boundaries meet the minimum statutory requirements for new urbanized areas and shall adjust them, as necessary. The MPA boundaries shall encompass the entire urbanized area (as defined by the Bureau of the Census) plus the contiguous area expected to become urbanized within a 20-year forecast period for the metropolitan transportation plan. As appropriate, additional adjustments should be made to reflect the most comprehensive boundary to foster an effective planning process that ensures connectivity between modes, improves access to modal systems, and promotes efficient overall transportation investment strategies. Following the MPA boundary approval by the MPO and the Governor, the MPA boundary descriptions (in GIS format) shall be provided to the FHWA and the FTA for informational purposes. A GIS file format is a standard of encoding geographical information into a computer file used for mapping and map analysis.

Under the review and guidance of the Steering Committee, a Boundary Development Strategy was developed and approved by the Policy Board in October 2021. The boundary development task was conducted by the Borough Planning and GIS team with assistance from subject matter experts in areas such as forecasting, real estate and several planning specialties. The GIS team had the ability to overlay various assumptions regarding population, growth forecasting, housing forecasts, building restrictions, wetlands and the like over the urbanized area boundary to predict where growth may occur. This effort began in early 2022 and started with determining the population forecast to be used in the next 20 years and reexamining the developable and undevelopable lands within the Borough. The Pre-MPO Policy Board recommended, in April 2022, that MVP use the 2019 Department of Labor forecast in projecting the population of the MPA out twenty years. The MSB conducted a robust boundary development process and followed the guidance in the approved Public Participation Plan (PPP) in obtaining public and agency comments on the proposed MPA boundary. The Operating Agreement and MPA boundary map were approved by the Pre-MPO Policy Board on September 19, 2023 and were submitted to the Governor for consideration on October 9, 2023. The Metropolitan Planning Area map is displayed in Exhibit 1.

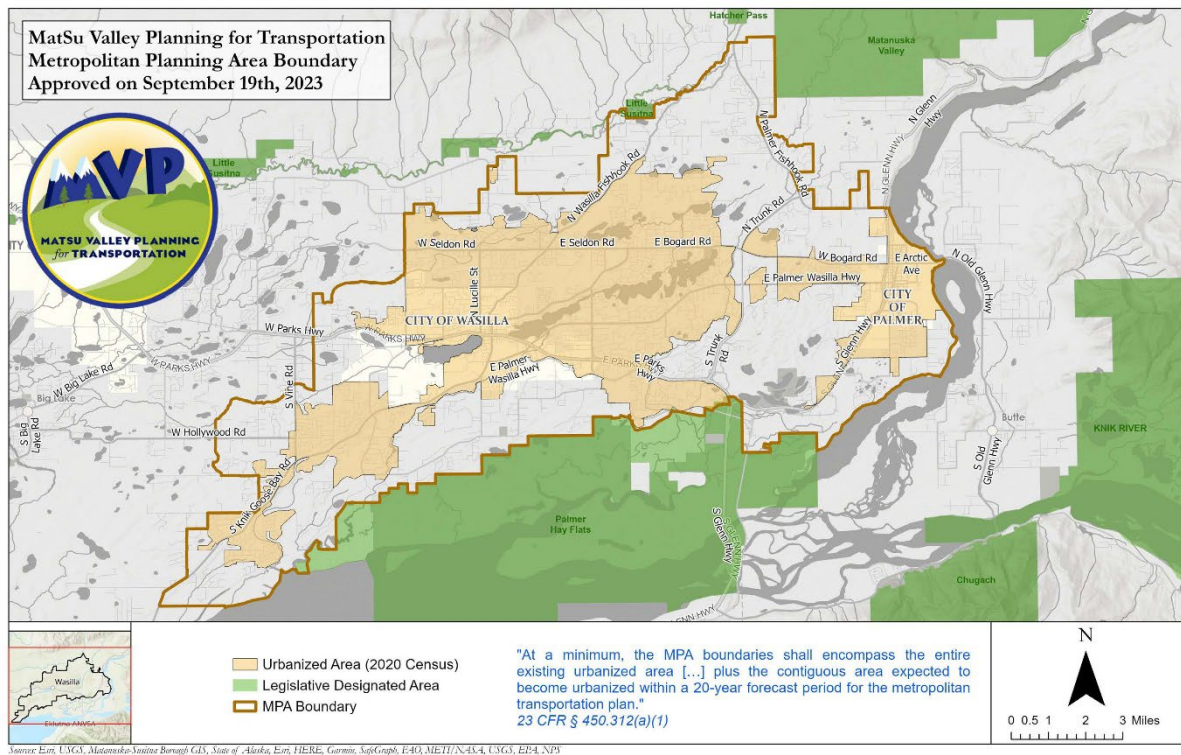


Exhibit 1

MPO Structure

The MPO structure has been discussed at length by the Pre-MPO Steering Committee and Policy Board. The Policy Board recommended, in March 2022, that the MPO form an independent 501(c)3 organization. The final members of the official Policy Board are identified in the Operating Agreement as follows: A representative of the DOT&PF, a Knik Tribe representative, A Chickaloon Native Village representative, the Borough Mayor and Manager, the City of Palmer Mayor and the City of Wasilla Mayor. The Infrastructure Investment and Jobs Act (IIJA) of November 2021 requires, under Section 11201, Transportation Planning, that when designating MPO officials or representatives for the first time, subject to the bylaws or enabling statute of the MPO, the MPO shall consider the equitable and proportional representation of the population of the MPA. It was decided that each Policy Board member shall have one vote.

Operation of the MPO

The Pre-MPO Policy Board has already approved the following documents toward becoming an

operational MPO:

- Intergovernmental Operating Agreement for Transportation Planning
- Bylaws
- Memorandum of Understanding for the Operations of the Office of MVP for Transportation and associated Membership Fees and Annual Dues

The Pre-MPO Policy Board plans to hire a Temporary Coordinator with the assistance of the Executive Director of FAST Planning to steer the MPO, complete all necessary documents to become an MPO in good standing, and establish itself as a 501(c)(3) corporation. After the Policies and Procedures have been approved, the Policy Board plans to hire a permanent Executive Director to operate the office and hire other employees as authorized.

The approved PPP will be consulted and followed as MVP develops the following documents:

- Update the Metropolitan Transportation Plan (MTP) scope of work to include new requirements under the Infrastructure Investment and Jobs Act (IIJA) and develop the MTP
- Scope of work for the Household Travel Survey
- Scope of work for the Travel Demand Model work
- Development of the Transportation Improvement Program (TIP) Scoring criteria
- 2024 UPWP and all future UPWPs
- MVP Policy and Procedures
- Development of the legal entity of the MPO
- Grandfather agreements with the DOT&PF regarding current Community Transportation Program (CTP) projects in the Statewide Improvement Program (STIP)
- Title VI Plan

Federal Planning Factors and Performance-Based Planning: The Fixing America’s Surface Transportation (FAST) Act was signed into law on December 4, 2015. In 23 CFR 450.306, it states that the metropolitan planning process shall be continuous, cooperative, and comprehensive, and provide for consideration and implementation of projects, strategies, and services that will address the following factors:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency
2. Increase the safety of the transportation system for motorized and non-motorized users
3. Increase the security of the transportation system for motorized and non-motorized users
4. Increase the accessibility and mobility of people and freight
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
7. Promote efficient system management and operation
8. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation
9. Enhance travel and tourism

10. Emphasize the preservation of the existing transportation system

In addition to the planning factors noted above, previous legislation (Moving Ahead for Progress in the 21st Century Act [MAP-21]) required that state Departments of Transportation (DOTs) and MPOs conduct performance-based planning by tracking performance measures and setting data-driven targets to improve those measures.

Performance-based planning ensures the efficient investment of federal transportation funds by increasing accountability of local agencies receiving the funds, prioritizing transparency to the public, and providing insight for better investment decisions that focus on key outcomes which relate to the seven national goals of:

1. Improving Safety
2. Maintaining Infrastructure Condition
3. Reducing Traffic Congestion
4. Improving System Reliability
5. Improving Freight Movement & Supporting Regional Economic Development
6. Protecting the Environment
7. Reducing Delays in Project Delivery

The current Borough Long Range Transportation Plan (LRTP) 2035 addresses the planning factors above and addresses performance-based planning. This LRTP provides a good base to develop the MTP which encompasses a much smaller area than the entire Mat-Su Borough, which is over 25,000 square miles. See Table 1 for more information.

Regional priorities identified in the 2035 LRTP include improving congestion, safety, accessibility, and mobility. The LRTP is a fiscally constrained document that set priorities for both Alaska DOT&PF and the Borough to be completed by 2035. Funded Alaska DOT&PF projects of regional significance include upgrades to the Glenn Highway, Parks Highway, Knik Goose Bay Road, and Seward Meridian Parkway. The Borough has funded and constructed most of its priority list, including projects such as Hemmer Road Extension and South Trunk Road Extension. The Borough is currently working on an update to the LRTP that will include a new list of regionally significant road, bike and pedestrian infrastructure, and transit facilities and scoring criteria to evaluate and prioritize short, mid, and long-term project timelines. The MSB Assembly adopted its first ever Bike and Pedestrian Plan on September 26th 2023 that includes a prioritized list of projects and code changes. The MSB intends to develop a Public Transit Development Plan in partnership with the MVP for Transportation and Alaska DOT&PF to support transit operations and infrastructure needs in the rural and urban area. Once adopted the Transit Development Plan will become the new chapter on transit in the LRTP. The complete LRTP update should be finalized by the winter of 2024.

Table 1 FFY2024 UPWP Work Tasks & National Performance Goals

FFY2021 Work Tasks	Safety	Infrastructure Condition	Congestion Reduction	System Reliability	Freight Movement and Economic Vitality	Environmental Sustainability	Reduce Project Delivery Delays
100 Plans & Programs							
100(A) Metropolitan Transportation Plan	X	X	X	X	X	X	X
100(B) Update and Execution of the PPP	X	X	X	X	X	X	X
100(C) Transportation Improvement Program	X	X	X	X	X	X	X
100(D) UPWP	X	X	X	X	X	X	X
100(E) Support Services	X	X	X	X	X	X	X
100(F) Administration	X			X			X
200 Borough Public Transit System Planning							
200 Public Transit System Planning	X		X	X		X	X
300 Contingency Projects							
300(A) Active Transportation Plan	X	X	X	X	X	X	X

Task 100 MPO Planning Process

Task 100(A) Metropolitan Transportation Plan

The MTP is the official multimodal transportation plan addressing no less than a 20-year planning horizon that the MPO develops, adopts, and updates through the metropolitan transportation planning process. The MPO will develop its first MTP using the 2017 MSB LRTP 2035 as its base. The MTP is not due within 12 months of being designated as an urbanized area but must be planned for within the UPWP. The UPWP will provide the work plan that will include the tasks and a schedule to complete the MTP. It must be updated every five years. The MTP planning process shall include the development of a transportation plan addressing no less than a 20-year planning horizon as of the effective date. The MPO shall consider factors described in CFR 450.306 as the factors relate to a minimum 20-year forecast period.



The MTP effort will involve the following:

TransCad Modeling: The MTP will focus on the Metropolitan Planning Area boundary and address all transportation planning within those boundaries, regardless of ownership. In updating the transportation plan, the MPO will base the model update or new model on the latest available estimates and assumptions for population, land use, travel, employment, congestion, and economic activity. . The TransCad Model is a comprehensive travel demand model. It supports sketch planning methods,, four-step demand models, activity models and has an extensive set of traffic assignment models. It provides the ability to facilitate the implementation of best practices for travel forecasting and transportation modeling. It is GIS-based which makes it more accurate. The update will include collecting traffic data, analyzing the transportation network, evaluating land use, supporting transportation scenarios for travel demand model forecasts, and providing outreach to local agencies and the public to confirm project needs as outlined in the 2035 MSB LRTP and new project needs not yet identified. MVP will consult with Alaska DOT&PF to determine the most efficient route to a usable and lasting travel model that can meet the needs of all stakeholders for the years to come. Coordination on the horizon year of the MTP should occur between the MPO, DOT&PF and AMATS. The estimated cost of the TransCad Modeling effort is \$250,000 and will be funded with supplemental Planning Funds which will be managed through a supplemental grant agreement between Alaska DOT&PF and MVP. MVP will be responsible for the non-federal share and will fund it through the \$1,000,000 appropriation of state funds received by the Borough in the Fiscal Year 2024 capital budget.²

Household Travel Survey: The goal of conducting the household travel survey is to sample a representative number of households across different demographic categories and geographic areas

² State of Alaska 2023, SCS CSHB 39 (FIN) am S, page 86.

to understand the travel behavior choices of the region thoroughly. It gives planners and engineers the data necessary to improve the outcomes of the modeling efforts as it ground truths assumptions made in the decision-making process. This effort would ideally take place prior to the development of the travel model. However, there are some elements of the travel model that can occur concurrent with the household travel survey. This effort aims to design and pretest a survey instrument and conduct a household travel survey for the MPA. The following tasks will be performed:

- Performing project administration and coordination
- Reviewing specifications, survey plan and survey design
- Coordinating public outreach, communications plan, and project website
- Conducting and analyzing the pilot survey
- Refining survey methods, instruments, and procedures for the main survey
- Conducting the survey
- Data weighting
- Preparing the final survey report and data files
- Training agency staff

It may be in the State's interest to manage this project and extend it beyond the MPA boundary. MVP could assist as a partner in developing and implementing the household travel survey. The estimated cost of the Household Travel Survey effort is \$550,000 and will be funded with supplemental Planning Funds which will be managed through a supplemental grant agreement between Alaska DOT&PF and MVP. MVP will be responsible for the non-federal share and will fund it through the \$1,000,000 appropriation of state funds received by the Borough in the Fiscal Year 2024 State of Alaska Capital Budget.

Development of the MTP: The planned schedule is to release an RFP for consulting services in early 2024 to develop the MTP. Alaska DOT&PF, or its consultants, will provide all required and desired TransCad modeling. The plan will focus on the MPA boundary and address all transportation planning within those boundaries, regardless of ownership. In updating the transportation plan, the MPO shall base the update on the latest available estimates and assumptions for population, land use, travel, employment, congestion, and economic activity. The update will include the collection of traffic data, analysis of the transportation network, evaluation of land use and supporting transportation scenarios for travel demand model forecasts, and outreach to local agencies and the public to confirm project needs outlined in the 2035 MSB LRTP and new project needs not yet identified. The Public Participation Plan will define the minimum public involvement efforts, but the efforts may be more robust, and the PPP will be updated accordingly. The draft MTP will be released for public comment, and after the resolution of public comments, the final MTP will then be presented to the Technical Committee and Policy Board for consideration of adoption. Following adoption, the final MTP will be transmitted to FHWA and FTA for approval.

The FAST Act supplemented the MAP-21 legislation by establishing timelines for state DOTs and MPOs to comply with the requirements of MAP-21. State DOTs are required to establish statewide targets and MPOs have the option to support the statewide targets or adopt their own. The MPO

will need to develop a Memorandum of Understanding between the Alaska DOT&PF, AMATS, and FAST Planning to cooperatively support a performance-based approach to the metropolitan transportation planning and programming process and to develop and share information related to transportation performance data. Table 1 illustrates how UPWP work tasks relate to these seven national performance goals.

The IIJA was signed into law in November 2021. New considerations for the metropolitan transportation planning process include:

- Dedicated funding to build out electric vehicle charging systems and expand current programs eligibility to support climate mitigation activities and emphasize resiliency to natural disasters
- Complete Streets standards and policies
- Many competitive grant opportunities outside of the program funds such as grants to support local initiatives to prevent deaths and serious injuries on roads, demonstration projects focused on community technologies and systems to improve transportation efficiency and safety, and rail crossing elimination programs (list not inclusive)

Advanced Project Definition and Financial Estimates: The MTP must be fiscally constrained. Alaska DOT&PF will provide Scope, Schedule, and Estimate (SSEs) for all projects included in the MTP. This will be an ongoing project as estimates may need to be updated as new projects are nominated. The SSEs are completed by Alaska DOT&PF staff at the MPO's request when projects are nominated by local agencies, Alaska DOT&PF, and the public for funding and inclusion in the MTP. The local agencies may be able to reach an agreement with the State to participate in the development of SSEs, but the work must be done under the federal project development regulations.

Alaska DOT&PF will also assist in the development of financial projections for funding anticipated to be received by the MPO for the period covered by the MTP. This will include all reasonably expected funding sources. This will be provided by the DOT&PF in-kind.

Development of a Complete Streets Policy: Section 11206 of the IIJA outlines the federal definition of a Complete Street and establishes that MPOs must adopt a complete streets policy and incorporate the application of said policy into the development of its transportation plan to receive federally apportioned funds. This work can be done concurrently with the development of the MTP by the MTP consultant team. The term "Complete Street" standards or policies means standards or policies that ensure the safe and adequate accommodation of all users of the transportation system, including pedestrians, bicyclists, public transportation users, children, older individuals, individuals with disabilities, motorists, and freight vehicles (see IIJA, Section 11206(a)). Not less than 2.5 percent of the amounts made available to the MPO under section 23 USC 104(d) shall be used for complete streets activities. Any project developed with federally apportioned funds must use the federal guidelines in the design and construction of capital projects, not regional or local standards. The capital projects must be developed using the Design and Construction Standards found at <https://dot.alaska.gov/stwddes/dcsaboutus/>.

Completion Date: July 31, 2026

Responsible Party: MPO Staff, Borough Staff, Consultant(s), and Alaska DOT&PF

Resulting Product: Metropolitan Transportation Plan and associated Travel Model, Household Travel Survey, Complete Streets Policy, Updated Public Participation Plan, TIP Scoring Criteria

Cost: The estimated cost of the development of the MTP effort is \$600,000 and will be funded with supplemental Planning Funds which will be managed through a supplemental grant agreement between Alaska DOT&PF and MVP. MVP will be responsible for the non-federal share and will fund it through the \$1,000,000 appropriation of state funds received by the Borough in the Fiscal Year 2024 State of Alaska Capital Budget .

Task 100(B) Update and Execution of the Public Participation Plan (PPP) and Title VI Implementation Plan

Before the development of the MTP, the PPP should be updated to reflect the planned public involvement for the MTP. The PPP will be updated by the MTP consulting team relevant to how the MTP will be developed and the public involvement process that will be utilized. The use of social media will be incorporated into the PPP as well as any web-based interactive techniques.

The PPP will also assist in outlining the proper public involvement necessary for the development and operation of the MPO. The Project Manager and, subsequently, the MPO Executive Director will implement the Public Participation Plan (PPP). Staff will be responsible for:

- Maintaining the MVP website complete with staff and committee member contact information, operating documents, plans and policies, meeting calendar, meeting agendas, meeting packets and minutes, calendar, project information, and a method for interaction with the public such as a comment form
- Hosting all MPO meetings in an accessible manner with proper public notice
- Preparing all meeting materials
- Providing public comment periods, open house events, workshops, surveys, interactive maps, and other opportunities for the public to be involved in the transportation planning process
- Maintaining a presence on social media (Facebook, Instagram, Twitter, and LinkedIn) to provide additional opportunities for the general public to engage in the transportation planning process
- Hosting local events that introduce the public to the MPO
- Advertising all meetings, events, and public comment opportunities in the newspaper, on the website and social media accounts, local bulletin boards, radio, television, and the Alaska DOT&PF public notice website
- Development and execution of the ***Title VI Implementation Plan***: Once recognized as the MPO through an *Inter-Governmental Operating Agreement and Memorandum of Understanding for Transportation Planning*, the MPO has the responsibility to ensure, for all people, that its programs, plans, and policies are carried out in a manner that is not discriminatory, regardless of race, color, national origin, or sex (gender). Title VI of the Civil Rights Act of 1964, as amended, prohibits discrimination based upon race, color, and national origin. Specifically, 42 USC 2000d states that *“No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.” The Federal*

Aid Highway Act of 1973 (23 USC 324), and related federal regulations (23 CFR 200.5 (p)), prohibit discrimination on the basis of sex (gender).

Later Executive Orders placed further emphasis on the Title VI protections of race and national origin, added low-income populations to the list of protected groups, and clarified that minority and limited English proficient populations are included under national origin. The Civil Rights Restoration Act of 1987 broadened the scope of Title VI coverage by expanding the definition of the terms “programs or activities” to include all programs or activities of Federal Aid recipients, sub-recipients, and contractors, whether such programs and activities are federally assisted or not (Public Law 100259 [S.557], March 22, 1988).

Recent new Executive Orders to be considered include EO 13985, 13988, 14008 and the US DOT Equity Action Plan.

Together these requirements form the legal basis for the Federal Highway Administration (FHWA) Title VI Program. According to 49 CFR 21.7 (b), recipients of federal financial assistance are required to provide for such methods of administration, as determined by the Secretary of Transportation, for a program to give a reasonable guarantee that it, and other participants under the program including contractors and subcontractors, will comply with all requirements imposed or pursuant to Title VI related federal regulations. The guidance provided by FHWA, Public Funds for Public Benefit: Subrecipient’s Guide to Implement Title VI, outlines additional information to be addressed in a Title VI Nondiscrimination Plan.

The State of Alaska has long recognized the importance of ensuring non-discrimination in how they conduct business and provide services to the public. This Title VI Non-Discrimination Implementation Plan will document a process specifically for ensuring non-discrimination by the MPO and should be consistent with non-discrimination policies of both the DOT&PF and FHWA Title VI requirements.

The Title VI Plan is integral to the PPP and provides specific goals, objectives, and strategies for reaching low-income, minority, and Limited English Proficiency populations to help mitigate barriers to public participation in the transportation planning process. As a Federal Aid recipient, the MPO has the responsibility to ensure that its programs, plans, and policies are carried out in a manner that is not discriminatory, regardless of race, color, national origin, or sex (gender) in accordance with Title VI of the Civil Rights Act of 1964, as amended. Measures to include are listed but are not limited to:

- Hosting all meetings open to the public and broad advertising of meetings, events, and public comment opportunities
- Opportunities in accordance with the PPP to reach different demographics of the population
- Holding meetings in a location familiar and comfortable to the public, accessible by non-motorized travel and transit, and in ADA-accessible buildings
- Providing contact information on all public notices and advertisements for individuals to request special accommodations for translation (language barriers) and hearing and sight impairments
- Preparing Title VI Reports for the DOT&PF Civil Rights Office for every meeting and event held open to the public and public comment periods

- Advertisement of Title VI complaint procedures and complaint form for any person who believes they have been excluded from or denied the benefits of, or subjected to discrimination based on race, color, national origin, or sex (gender) under any MPO plan, program, or activity
- Annual participation by all MPO staff in Title VI training

Completion Date: March 2024

Responsible Party: MPO Staff, Borough Staff, and Alaska DOT&PF Staff

Resulting Product: Updated Public Participation and Title VI Implementation Plan and on-going implementation of the plans

Cost: The cost for the updates of these two plans is included in the development of MTP.


Task 100(C) Transportation Improvement Program (TIP)

The TIP is a prioritized listing/program of transportation projects covering four years developed and formally adopted by an MPO as part of the metropolitan transportation planning process, consistent with the MTP and required for projects to be eligible for funding under 23 USC and 49 USC Chapter 53. Currently, the federally funded transportation projects for the area can be found in the 2020–2023 Alaska Statewide Transportation Improvement Program (STIP). Upon official designation as an MPO, projects funded by federal transportation funds on locally or state-owned (non-NHS) roadways and transit projects will be found in the MPO’s TIP. Federally funded projects within the MPO boundaries that are located on the State-owned National Highway System (NHS) or facilities owned by the Alaska Railroad Corporation will generally be shown in the TIP for informational purposes. Including these projects will require careful coordination with the state and transit providers.

2020-2023 Alaska Statewide Transportation Improvement Program
2020-2023 Original STIP, Approved April 28, 2020

Need ID: 20911
Title: Line Road Improvements Knik-Goosebay Road to Hollywood Blvd.
Region: Central
Place Name: Central Region
Highway: N/A

Project Description:
 Project will rehabilitate the existing two-lane rural road from the Hollywood Boulevard to Knik-Goose Bay Road. The road will be designed to accommodate ongoing traffic growth. Scope includes repaving roadbed, drainage improvements, repaving, pedestrian accommodations and possible HSP safety improvements.



Phase	Fund	FFY20	FFY21	FFY22	FFY23	After2023
Design	SM	40,184	0	0	0	0
Design	STP	404,818	0	0	0	0
Right of Way	AC	0	3,286,753	0	0	0
Right of Way	ACC	0	0	-3,286,753	0	0
Right of Way	SM	0	327,247	0	0	0
Right of Way	STP	0	0	3,286,753	0	0
Construction	AC	0	0	0	5,840,140	0
Construction	SM	0	0	0	569,880	0
Utilities	SM	0	0	0	207,800	0
Utilities	STP	0	0	0	2,082,310	0
Totals		445,000	3,624,000	0	8,500,000	5,840,140

Program: Alaska Highway System
Primary Work: System Preservation
2013 Election District: B Big Lake/Point Mackenzie
Borough/Census Area: Matanuska - Susitna Borough
Municipal Planning Org. (MPO): non-MPO
Performance Measures: Safety, Travel Time

Sponsor:
PEB Score:
Criteria:
Functional Class: MINOR ARTERIAL

For all MPAs, concurrent with the submittal of the entire proposed TIP to the FHWA and FTA as part of the STIP approval, the State and the MPO shall certify at least every four years that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements as set forth in 23 CFR 450.336. The self-certification shall be drafted and included as the cover letter in the transmittal of the TIP to FHWA and FTA.

Development of a new TIP will begin concurrently with the development of the MTP, which is anticipated to be completed in July 2026. The initial effort will be consultant-led and will involve development of project scoring criteria and nomination forms, followed by a call for project nominations. Projects included in the TIP must be prioritized in the MTP. Example scoring criteria that may be used include safety, public support, maintenance and operations, system

preservation, connectivity, environmental mitigation, project readiness and land use. Non-motorized projects have slightly different criteria such as how much of the population is impacted by the project, how the facility will be used, and if it provides more mobility for more users in a safer environment. The project nominations often, but are not all required to, come from the short-range list of projects included in the updated MTP. A workshop will be held for local agencies and the public to learn about the nomination process, scoring criteria, and project selection process for funding. At the close of the nomination period, the Technical Committee members will score and rank the projects in order of priority for consideration of funding in the new TIP.

Concurrently, Alaska DOT&PF staff will prepare a scope, schedule, and estimate (SSE) for each project nominated. Once the SSEs and project rankings are complete, the MPO will develop a fiscally constrained draft TIP providing a funding plan for the top-ranked projects for release for public comment. After public comments are addressed and/or resolved, the final TIP will then be presented to the Technical Committee and Policy Board for consideration and adoption. Following adoption, the final TIP will be transmitted to FHWA and FTA for approval and to Alaska DOT&PF for inclusion into the STIP.

The MPO Staff will work in cooperation with the Alaska DOT&PF in the development of an E-TIP that is compatible with the State's Statewide Transportation Improvement Program (STIP), if available.

The MPO Staff, with DOT&PF assistance, will be responsible for:

- Project scoring and ranking by the MVP Technical Committee and preparation of Scope, Schedules, and Estimates (SSEs)
- Development of draft TIP for advertisement for public comment
- Review and respond to comments received during the public comment period
- Presentation of final TIP to the Technical Committee and Policy Board for consideration of adoption, and transmittal of the adopted TIP to FHWA and FTA for approval
- Monthly tracking of obligated funds in the TIP and receipt of offsets from project closures, reductions to bid award, and other de-obligations
- Administrative Modifications and Amendments to current TIP on an as-needed basis

Completion Date: August 2026

Responsible Party: MPO Staff, with Alaska DOT&PF providing Advanced Project Definition (estimates and schedules) and financial constraint limits and technical support for E-TIP, as necessary

Resulting Product: 2026 – 2029 Transportation Improvement Program

Cost: The staff cost is estimated to be \$30,000 as reflected in Table 4 of the budget.

Task 100(D) 2024 UPWP Reporting and 2025-2026 UPWP Development

The Alaska DOT&PF is responsible for providing the management oversight of the UPWP. The MPO and its partners that receive Federal PL funding will prepare and submit quarterly reports through

FFY2024 to the Alaska DOT&PF. The quarterly reports will document the planning activities performed and expenditures by the MPO per the tasks listed in the UPWP. The Alaska DOT&PF will review and compile the quarterly reports into annual reports at the end of each federal fiscal year. The MPO will initiate Administrative Modifications and Amendments to the UPWP as needed following the provisions of the MPO's Intergovernmental Operating Agreement, when executed.

FFY2025-2026 UPWP: Beginning in spring 2024, the MPO staff will develop the draft 2025-2026 UPWP. This will involve consultation with the State and other MPOs regarding the Planning fund allocation.

Completion Date of the new UPWP: August 15, 2024

Quarterly reports for the current UPWP.

Responsible Party: MPO Staff, new MPO Executive Director with DOT&PF assistance

Resulting Product: Quarterly UPWP Reports and 2025 – 2026 UPWP

Cost: The UPWP will be developed by staff.

Task 100(E) Support Services

This task encompasses all planning and program needs for the operation of the MPO. It is recommended that the MPO hire an Executive Director as soon as possible after designation by the Governor, anticipated to be fourth quarter of FFY2023, to manage the critical tasks listed below.

- Development and management and operation of the MVP 501(c)(3) Non-profit Corporation (human resources, payroll, accounts payable/receivable, office space leasing, asset management, insurance coverages, audits, business licensing, and tax filings)
- The MPO Coordinator will obtain all the necessary items for the formation of the MPO office including the hiring of an Executive Director and Transportation Planner
- Procurement of office space
- Supply or cause to arrange supplies, information technology, website development, social media presence, office administration, utilities, payroll, and benefits, and the like
- Procure services as necessary to bring the MPO office to an operational status based on the agreed-upon structure
- MVP budget preparation, tracking, and amendment
- Review of agreements and policies and procedures as needed
- Professional development for staff (online and in-person training and conferences)
- Attending and participating in local, regional, and State committee and commission meetings
- Providing guest presentations to committees, commissions, local organizations and chapters, and other interest groups
- Serving on the Statewide Transportation Innovation Council, Statewide Connected & Autonomous Team
- Attending project status meetings, open house events, stakeholder groups, and other Alaska DOT&PF and Borough planning meetings

- GIS mapping of the transportation network, including preparation of areawide and project-specific maps
- Review and submit comments on local, state, and federal legislation and planning documents
- Monitor the Federal Highway Bill guidance and modify the development of the final MPO structure and documents in accordance with the latest planning assumptions
- Review the Federal Regulations for Metropolitan Transportation Planning and research and apply for other available grant opportunities
- Conduct general communication, correspondence, and presentations to members of the public, organizations, agencies, elected/appointed officials, and other interested parties
- Coordinate with the DOT and other MPOs, as requested
- Attend annual AMPO Conference and Alaska American Planning Association Conference and trainings

Completion Date: September 30, 2024

Responsible Party: MPO Staff, new MPO Executive Director, DOT&PF, Borough Staff, consultant staff

Resulting Product: Operations of the MPO

Cost: The staff cost is estimated to be \$172,000 as reflected in Table 4 of the budget.

Task 100(F) Administration

MVP for Transportation Intergovernmental Operating Agreement and Memorandum of Understanding for Transportation Planning within the Metropolitan Area of the Metropolitan Planning Organization (Operating Agreement) and Boundary Development

This agreement details the structure and process for the continuing, cooperative, and comprehensive consideration, development, and implementation of transportation plans and programs for intermodal transportation in the MPA. MPO designation shall be made by agreement between the Governor and units of general-purpose local government that together represent at least 75 percent of the affected population (including the largest incorporated city, based on population, as named by the Bureau of the Census) or in accordance with procedures established by applicable or local law. It defines the membership of the Policy Board by Title and voting rights of its members. It also defines the members of the Technical Committee by Title. Federal and State law are silent on the size, composition and voting rights of a Policy Board in a non-Transportation Management Area (under 200,000 persons). The Pre-MPO will define the committee, board, and boundary in FFY2022. This agreement defines the key plans and programs of the MPO, rules for consultant contracts, reporting requirements, planning reports, division of cost and payment, audit procedures as well as other standard required contractual elements. Staff will be responsible for any updates to this agreement and boundary map.

After the boundary is approved, Alaska DOT&PF or the FHWA Division Office should provide the boundary files electronically to the FHWA Office of Planning (HEPP-30) for inclusion in the FHWA

Office of Planning Executive Geographic Information System (HEPGIS) database. The preferred submission formats are ArcGIS or TransCAD GIS file formats, the GIS software packages most used by State DOTs and MPOs.

Completion Date: December 2023

Responsible Party: Pre-MPO Staff, ADOT & PF, Borough Staff

Resulting Product: Operating Agreement and Memorandum of Understanding for Transportation within the Metropolitan Planning Organization

MVP Policies and Procedures

Finalize the Policies and Procedures of MVP to ensure operations are in accordance with the Operating Agreement, MOU, and Bylaws. Some policies to be developed include, administrative policies, amendment and administrative modification policies, personnel policies, social media policies, human resources, employment practices, and the like.

Completion Date: May 2024

Responsible Party: Pre-MPO Staff, DOT & PF, Borough Staff

Resulting Product: MVP for Transportation Policies and Procedures

Other Agreements:

- Develop an agreement(s) to coordinate with the DOT&PF, Anchorage Metropolitan Transportation Solutions (AMATS), and FAST Planning on PL and STPBG funding, target setting, and other transportation issues of common interest.
- Set performance targets in coordination with the State and other MPOs in accordance with a to-be-established memorandum of understanding for a performance-based approach to the metropolitan transportation planning and programming process.
- Consider a coordination agreement with AMATS, and others, as appropriate and necessary
- Consider an agreement with the local tribal governments regarding future consultation processes and to address the government - government relationship with the MPO

Completion Date: July 2024

Responsible Party: MPO Staff, ADOT & PF, Borough Staff

Resulting Product: Coordination Agreement with AMATS, Consultation agreements with Knik Tribe and Chickaloon Native Village, Memorandum of Understanding with the State and other MPOs regarding performance-based planning

Administration Cost for Task 100(f): The staff cost is estimated to be \$50,000 as reflected in Table 4 of the budget.

Task 200 Public Transit System Planning

Non-urbanized Formula Program grants provide transit capital, operating assistance, and program administration to non-urbanized areas for public transportation. State agencies, local public bodies and agencies thereof, private-non-profit and private for-profit (inter-city only) organizations, and operators of public transportation services are eligible to apply. These program grants are detailed in 49 USC 5311.

The Federal Transit Administration (FTA) has defined the goals of the 5311 Program to:

- Enhance the access of people in non-urbanized areas to health care, shopping, education, employment, public services, and recreation.
- Assist in the maintenance, development, improvement, and use of public transportation systems in rural and small urban areas.
- Encourage and facilitate the most efficient use of all rural transportation funds used to provide passenger transportation in non-urbanized areas through the coordination of programs and services.
- Assist the development and support of intercity bus transportation.
- Provide for the participation of private transportation providers to the extent feasible.

In addition, FTA 5310 grants through the Fixing America's Surface Transportation (FAST) Act and Alaska Mental Health Trust funding each focus on the transportation needs of disadvantaged persons and those with special transportation needs that cannot be met through traditional personal automobile or public transportation means. To be eligible for FTA 5310 or Alaska Mental Health Trust funds through the Alaska DOT&PF Alaska Community Transit (ACT) office, projects must be derived from a locally developed, coordinated plan that is updated at least every five (5) years. These funding sources substantially support transit operations in the Borough. The Borough updated the MSB Coordinated Human Services Transportation Plan in 2023 to reflect current community needs and opportunities, in addition to meeting federal and State requirements. The plan documented community efforts to coordinate public and human service transportation for the Borough's residents—especially older adults and individuals with disabilities. In addition to updating the plan to reflect current demographics and needs, it also outlines a clear list of goals and prioritized strategies to carry the work of the plan forward into fruition. The next steps will be to identify lead agencies and funding sources to begin implementing high priority strategies.

Valley Transit and Sunshine Transit are prepared to receive Alaska Community Transit State Fiscal Year 2021 Public Transit Grants for Administration, Operating and Preventive Maintenance. Sunshine Transit was awarded \$729,663, and Valley Transit was awarded \$1,100,000. Sunshine Transit and Valley Transit are also to receive Public Transit Capital Grants of \$737,692 and \$1,350,207, respectively.

Due to the operational changes in FFY2020 related to the COVID-19 pandemic, these planning funds will be critical to planning the future of the public transit system within the MPA. Beginning in FFY21, and continuing through FFY2022 and FFY2023, the transit providers will need to develop, implement, and continually update Public Transportation Agency Safety Plan (PTASP) to include the processes and procedures to implement Safety Management Systems (SMS).

Urbanized The transit services within the census-designated urban area are eligible to receive **FTA Section 5303, 5304 and 5305 planning funds** through a Metropolitan Planning Grant Agreement between the DOT&PF and FTA. Metropolitan & Statewide Transportation Planning Section 5303, 5304 and 5305 provide funding and procedural requirements for multimodal transportation planning in metropolitan areas and states. Eligible activities include the development of transportation plans and programs, plan, design and evaluate a public transportation project and

conduct technical studies related to public transportation.

The Borough is currently working on a short-term Transit Continuity Plan to support transit operations in the newly designated urban area. The 2023 MSB Coordinated Human Services Transportation Plan also identified the need for a more extensive Transit Development Plan. The project was ranked by providers as a high priority project intended to assess public transportation services throughout the borough and ensure community transportation needs are being met efficiently and effectively. It is likely that the Alaska DOT&PF will execute a Coordinated Planning Agreement with the MPO to conduct future plans with the Borough. Funds are apportioned to states by formula that includes each state's urbanized area population in proportion to the total urbanized area population for the nation, as well as other factors.

- FTA Section 5303: Metropolitan Planning
- FTA Section 5304: Statewide Planning
- FTA Section 5305: Planning Programs

FTA Section 5307 funds also provide transit capital and operating assistance in urbanized areas.

- The State Is the Designated Recipient for all small, urbanized areas, but most grantees are Direct Recipients*
- Private Non-Profits Can't Be Direct Recipients or Subrecipients** to the Urban Formula Program
- The Borough and DOT&PF are currently working to execute a supplemental agreement naming the Borough as a Direct Recipient for the distribution of Section 5307
- As a Direct Recipient, the Borough will be able to contract for services, allowing non-profit transit providers to apply for and receive FTA 5307 funding through a competitive bid process
- Non-profit organizations can only be subrecipients under the Job Access Reverse Commute (JARC) program

**Direct Recipient: An entity that is approved by the Designated Recipient to apply for and receive FTA funding directly, and through a supplemental agreement takes on all responsibilities of compliance and grant management*

***Sub-Recipient: An entity that receives FTA funds via a pass-through agreement with a Direct Recipient or Designated Recipient, whereby the original recipient remains responsible for compliance with all terms, conditions, and requirements associated with the grant*

Designation as an urbanized area will result in significant changes to ownership, operation and ridership of the system and may affect the transit routes, frequency, and timing, as well as staff employment, facilities, equipment, and fare collection.

Planning needs to be cooperative, continuous, and comprehensive, resulting in long-range plans and short-range programs reflecting transportation investment priorities. Federal planning funds are first apportioned to State DOTs. State DOTs then allocate planning funding to MPOs. Several

meetings have been conducted between the local transportation provider, DOT&PF, Alaska Railroad and FTA and more coordination will take place in the future.

Funds are available for planning activities that:

- support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency
- increase the safety of the transportation system for motorized and non-motorized users;
- increase the security of the transportation system for motorized and non-motorized users;
- increase the accessibility and mobility of people and for freight;
- protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
- enhance the integration and connectivity of the transportation system, across and between modes, for people and freight; and
- promote efficient system management and operation; and emphasize the preservation of the existing transportation system.

This funding is used to conduct planning activities related to the operation and improvement of the public transit system, including data collection, studies, system performance management, capital planning, and asset management, preparation of reports and plans, and training and technical assistance for staff. Example plans include:

- Coordinated Transportation Plan
- Short- and Long-Range Transit Plan
- Mobility Management Plan
- Public Transportation Agency Safety Plan
- Bus Stop Amenity & Design Development Plan
- ITS Improvement Plan
- Comprehensive Fixed Route Analysis & Improvement Plan
- Traffic Signal Prioritization Impact Study



Transit Continuity Planning

Upon designation as an urban area, transit providers will lose access to FTA 5311 rural funding within the urban area and will not be able to directly apply for FTA 5307, as non-profit organizations are not eligible to be Direct Recipients of this program. The Borough has requested Direct Recipient status from the State of Alaska. Once approved, the Borough intends to apply for funding directly and will contract for transit services within the urban area through a competitive bid process, allowing non-profit transit providers access to the FTA 5307 urban transit funding. With a 50/50 match requirement, local match will still need to be determined.

Transit Development Plan

A Transit Development Plan for the Mat-Su Borough is necessary to plan for the evolving transportation needs of our rural and urban communities. Transit throughout the Borough is currently operated by several non-profit transit and health and human services organizations, all working to provide transportation services for the community without an overarching plan in place. **Providers and residents have identified differing needs in rural communities versus the recently census-designated urban area, though the need for safe and adequate transportation still exists for both. With a region the size of West Virginia, an analysis of how to best provide transportation to, from, and between different areas of the borough is essential.** A Borough-wide Transit Development Plan (TDP) would provide a research and data-driven approach to sustaining and improving transit throughout the region by connecting communities and increasing access to jobs, shopping areas, medical appointments, and other essential services. A TDP would involve a complete analysis of the MSB's transit services, recognizing needs and gaps in the current system, prioritizing goals, creating implementable strategies, and identifying funding opportunities. The result of the TDP will be a guiding strategy document that anticipates the future transportation demands of rapid growth and ensures adequate and efficient transit options for all residents.

Completion Date: Fall 2025

Responsible Party: Valley Transit, Sunshine Transit Coalition, Chickaloon Area Transit (CAT), Borough Staff, Alaska DOT&PF

Resulting Product: Transit Development Plan

Cost: The cost for this plan varies as it is being developed as funding allows, in phases. This phase is \$91,503 as indicated in Table 4 of the Budget.

Task 300 Contingency Projects

The following projects are Contingency Projects, which are, by definition, a future event or circumstance which is possible but cannot be predicted with certainty. These are projects that could occur in 2024 if funding becomes available.

Task 300(A) Develop an Active Transportation Plan

Hire a consultant to complete an Active Transportation Plan (ATP). This plan will address local interest in non-motorized travel and the desire for better transportation options, quality of life, and access to the area's natural surroundings. It will outline policy, programmatic, and infrastructure improvements to help achieve a vision for a more pedestrian and bicycle-friendly community with a non-motorized network that provides safe and comfortable transportation options to many area residents and visitors.

Completion Date: TBD

Responsible Party: MPO Staff, Borough Staff, DOT&PF

Resulting Product: Active Transportation Plan

Cost: The cost is estimated at \$100,000 given the newly approved MSB Bicycle and Pedestrian Plan.

Budget

Table 2. Funding Sources for Metropolitan Planning Activities

Metropolitan Planning (PL) Funds

Description	FFY2024
FFY2024 PL Distribution	\$ 398,691
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PL Funds	\$ 398,691
9.03% Match	\$ 39,575
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Subtotal	\$ 438,266
Less 6.35% ICAP	\$ (27,830)
<hr/>	
TOTAL	\$ 410,437

Table 3. Funding Sources for Transit Planning Activities

Transit Planning (FTA 5303) Funds

Description	FFY2024
FFY2024 Apportionment	\$ 88,884
FTA 5303 Funds	\$ 88,884
9.03% Match	\$ 8,823
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Subtotal	\$ 97,707
Less 6.35% ICAP	\$ (6,204)
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TOTAL	\$ 91,503

Note: Until the organization is formed and has the proper fiscal policies in place, the non-federal share will be funded with legislative grant funds identified on page 8.

Table 4. Estimated Costs by Task

Task	Description	Fund Source	FFY2024	Activity Type		
				Metro Planning	Transit Planning	TIP Project/Grant
Required Plans & Programs						
100(a)	Metropolitan Transportation Plan*	PL	\$ 120,000	X		
100(c)	Transportation Improvement Program	PL	\$ 28,930	X		
100(d)	2024 UPWP Reporting and 2025-2026 UPWP	PL	\$ 25,000	X		
100(e)	Support Services	PL	\$ 190,000	X		
100(f)	Administration	PL	\$ 74,337	X		
		Subtotal	\$ 438,267			
		Less 6.35% ICAP	\$ (27,830)			
		TOTAL	\$ 410,437			
Public Transit System Planning						
200(a)	Transit Development Plan	FTA 5303	\$ 97,707		X	
		Subtotal	\$ 97,707			
		Less 6.35% ICAP	\$ (6,204)			
		TOTAL	\$ 91,503			
Contingency Projects						
300(a)	Active Transportation Plan	PL	\$ 50,000			X
		Subtotal	\$ 50,000	X		
		Less 6.35% ICAP	\$ (3,175)	X		
		TOTAL	\$ 46,825			
		TOTAL				

*Includes MTP development, TransCad Model, Household Travel Survey, Complete Streets Plan, PPP and Title VI Plans

Table 5. Funding Source & Estimated Cost Comparison

Metropolitan Planning (PL+STP) Funds	FFY2024
Available Funding (Table 2)	\$ 410,437
Estimated Costs (Table 4)	
Task 100 Requires Plans & Programs	\$ 410,437
Total	\$ 410,437

Transit Planning (FTA 5303) Funds

Available Funding (Table 3)	\$ 91,503
Estimated Costs (Table 4)	
Task 200 Public Transit System Planning	\$ 97,707

Additional Funding needed for Contingency Plans & Projects (from TIP/Grants)

Task 300 Contingency Plans & Projects (Table 4)	\$ 150,000
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Table 6. Metropolitan & Transit Planning Fund Distribution

Metropolitan Planning (PL) Funds	FFY2024	MVP's Portion	Alaska DOT&PF Portion
MVP for Transportation	\$ 332,691		
Alaska DOT&PF Planning	\$ 66,000		
Subtotal	\$ 398,691		
9.03% Match ¹	\$ 39,575		
Subtotal	\$ 438,266		
Less 6.35% ICAP	\$ (27,830)		
TOTAL	\$ 410,437	\$ 344,437	\$ 66,000

Transit Planning (FTA 5303) Funds

MVP for Transportation	\$ 88,884	
9.03% Match ²	\$ 8,823	
Subtotal	\$ 97,707	
Less 6.35% ICAP	\$ (6,204)	
TOTAL	\$ 91,503	\$ 91,503

¹Cash match paid by receiving agency. MVP's match comes from state legislative appropriation

²Cash and/or in-kind match provided by the Borough.

Table 7. Proposed UPWP (FFY2024) Annual Office Budget for MVP

(For comparison purposes with Table 6 - Metropolitan Planning [PL] Fund Distribution to MVP)

Expenditures	Amount
Personnel	\$ 218,000
Office & Administrative	\$ 55,500
Information Technology	\$ 26,037
Meetings	\$ 3,200
Training	\$ 12,000
Advertising	\$ 20,500
Supplies	\$ 9,200
	<hr/>
TOTAL	\$ 344,437

Revenue	Amount
PL Fund Distribution	\$ 398,691
9.03% Match	\$ 39,575
Supplemental STP Funds	\$ -
9.03% Match	\$ -
	<hr/>
Subtotal	\$ 438,266
Less 6.35% ICAP	\$ (27,830)
	<hr/>
TOTAL	\$ 410,437