

MVP for Transportation MPO Technical Committee Meeting

MEMBERS

Alex Strawn, MSB
Ben White, ADOT&PF
Brian Lindamood, ARRC
Clint Adler, ADOT&PF
Crystal Smith, MSBSD
Erich Schaal, City of Wasilla
Jude Bilafer, City of Palmer
Randy Durham, MSB TAB
Tom Adams, MSB
Vacant, Knik Tribe
Vacant, Chickaloon Native Village
Vacant, Public Transit
Vacant, Mobility Advocate
Vacant, RSA Board Chair
Vacant, Trucking Industry Advocate
Vacant, ADEC



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Agenda

Tuesday, March 12th, 2024

2:00 - 3:30pm

1. Call to Order
2. Introduction of MPO Technical Committee Members and other Attendees
3. Approval of the March 12th, 2024 Agenda – **(Action Item)**
4. Approval of the January 9th, 2023 Minutes – **(Action Item)**
5. Committee/Working Group Reports (Including the Staff Report)
 - a. Staff Report
6. Voices of the Visitors (Non-Action Items)
7. Old Business
 - a. STIP Update
 - b. Letter/Invoice from DOT to MSB – Match Allocation
 - c. Project Development Authorization for MVP PL Allocation status
8. New Business
 - a. Technical Committee Designation reminder
 - b. Alaska DOT&PF Project Prioritization
 - c. Household Travel Demand Model Scope of Work
9. Other Issues
10. Informational Items
 - a. August Redistribution
11. Technical Committee Comments
12. Adjournment

Next Scheduled MPO Technical Committee Meeting – **April 9th, 2024, from 2:00pm-3:30pm** to be held via Microsoft TEAMS Meeting

MVP for Transportation MPO Technical Committee Meeting

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Minutes

Tuesday, January 9th, 2024

2:00 - 3:30pm

1. Call to Order

Meeting called to order with quorum at 2:02pm

2. Introduction of MPO Technical Committee Members and other Attendees

Members Present

Ben White, Alaska DOT&PF
Brian Lindamood, ARRC
Brian Winnestaffer, Chickaloon Native Village
Bob Charles, Knik Tribe
Erich Schaal, City of Wasilla
Tom Adams, MSB
Brad Sworts, MSB
Brian Lindamood, ARRC

Members Absent

Jim Beck, Health and Human Services
Julian Morrissey, MSB TAB
Josh Shaver, Multimodal Mobility Advocate
Mike Brown, MSB
Edna DeVries, MSB

Visitors Present

Kim Sollien, MSB
Katherine Keith, Alaska DOT&PF
Donna Gardino, Gardino Consulting Services
Clint Adler, Alaska DOT&PF
Natalie Lyon, RESPEC
Elise Blocker, RESPEC
Christine Langley, DMIO Director

MVP for Transportation Pre-MPO Steering Committee Meeting

Shannon McCarthy, Alaska DOT&PF
Sean Holland, Alaska DOT&PF
Adam Bradway, Alaska DOT&PF
Steve Carrington, City of Palmer
Mark Eisenman, Alaska DOT&PF
James Starzec, Alaska DOT&PF
Romorenzo Marasigan, DOT&PF
Glenda Ledford, City of Wasilla
Adeyemi Alimi, Alaska Department of Conservation
James Marks, Alaska DOT&PF
John Linnell, Alaska DOT&PF
Maija DiSalvo, MSB
Judy Chapman, Alaska DOT&PF
Dom Pannone, DOT&PF

3. **Approval of the January 9th, 2024 Agenda – (Action Item)**

*Motion to approve the January 9th 2024 Agenda (**White**), seconded. No edits. Passed unanimously.*

4. **Approval of the December 12th, 2023 Minutes – (Action Item)**

*Motion to approve the December 12th, 2023 Minutes (**White**), seconded. No edits. Passed unanimously.*

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

a. **Staff Report**

The MPO Signing Ceremony occurred on December 19th, 2023. The MPO is now officially formed. Kim Sollien will be ensuring that members will get a copy of the signed Articles of Incorporation. A manual is currently being assembled for both the Technical Committee and the Policy Board members that include all relevant documents.

6. **Voices of the Visitors (Non-Action Items)**

Katherine Keith and the STIP team presented the draft STIP update.

Donna Gardino: Why are the planning funds doubled in 2026?

Katherine Keith: It looks like the years were added together. We will look into that. Thank you for catching that.

Donna Gardino: The FTA allocations have not been updated from the 2020 census, is that correct?

Katherine Keith: Correct. The FTA allocations have not been released yet. FTA funds are based on last year. Additional funds are expected. It has been corrected with FHWA funds. We don't have FTA guidance yet. Updates will be made once it is received.

Adam Bradway: Looking at the list of projects within the boundary, projects that are in construction or have received their construction funding, HSIP, and bridge and pavement preservation projects are not on that list.

Donna Gardino: Will there be an amendment once the STIP is approved?

Katherine Keith: Our current CTP is a program within the STIP. We will have a planning phase within the statewide or urban area CTP program. From there we can break out projects as part of the program. We wouldn't need an amendment right away. But we will have one right away to clean up things as they change.

MVP for Transportation Pre-MPO Steering Committee Meeting

Donna Gardino: There is a letter in the meeting packet that addresses the construction bid process that is going to the Policy Board next week and will be sent out if the Policy Board approves it.

Katherine Keith: Thank you. As we finalize changes to the STIP, there is an engagement summary that is over 1200 pages long. For those who submitted letters, the responses have been drafted.

Donna Gardino: The MVP Pre-Policy Board did comment about wanting a separate item for their funding sources separate from FAST. Thank you for implementing that.

Kim Sollien: What is the next step in the process?

Katherine Keith: The STIP we are currently working on expired on September 30, 2023. We requested a 180-day extension. That will expire at the end of March. We need to submit a final STIP to FHWA with time for a 30-day review period. We hope for an approved STIP in February.

Adam Bradway: We were wondering how much Capital Funding the MPO would get. It looks like it's close to 14 million dollars.

Bob Charles: We would like to know how DOT&PF is ranking and prioritizing projects.

Katherine Keith: That is something we could dig deep into as you move forward. We can share our process. We can look into how other organizations are ranking their projects also and create something that works best.

7. Old Business

None

8. New Business

a. Designation of Technical Committee Membership

1. Application for membership – transit, trucking, and multimodal

Technical Committee members need to be formally named by their supervisor to represent their organization. The Technical Committee application is located in the meeting packet.

b. Title VI Plan review

Comments for the draft Title VI Plan were requested by the end of January 2024.

c. Meeting format discussion

Virtual meetings work for the participants. Once the MPO has a regular meeting location, the meeting format will be reevaluated.

d. Construction Contract Award Process – Funding the Low Bid (Action Item)

Donna Gardino provided a summary overview of the process and introduced the letter located in the packet addressed to the FHWA.

Motion to recommend FHWA letter for approval (Winnestaffer), seconded. Pass unanimously.

9. Other Issues

Candidates for the MPO Coordinator position have been interviewed. No candidate was selected from the applicant pool. The application window was extended to January 12th, 2024.

MVP for Transportation Pre-MPO Steering Committee Meeting

10. Informational Items

a. MOU for Operations of the MPO Office

1. MVP for Transportation Membership fee and annual dues structure

The MOU is approved but still requires signatures.

b. Articles of Incorporation submittal

The Articles of Incorporation have been signed but require signatures.

11. Technical Committee Comments

No Technical Committee comments.

12. Adjournment

Motion to adjourn (Sollien). The meeting adjourned at 3:36 pm.

Next Scheduled MPO Technical Committee Meeting – **February 13th, 2024, from 2:00 pm-3:30 pm**
to be held via Microsoft TEAMS Meeting

MVP for Transportation Policy Board Meeting

Action Items

02.21.2024

Motion: Approve the February 21, 2024 agenda. **(Winnestaffer)**. Passed unanimously.

Motion: Approve the January 16, 2024 minutes. **(DeVries)** Passed unanimously.

Motion: Approve the nomination of Mayor Edna DeVries as Vice-Chair of MVP for Transportation. **(Charles)**. Passed unanimously.

STIP Discussion with MVP for Transportation

- 12.18.2023 Deputy Commissioner Keith and others meet with Donna in Anchorage at an impromptu meeting to discuss STIP allocations; advise DC that funding allocated to the MPOs cannot be programmed without approval by the MPO (Policy Board).
- Receive a hard copy of the DRAFT STIP and new Draft Policy and Procedure 93.03.080, regarding MPO Cooperation
- 12.19.2023 Pre-MPO Policy Board Meeting – Operating Agreement Signing Ceremony
- 1.05.2024 Review of FAST Planning and MVP Revenue Changes: Discuss the changes to allocations based on the 2020 Census updates and the formal approval of MVP. Ongoing dialogue and a work in progress.
- 1.16.2024 **MPO Consultation: TC/PB joint meeting to facilitate a discussion with Alaska DOT&PF on the draft STIP**
- MVP receives Alaska DOT&PF Presentation with proposed allocations for MVP
- 1.19.2024 Statewide Quarterly meeting with the MPOs (MVP cannot attend)
- Alaska DOT&PF sends MVP their response on out STIP comments from September 2023
- 2.12.2024 Federal Planning Finding on the STIP is sent to MVP for Transportation by FHWA
- 2.14/15.2024 Email Adam B. and Ben W. regarding specific impacts to MVP if the March 1 deadline is not met by Alaska DOT in satisfying the Tier 1 findings and the status of PL funds for FFY24 and our planning efforts, status of the TDM and Household Travel Survey funding and bridge funding for transit.
- 2.16.2024 MPO representatives meet to discuss the Federal Planning Findings from FHWA/FTA to Alaska DOT&PF and develop a list of questions and comments
- Commissioner Anderson forwards a list of proposed actions and a question to FHWA on satisfying Tier I issues from Planning Finding
- 2.20.2024 FHWA/FTA provide a response to Tier 1 letter sent 2.16.2024; all MVP STIP allocations are to be removed from the STIP
- 2.21.2024 Kim S. sends email to FHWA/FTA regarding the removal of MVP allocations from the STIP; proposes several alternative scenarios.
- 2.21.2024 FHWA/FTA sends response back to MVP; ***“Any decision to remove project groupings or funding associated with the project groupings us under the purview of DOT&PF.....FHWA/FTA will need to review the projects to which these funds are added to ensure eligibility prior to inclusion in the STIP.”*** The Tier I corrective action b does not require removal of all projects in Appendix B. Grouped projects reflect those projects that are not considered

STIP Discussion with MVP for Transportation

to be of appropriate scale (generally small scale) for individual identification and any project group provide additional information to ensure each project meets the parameters under a grouped project. Commissioner Anderson is copied on email and Federal response

- 2.22.2024 Alaska DOT&PF sends letter to Feds with Tier I Responses and Proposed actions
- 2.23.2024 Feds respond to Alaska DOT&PF letter
- 2.25.2024 DC Keith sends TIP Ledger pages to the MPOs; illustrate MPO allocations as fund transfers as opposed to being STIP projects or programs. ***MVP allocations for STBGP, TA and CMAQ are removed thorough FFY25.***
- 2.28.2024 STIP Discussion with MPO Directors & Alaska DOT&PF
- 3.4.2024 New STIP for approval is posted; DC Keith offers to attend the Technical Committee and Policy Board meetings.

MVP Program Allocations

Projects for Allocations are Adopted by Reference in the STIP

STIP ID	STIP ID Name	FFY 2024	FFY 2025	FFY 2026
34393	Community Transportation Program: MVP MPO	\$7,924,425	\$8,043,291	\$8,163,941
34394	Congestion Mitigation and Air Quality Improvements: MVP MPO	\$1,475,618	\$1,049,237	\$1,836,840
34395	Carbon Reduction Program: MVP MPO	\$1,587,472	\$864,890	\$877,863
34396	Transportation Alternatives Program: MVP MPO	\$954,543	\$476,158	\$483,301
34404	Metropolitan Planning Organization (MPO) MVP Planning	\$476,638	\$476,638	\$953,276
34402	Matanuska Susitna Area Transit Operations and Improvements: MVP MPO	\$1,556,021	\$1,579,363	\$1,603,053
34406	Urban Transit MVP Planning	\$112,519	\$114,206	\$115,919



MVP Allocations (Projects for Allocations are Adopted by Reference in the STIP)

STIP ID	STIP ID Name	\$ '24 All	\$ '25 All	\$ '26 All	\$ '27 All	\$ '24-'27 All
34393	Community Transportation Program: MVP MPO	\$7,924,425	\$8,043,291	\$8,163,941	\$8,286,400	\$32,418,057
34394	Congestion Mitigation and Air Quality Improvements: MVP MPO	\$1,475,618	\$1,049,237	\$1,836,840	\$1,083,539	\$5,445,234
34395	Carbon Reduction Program: MVP MPO	\$1,587,472	\$864,890	\$877,863	\$891,031	\$4,221,256
34396	Transportation Alternatives Program: MVP MPO	\$954,543	\$476,158	\$483,301	\$490,551	\$2,404,553
34404	Metropolitan Planning Organization (MPO) MVP Planning	\$476,638	\$476,638	\$953,276	\$2,259,445	\$4,165,998
34402	Matanuska Susitna Area Transit Operations and Improvements: MVP MPO	\$1,556,021	\$1,579,363	\$1,603,053	\$1,627,098	\$6,365,535
34406	Urban Transit MVP Planning	\$112,519	\$114,206	\$115,919	\$117,658	\$460,303

DOT&PF Projects In MVP Planning Boundary

STIP ID	STIP ID Name	\$ '24 All	\$ '25 All	\$ '26 All	\$ '27 All	\$ '24-'27 All
33921	Fairview Loop Road Rehabilitation and Pathway	\$1,100,000	\$17,300,000	\$16,000,000		\$34,400,000
31841	Glenn Highway Milepost 49 Safety and Capacity Improvements	\$0	\$2,100,000	\$0		\$2,100,000
32721	Hemmer Road Upgrade and Extension [CTP Award 2019]	\$1,500,000	\$900,000		\$4,675,001	\$7,075,001
32722	Hermon Road Upgrade and Extension [CTP Award 2019]	\$0	\$2,800,000		\$8,500,000	\$11,300,000
24596	Knik Goose Bay Road Reconstruction: Centaur Avenue to Vine Road Stage 2	\$2,800,000		\$36,000,000		\$38,800,000
32724	Seldon Road Extension Phase II: Windy Bottom/Beverly Lakes Road - Pittman [CTP Award 2019]	\$500,000		\$9,125,001	\$0	\$9,625,001
32726	Trunk Road (Nelson Road) Rehabilitation and Bridge Replacement [CTP Award 2019]	\$150,000	\$50,000	\$4,500,000	\$0	\$4,700,000
2503	Wasilla to Fishhook Main Street Rehabilitation	\$0	\$36,000,000	\$0		\$36,000,000

DOT&PF STIP Programs of Interest that may have projects in the MPO Planning Boundaries

STIP ID	STIP ID Name	\$ '24 All	\$ '25 All	\$ '26 All	\$ '27 All	\$ '24-'27 All
34302	Pavement and Bridge Preservation Program	\$144,742,480	\$87,681,493	\$103,568,427	\$89,785,062	\$425,777,462
32478	ADA Implementation and Compliance	\$8,000,000		\$6,000,000	\$6,000,000	\$20,000,000
13239	Culvert Repair and Replacement	\$1,000,000	\$1,129,122	\$1,000,000	\$1,001,761	\$4,130,883
34197	Data Modernization and Innovation	\$12,818,483	\$13,117,643	\$13,697,790	\$10,800,001	\$50,433,917
19217	Highway Safety Improvement Program	\$71,587,761	\$72,566,338	\$75,345,813	\$77,068,451	\$296,568,363
6447	Bridge and Tunnel Inventory, Inspection, Monitoring, Preservation, Rehab and Replacement Program	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$12,000,000
34199	Sustainable Transportation and Energy Program	\$18,841,941	\$12,982,001	\$15,441,387	\$13,927,751	\$61,193,080
27969	Bus and Bus Facilities	\$5,905,930	\$5,994,519	\$6,084,436	\$6,175,703	\$24,160,588
19119	Enhanced Mobility for Seniors and Individuals With Disabilities	\$865,628	\$878,613	\$891,791	\$905,168	\$3,541,199
33865	National Electric Vehicle Infrastructure Program	\$32,327,358	\$12,643,325	\$12,832,975	\$13,025,470	\$70,829,128
Rail-RIP	Railroad Improvement Program	\$31,527,234	\$31,781,004	\$32,480,145	\$32,967,348	\$128,755,730

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 programmed 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.

5. 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 PM_{2.5} 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:

- l. 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.

- l. 23 CFR 450.208 Coordination of Planning Process Activities

Findings

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(l) – 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.

4. 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
31846	Glenn Highway and Hiland Road Interchange Reconstruction and Operational Improvements	AMATS
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 community led highway redesign	AMATS
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	<p>"Operations" should be removed as it and routine maintenance were deemed ineligible for federal-aid funding.</p> <p>NHFP funding identified but is not included in the Freight Investment Plan. Ineligible for NHFP funding.</p>
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	<p>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.</p> <p>Toll credits have been requested and are being reviewed for approval by FHWA.</p>
34299	Guardrail Improvements	<p>Project is not in HSIP Implementation Plan and ineligible for safety funding.</p> <p>Ineligible for PROTECT funding.</p>
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) Tunnel Backup Generation	<p>Estimate shows additional design funding needed for this project.</p> <p>Project (0496013) has \$5,986,372 which is not included in total project cost.</p>
11439	Anton Anderson Memorial (Whittier) Tunnel Maintenance and Operations	There is already a project (0496019) open for FY21-25 activities with \$15,759,930.59 obligated and only \$4,403,857.70 expending. Why are FY24 and FY25 funding needs identified?
33693	Big Lake Road Rehabilitation	<p>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.</p> <p>Why are all phases split in FYs?</p>
6447	Bridge and Tunnel Inventory, Inspection, Monitoring, Preservation, Rehab, and Replacement Program	<p>Need ID title is misleading. This project is understood to only be for inventory, inspection, and monitoring. Why is it a "multiphase" project?</p> <p>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 Bridge). Need ID appears to be underprogrammed.</p>
6454	Bridge Management System	Why is it multiphase? Why does it switch to Phase 1 in 2026?
12579	Bridge Scour Monitoring and Retrofit Program	Unclear where construction work will be occurring (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 Improvements	Schedule is unachievable. How is ~\$5 in design (PE 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	<p>Project (0653007) has \$6,436,000 which needs to be included in total project costs.</p> <p>Current STIP shows a need for utilities - if that's still needed, where is funding programmed?</p> <p>Current project schedule shows MP120-135 obligated for construction at the beginning of FY25 and MP 109-120 obligated for construction beginning of FY27.</p>
33240	Dalton Highway Milepost 190 Hammond River Bridge Replacement	<p>Project (0654012) has \$600,000 which needs to be included in total project costs.</p> <p>Current estimate shows a need of \$12.5M for construction - appears to be underprogrammed.</p>
22475	Dalton Highway Milepost 305-335 Reconstruction and Dan Creek Bridge Replacement	<p>Project (0656006) has \$4,352,000 which needs to be included in total project costs.</p> <p>Construction year identified is 2027. What are the "After 2027" funds for?</p>
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	<p>Project (0680036) has \$500k which needs to be included in total project costs.</p> <p>How are design and utilities going to be obligated in the same FY?</p>
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	<p>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?</p> <p>Primary funding source says STBG but table identifies FBF.</p> <p>How has construction occurred in the past?</p>
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	<p>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?</p> <p>DOT&PF has indicated they are working on a new scope of work for this area. A new Need ID should be programmed and 2320 should be removed.</p>
28089	Glenn Highway Milepost 66.5-92 Reconstruction	<p>Is this a combination of Need IDs 28089, 29931, 30396, and 31493?</p> <p>Current construction estimate is \$300M which is not identified in total project costs.</p> <p>What is the \$5k of ROW needs in FY24? Required to obligate the entire phase (the estimate) and it is unclear that is occurring.</p>
31841	Glenn Highway Milepost 49 Safety and Capacity Improvements	<p>Project (0A15040) has \$2M which is not included in total project costs.</p> <p>What is funding need in out years? When is construction going to occur?</p>

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 funding?
34201	Nome Emergency Repairs from the West Coast Alaska Storm	ER projects are not required to be in STIP. 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	<p>Project (0714024) has \$34,650,379 which is not included in total project costs. Project is already in construction. Why is there more funding?</p> <p>ER funds are not required to be in STIP.</p>
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	<p>Current estimate identifies \$60.2M in construction funding needs. Appears to be underprogrammed.</p> <p>How is construction occurring in 2025 and 2027?</p>
33247	Seward Highway Milepost 14 Railroad Crossing Reconstruction	<p>What is "RAIL" funding? Not identified anywhere in STIP.</p> <p>Project (0311037) has \$3M which is not included in total project cost.</p> <p>Project has to be constructed by end of 2025 to accommodate ARRC project.</p> <p>Current estimate shows \$20M for construction and \$150k for utilities needed. Appears to be underprogrammed.</p> <p>How is construction occurring in 2024 and 2025?</p>

Need ID	Title	Comment/Question
30209	Sitka Sea Walk Phase 2 [TAP Award 2016]	<p>What grant?</p> <p>FLAP funds exceeds what's in TIP (only \$2,192,517 programmed).</p> <p>Environmental document is not complete. How is construction going to occur in 2024?</p>
31719	South Tongass Highway and Water Street Viaduct Improvements	<p>Estimate identifies \$54M in construction funding needed. Appears to be underprogrammed.</p> <p>How is construction occurring across 2 years?</p>
23455	South Tongass Highway Saxman to Surf Street Reconstruction	<p>Project (0902031) has \$8,107,331 which is not included in total project costs.</p>
34310	Statewide Equitable Community Connectivity Action Plan (SECCAP)	<p>Include RAISE grant in description.</p>
33098	Statewide Functional Class Update	<p>This is a one time effort. Why is funding needed throughout STIP years?</p>
29913	Sterling Highway Milepost 82.5-94 Safety Corridor Improvements	<p>Current estimate shows \$105M for construction funding needed. Appears to be underprogrammed.</p>
2670	Sterling Highway Milepost 157-169 Reconstruction Anchor Point To Baycrest Hill	<p>Unclear if all \$20.4 is eligible for safety funding.</p> <p>Current estimate shows a \$136.4M construction funding need. Appears to be underprogrammed.</p> <p>When is construction occurring?</p>
33881	Sterling Highway Schooner and Cooper Landing Bridge Preservation	<p>ER funding is not required to be in STIP.</p> <p>Unclear how it is eligible for ER funding.</p>
32299	Takotna River Bridge Replacement Bundle	<p>Project (0001569) has \$1,650,000 and project (0005783) has \$1,668,100. Where is other project funding coming from?</p>
33178	Trout Creek Culvert Replacement and Aquatic Organism Passage Improvements	<p>TIP only has \$1,957,500 in FLAP funding available.</p>
32726	Trunk Road (Nelson Road) Rehabilitation and Bridge Replacement [CTP Award 2019]	<p>Why is planning a part of a construction project?</p>

Need ID	Title	Comment/Question
2503	Wasilla to Fishhook Main Street Rehabilitation	<p>Project (0001408) has \$14,200,000 and is not included in total project costs.</p> <p>Current estimate shows \$40M in construction funding and \$8M in utilities funding needed. Appears to be underprogrammed.</p>
34194	West Coast Alaska Community Resiliency	<p>Unclear if project is eligible for funding.</p> <p>What are project limits and scope of work? Where is work occurring?</p> <p>Schedule appears to be unattainable.</p> <p>How is construction occurring across two years?</p>
34405	Complete Streets Statewide Planning	<p>Why is planning and construction work combined? Where is construction work going to occur (activities, locations, termini)?</p> <p>Unclear if project is eligible for funding.</p>
18791	Congestion Mitigation and Air Quality Improvements: Statewide	<p>Scope does not include a description of work to be performed, where work will be occurring, or the termini.</p> <p>Why does the phase change from P1 to P0 in 2025?</p>
29675	Cultural Resource Management	<p>Why is this a multiphase project?</p> <p>Unclear if eligible for NHPP.</p>
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	<p>Unclear how no match is required for specified funds.</p> <p>Unclear how it is eligible for funding programs.</p>

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

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 RECNSRCTION: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

Email from MVP to FHWA/FTA about the removal of MVP sub-allocations



Donna Gardino <djgardino@gmail.com>

Alaska STIP / questions about MVP allocations

1 message

Kim Sollien <Kim.Sollien@matsugov.us>

Wed, Feb 21, 2024 at 2:37 PM

To: "Jenkins, Julie (FHWA)" <Julie.Jenkins@dot.gov>, "Fletcher, Susan (FTA)" <susan.fletcher@dot.gov>, "sandra.garcia-aline@dot.gov" <sandra.garcia-aline@dot.gov>

Cc: Mike Brown <Mike.Brown@matsugov.us>, Edna DeVries <Edna.DeVries@matsugov.us>, Steve Carrington <scarrington@palmerak.org>, Glenda Ledford <gledford@cityofwasilla.gov>, "bcharles@kniktribe.org" <bcharles@kniktribe.org>, Brian Winnestaffer <bewinnestaffer@chickaloon-nsn.gov>, "Holland, Sean L (DOT)" <sean.holland@alaska.gov>, Donna Gardino <djgardino@gmail.com>

Dear Ms. Garcia-Aline, Ms. Jenkins, and Ms. Fletcher,

MatSu Valley Planning for Transportation (MVP for Transportation) has just learned that the Alaska DOT & PF is proposing to remove all the projects identified in Appendix B, Table B, in the 2024 - 2027 STIP FHWA FTA Joint Federal Planning Finding. Alaska DOT&PF plans to allocate these funds "to accepted projects and programs" as reviewed by FHWA/FTA. This includes the following projects and federal funding amounts for FFY24, FFY25, and FFY26 currently designated for MVP for Transportation, the newest MPO in the state:

- Need ID 34395 Carbon Reduction Program MVP MPO \$1,444,123 \$786,790 \$798,592
- Need ID 34393 Community Transportation Program MVP MPO \$7,208,849 \$7,316,982 \$7,426,737
- Need ID 34394 Congestion Mitigation and Air Quality Improvements MVP MPO \$1,342,370 \$954,491 \$1,670,973
- Need ID 34396 Transportation Alternatives Program MVP MPO \$868,438 \$433,161 \$439,659

MVP for Transportation has not developed an MTP or TIP but has plans to complete both by September 30, 2026. **Would FHWA/FTA consider relying on the "Period of Availability" provisions in the Federal Guidance for STP, TAP and CRP funds and bank these allocations for future obligations in MVP's first TIP?**

1. *STBG funds are available for obligation for a period of 3 years after the last day of the fiscal year for which the funds are authorized. Thus, funds are available for obligation for up to 4 years (See 23 U.S.C. 118(b)). See Page 10 at [Subject: INFORMATION: Implementation Guidance for the Surface Transportation Block Grant Program \(STBG\) as Revised by the Bipartisan Infrastructure Law \(dot.gov\)](#).*
2. *TA Set-Aside funds are available for obligation for a period of 3 years after the last day of the fiscal year for which the funds are authorized. Thus, funds are available for obligation for up to 4 years (23 U.S.C. 118). See Page 10 at [Transportation Alternatives Set-Aside Implementation Guidance as Revised by the Infrastructure Investment and Jobs Act \(dot.gov\)](#).*
3. *CRP funds are available for obligation for a period of 3 years after the last day of the fiscal year for which the funds are authorized (See 23 U.S.C. 118(b)). Thus, CRP funds are available for obligation for up to 4 years. See page 10 at [INFORMATION: Carbon Reduction Program \(CRP\) Implementation Guidance \(dot.gov\)](#).*

We believe CMAQ funds may also have these same provisions.

Alternatively, would FHWA/FTA allow MVP to set up a Project Evaluation Board and using criteria that meet the TA, CRP and CMAQ programs, solicit project nominations this year and develop a "Program of Projects" or mini-

TIP so that these funds could be programmed per the Policy Board's direction?

Another option for consideration would be that ***MVP set up a Project Evaluation Board and make it a requirement that any projects proposed are within the MPA and in the STIP and then the Policy Board could decide which projects should receive the funding.*** In this manner, the Policy Board would be allowed to determine their priorities for those funds as opposed to the Alaska DOT&PF.

MVP appreciates your consideration of these alternatives and looks forward to your response. Please feel free to reach out to me if you would like to set up a meeting to discuss this further.

Sincerely,

Kim Sollien

Planning Services Manager

Planning and Land Use Department

Matanuska-Susitna Borough

907-861-8514



THE STATE
of **ALASKA**
GOVERNOR MIKE DUNLEAVY

Department of Transportation and
Public Facilities

Office of the Commissioner

3132 Channel Drive
P.O. Box 112500
Juneau, Alaska 99811-2500
907.465.3900
dot.state.ak.us

January 18, 2024

Kim Sollien
MVP for Transportation, Project Coordinator
350 E Dahlia Ave
Palmer, AK 99645

Dear Ms. Sollien,

Thank you to Matsu Valley Planning for Transportation (MVP) for taking the time to review and provide comment on the Draft FFY2024-27 STIP. We value the role of our Metropolitan Planning Organizations in the transportation system of Alaska. We appreciate the coordination and feedback from our stakeholders, and your concerns are noted.

Thank you for your feedback on the non-AMATS MPOs funding levels within the STIP documentation. We acknowledge your observation regarding the current funding structure, which aligned with the FHWA apportionment for the Fairbanks MPO, based on the 2010 Census population category. The new MVP MPO will Federal apportionment formula sub-allocations to the MPOs are altered when considering the 2020 Census population categories and DOT&PF has revisited the funding levels and updated the sub-allocations appropriately.

We noted MVP's preference for distinct STBG funding sub-allocations for each MPO within separate STIP IDs for increased transparency and efficiency in the allocation of funds for projects within their respective TIPs, maintaining a clear fiscal trail with FHWA and FTA. This has been completed.

DOT&PF commits to working closely with both FAST and MVP to ascertain the accurate funding figures for incorporation in their Long-Range Transportation Plan and TIP. We genuinely value MVP's insights and emphasis on the significance of these updates, and we're grateful for your active participation and guidance in this process.

Sincerely,

A handwritten signature in black ink, appearing to read "Ryan Anderson".

Ryan Anderson, P.E.
Commissioner
Department of Transportation and Public Facilities



Donna Gardino <djgardino@gmail.com>

Re: FHWA/FTA Response to STIP

1 message

Donna Gardino <djgardino@gmail.com>

Thu, Feb 15, 2024 at 10:14 AM

To: "Bradway, Adam R (DOT)" <adam.bradway@alaska.gov>

Cc: Kim Sollien <kim.sollien@matsugov.us>, "White, Ben M (DOT)" <ben.white@alaska.gov>

Hi All,

We had our check in today with Kim and RESPEC and we also have some very specific questions we would like you to address on Tuesday.

- Are you able to set up the MVP PL project for FFY24 without a STIP or has that already been done? We will need to get the new Coordinator on board here before April 1.
- What is the status of the funding for the TDM, Household Travel Survey and the MTP? Can that funding be programmed without a STIP?
- We were advised that the DOT would be providing bridge funding to keep Valley Transit whole as they transition from rural to urban? Is that funding still available?

Thanks.

Donna

On Wed, Feb 14, 2024 at 3:31 PM Bradway, Adam R (DOT) <adam.bradway@alaska.gov> wrote:

Hi Donna,

Thanks for the specific request. Yes I think one of us, probably Ben, will do our best to answer those questions for MVP. For some of those questions I think we will need to get some clarification from FHWA, so hopefully we can get that in time for Tuesday's meeting. We will get back to you soon.

**Adam Bradway, AICP**

Mat-Su Valley Planning for Transportation (MVP): DOT&PF Transportation Planner

Alaska Department of Transportation & Public Facilities

Office: 907.269.0513

Keep Alaska Moving through service and infrastructure.**From:** Donna Gardino <djgardino@gmail.com>**Sent:** Wednesday, February 14, 2024 3:00 PM**To:** Kim Sollien <kim.sollien@matsugov.us>**Cc:** Bradway, Adam R (DOT) <adam.bradway@alaska.gov>; White, Ben M (DOT) <ben.white@alaska.gov>**Subject:** Re: FHWA/FTA Response to STIP

Delivered via email
Friday, February 16, 2024 3:29 PM

Ms. Garcia-Aline, Ms. Fletcher,

As we work through the STIP Tier 1 findings issued Monday, we have prepared a list of proposed actions and a one question. Thank you in advance for FHWA's consideration. Having concurrence from FHWA on our proposed actions and answer to our question will allow DOT&PF to move quickly to incorporate changes into our required STIP re-submittal.

Tier 1, Finding 1: MPO and Other Transportation Improvement Programs

Proposed actions: All projects and programs listed in Appendix A will be removed and incorporated into single programs for each MPO, that include the summaries of designated funding sources for the individual projects and programs identified in the representative TIPs to meet fiscal constraint requirements.

We note that within 6 months we are required under Tier 2, Condition 1 to further work on DOT&PF's roles and responsibilities working with MPO's, and will address additional concerns at that time.

Tier 1, Finding 2: Project Groupings (MVP's suballocations are proposed to be removed)

Proposed actions: The groupings identified in Appendix B will be removed. Revenue allocated to removed groupings will be allocated to accepted projects and programs.

Tier 1, Finding 3: Fiscal Constraint

Corrective action c proposed action: A summary of Alaska's FY2020-2023 Operating Budgets will be provided, outlining all funding sources, with a system approach that looks at 2020-2023 infrastructure improvements and documented deficiencies that may increase or reduce the State of Alaska's maintenance burden. .

Corrective action d proposed action: A statement of the State's ability to fund Advanced Construction projects will be included.

Corrective action e proposed action: We will use the STIP's 4 year time horizon and an estimate of discretionary grant future availability, as well as the State of Alaska's probability of success as a measure of "reasonable" in including discretionary grants.

Corrective action f: Will comply

Corrective action g: will comply

Corrective action h: will comply

Corrective action i: will comply

Tier 1, Finding 4: STIP Amendment and Modifications

Corrective action j:

Question: Without agreed upon exemptions of amendments and modification criteria and thresholds, certain aspects of project delivery may be put at risk. Our understanding from the language in the corrective action statement is we are being asked to remove the “Funding Adjustments to Award Contracts” bullet from the section titled: “Updates that do not require a STIP Change” on page 20. Is this a correct assumption?

A primary concern is the State’s ability to award contracts timely when bid increases exceeding thresholds are experienced. In Alaska, our construction windows are short, and delays in awarding contracts are likely to increase construction timeframes and potentially delaying projects into subsequent seasons (and increasing costs). Contract award adjustments required during construction activities can have the same effect.

Proposed action (corrective action j): Maintain the State’s prior authority outlined in Approved STIP AMD #8 to conduct contract changes without waiting for STIP modifications and Amendments.

Corrective action k: will comply.

Tier 1, Finding 5: Self Certifications, Federal Findings, and Federal Approvals

Corrective action I proposed action: Will add a section to narrative regarding Air Quality Confrmy Freeze of FNSB.

Corrective action M proposed action: Will remove projects that haven’t been processed through the FNSB Interagency Consultation process.

Thank you.

Ryan Anderson, P.E.
Commissioner

FHWA and FTA Response to Tier 1 Proposed Actions and Questions

DOT&PF February 16, 2024 Email (copied and pasted with no change)

As we work through the STIP Tier 1 findings issued Monday, we have prepared a list of proposed actions and a one question. Thank you in advance for FHWA's consideration. Having concurrence from FHWA on our proposed actions and answer to our question will allow DOT&PF to move quickly to incorporate changes into our required STIP re-submittal.

Tier 1, Finding 1: MPO and Other Transportation Improvement Programs

Proposed actions: All projects and programs listed in Appendix A will be removed and incorporated into single programs for each MPO, that include the summaries of designated funding sources for the individual projects and programs identified in the representative TIPs to meet fiscal constraint requirements.

We note that within 6 months we are required under Tier 2, Condition 1 to further work on DOT&PF's roles and responsibilities working with MPO's, and will address additional concerns at that time.

FHWA/FTA response:

As outlined in the Federal Planning Finding, projects listed in Appendix A must be removed from the STIP and no further changes to the STIP are appropriate for the projects listed in Appendix A. The projects in Appendix A must be amended into the TIPs for the MPOs, Federal Lands Management Agency or Tribe through the processes established by each agency. Each individual agency administers a process to document and present fiscal constraint for funding and projects programmed in their respected TIP document. Please work with the identified agencies (MPOs, Federal Lands Management Agency or Tribe) to clarify their processes for including the projects from Appendix A into their TIPs and to assist in their demonstration for fiscal constraint associated with these projects.

For accuracy, Tier 2 Corrective Actions are required to be addressed within six months or prior to the first STIP amendment. Strike language related to Tier 2 as part of addressing Tier 1 corrective actions.

Tier 1, Finding 2: Project Groupings

Proposed actions: The groupings identified in Appendix B will be removed. Revenue allocated to removed groupings will be allocated to accepted projects and programs.

FHWA/FTA response:

Tier 1 Corrective Action b does not require removal of all projects in Appendix B. Rather, each project grouping in Appendix B per 23 CFR 450.218(j) requires that grouped projects reflect those projects that are not considered to be of appropriate scale (generally small scale) for individual identification, and any project group provide additional information to ensure each project meets the parameters for a grouped project. These parameters include a project description that explains, the type of work, the location of where the work will take place and whether the work is exempt for AQ conformity and that the projects are a Categorical Exclusion under NEPA. Many grouped projects included in the STIP provided brief descriptions, which enabled FHWA and FTA to understand how they meet project grouping parameters. The projects in Appendix B do not include an appropriate project description detail to determine eligibility for grouping.

Any decision to remove project groupings or funding associated with the project groupings in Appendix B is under the purview of the DOT&PF. If DOT&PF elects to address this comment by removing these projects and adding the funding to other projects in the STIP, FHWA/FTA will need to review the projects to which these funds are added to ensure eligibility prior to inclusion in STIP.

Tier 1, Finding 3: Fiscal Constraint

Corrective action c proposed action: A summary of Alaska’s FY2020-2023 Operating Budgets will be provided, outlining all funding sources, with a system approach that looks at 2020-2023 infrastructure improvements and documented deficiencies that may increase or reduce the State of Alaska’s maintenance burden.

FHWA/FTA response:

The Corrective Action focuses on how the DOT&PF determined the operations and maintenance needs and how these needs are defined and funded. The 2020-2023 Operating Budgets may suggest how funding is allocated for the purpose of operating and maintaining the existing transportation system, but it does not explain how the DOT&PF determine the operating or maintenance needs throughout the state to operate and maintain the existing transportation system. In addition, in the event that the operation and maintenance needs exceed the anticipated Operating Budget for the transportation system, an explanation of how the State manages existing assets and prioritizes and addresses the operation and maintenance of the existing transportation system.

Corrective action d proposed action: A statement of the State’s ability to fund Advanced Construction projects will be included.

FHWA/FTA response:

Beyond a statement of how the State uses Advance Construction and the State’s ability to fund projects using this tool, the resolution of corrective action d also requires documentation of the availability of State and/or local funds to support the Advance Construction funds programmed in the STIP.

Corrective action e proposed action: We will use the STIP’s 4 year time horizon and an estimate of discretionary grant future availability, as well as the State of Alaska’s probability of success as a measure of “reasonable” in including discretionary grants.

FHWA/FTA response:

The estimated probability of success in receiving discretionary grants must be documented in the STIP as part of the fiscal constraint demonstration. Likewise, if this approach is used, the State must document what steps will be taken for any project that is identified in the STIP for discretionary grant funding, if that project is unsuccessful in receiving a discretionary grant and conversely, when a project identified under this category receives a discretionary grant. In addition, documentation must clarify the processes for any project not included in the STIP for this proposed discretionary grants category, if that project receives a discretionary grant.

Corrective action f: Will comply

No response from FHWA/FTA required.

Corrective action g: will comply

No response from FHWA/FTA required.

Corrective action h: will comply

No response from FHWA/FTA required.

Corrective action i: will comply

No response from FHWA/FTA required.

Tier 1, Finding 4: STIP Amendment and Modifications

Corrective action j:

Question: Without agreed upon exemptions of amendments and modification criteria and thresholds, certain aspects of project delivery may be put at risk. Our understanding from the language in the corrective action statement is we are being asked to remove the “Funding Adjustments to Award Contracts” bullet from the section titled: “Updates that do not require a STIP Change” on page 20. Is this a correct assumption?

A primary concern is the State’s ability to award contracts timely when bid increases exceeding thresholds are experienced. In Alaska, our construction windows are short, and delays in awarding contracts are likely to increase construction timeframes and potentially delaying projects into subsequent seasons (and increasing costs). Contract award adjustments required during construction activities can have the same effect.

Proposed action (corrective action j): Maintain the State’s prior authority outlined in Approved STIP AMD #8 to conduct contract changes without waiting for STIP modifications and Amendments.

Corrective action k: will comply.

FHWA/FTA response:

The corrective action was established based on findings throughout the 2020-2023 STIP that raised significant concern about the use of the identified list of exceptions as the basis for management of the STIP outside of the amendment and administrative modification procedures. Therefore, the corrective action requires the removal of all exceptions to the agreed-to STIP modification and amendment procedures. Tier 2, Recommendation 5 b.), suggests that the DOT&PF review the TIP/STIP amendment and modification procedures to ensure they adequately address needs. If the DOT&PF pursues Tier 2, Recommendation 5, b.), FHWA and FTA may consider processes to address rare, extenuating circumstances outside of the TIP/STIP amendment modification and amendment processes.

Tier 1, Finding 5: Self Certifications, Federal Findings, and Federal Approvals

Corrective action I proposed action: Will add a section to narrative regarding Air Quality Conformity Freeze of FNSB.

No response from FHWA/FTA required.

Corrective action M proposed action: Will remove projects that haven’t been processed through the FNSB Interagency Consultation process.

FHWA/FTA response:

Proposed action appears to meet corrective action. To allow us to expedite our review, provide documentation of any projects included in the STIP that have completed the Fairbanks North Star Interagency Consultation processes and have been found exempt. In addition, any project listed under Appendix C of the Federal Planning Finding that is located within the Fairbanks North Star MPO planning area, must be amended into the MPO TIP via the MPO’s TIP amendment processes prior to amending the project into the STIP.

For accuracy, below is Table C from the Federal Planning Finding that notes the projects and how they should be programmed (i.e., in the STIP or the FAST TIP):

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



Response from FHWA to MVP

Donna Gardino <djgardino@gmail.com>

RE: Alaska STIP / questions about MVP allocations

1 message

Garcia-Aline, Sandra (FHWA) <Sandra.Garcia-Aline@dot.gov>

Wed, Feb 21, 2024 at 3:50 PM

To: Kim Sollien <Kim.Sollien@matsugov.us>

Cc: Mike Brown <mike.brown@matsugov.us>, Edna DeVries <Edna.DeVries@matsugov.us>, Steve Carrington <scarrington@palmerak.org>, Glenda Ledford <gledford@cityofwasilla.gov>, Donna Gardino <djgardino@gmail.com>, "Fletcher, Susan (FTA)" <susan.fletcher@dot.gov>, "Anderson, Ryan (DOT)" <ryan.anderson@alaska.gov>

Kim, on behalf of FHWA and FTA, we appreciate you reaching out to us via the attached e-mail. Below is the latest question and response we have provided to the Department of Transportation & Public Facilities (DOT&PF) regarding project groupings:

DOT&PF comment - Tier 1, Finding 2: Project Groupings

Proposed actions: The groupings identified in Appendix B will be removed. Revenue allocated to removed groupings will be allocated to accepted projects and programs.

FHWA/FTA response:

Tier 1 Corrective Action b does not require removal of all projects in Appendix B. Rather, each project grouping in Appendix B per 23 CFR 450.218(j) requires that grouped projects reflect those projects that are not considered to be of appropriate scale (generally small scale) for individual identification, and any project group provide additional information to ensure each project meets the parameters for a grouped project. These parameters include a project description that explains, the type of work, the location of where the work will take place and whether the work is exempt for AQ conformity and that the projects are a Categorical Exclusion under NEPA. Many grouped projects included in the STIP provided brief descriptions, which enabled FHWA and FTA to understand how they meet project grouping parameters. The projects in Appendix B do not include an appropriate project description detail to determine eligibility for grouping.

Any decision to remove project groupings or funding associated with the project groupings in Appendix B is under the purview of the DOT&PF. If DOT&PF elects to address this comment by removing these projects and adding the funding to other projects in the STIP, FHWA/FTA will need to review the projects to which these funds are added to ensure eligibility prior to inclusion in STIP.

As provided in the response above: *Any decision to remove project groupings or funding associated with the project groupings in Appendix B is under the purview of the DOT&PF. If DOT&PF elects to address this comment by removing these projects and adding the funding to other projects in the STIP, FHWA/FTA will need to review the projects to which these funds are added to ensure eligibility prior to inclusion in STIP.*

Please work with the DOT&PF to address your concerns and their decision to remove the groupings, as the decision is under DOT&PF's purview. I have copied Commissioner Anderson on this e-mail.

Thank you,

Sandra A. Garcia-Aline
Alaska Division Administrator
Federal Highway Administration
709 W. 9th St.
Juneau, AK 99802

From: Kim Sollien <Kim.Sollien@matsugov.us>
Sent: Wednesday, February 21, 2024 2:38 PM
To: Jenkins, Julie (FHWA) <Julie.Jenkins@dot.gov>; Fletcher, Susan (FTA) <susan.fletcher@dot.gov>; Garcia-Aline, Sandra (FHWA) <Sandra.Garcia-Aline@dot.gov>
Cc: Mike Brown <mike.brown@matsugov.us>; Edna DeVries <Edna.DeVries@matsugov.us>; Steve Carrington <scarrington@palmerak.org>; Glenda Ledford <gledford@cityofwasilla.gov>; bcharles@kniktribe.org; Brian Winnestaffer <bewinnestaffer@chickaloon-nsn.gov>; Holland, Sean L (DOT) <sean.holland@alaska.gov>; Donna Gardino <djgardino@gmail.com>
Subject: Alaska STIP / questions about MVP allocations

CAUTION: This email originated from outside of the Department of Transportation (DOT). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Dear Ms. Garcia-Aline, Ms. Jenkins, and Ms. Fletcher,

MatSu Valley Planning for Transportation (MVP for Transportation) has just learned that the Alaska DOT & PF is proposing to remove all the projects identified in Appendix B, Table B, in the 2024 - 2027 STIP FHWA FTA Joint Federal Planning Finding. Alaska DOT&PF plans to allocate these funds "to accepted projects and programs" as reviewed by FHWA/FTA. This includes the following projects and federal funding amounts for FFY24, FFY25, and FFY26 currently designated for MVP for Transportation, the newest MPO in the state:

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MVP for Transportation has not developed an MTP or TIP but has plans to complete both by September 30, 2026. **Would FHWA/FTA consider relying on the "Period of Availability" provisions in the Federal Guidance for STP, TAP and CRP funds and bank these allocations for future obligations in MVP's first TIP?**

1. *STBG funds are available for obligation for a period of 3 years after the last day of the fiscal year for which the funds are authorized. Thus, funds are available for obligation for up to 4 years (See 23 U.S.C. 118(b)). See Page 10 at [Subject: INFORMATION: Implementation Guidance for the Surface Transportation Block Grant Program \(STBG\) as Revised by the Bipartisan Infrastructure Law \(dot.gov\)](#).*
2. *TA Set-Aside funds are available for obligation for a period of 3 years after the last day of the fiscal year for which the funds are authorized. Thus, funds are available for obligation for up to 4 years (23 U.S.C. 118). See Page 10 at [Transportation Alternatives Set-Aside Implementation Guidance as Revised by the Infrastructure Investment and Jobs Act \(dot.gov\)](#).*
3. *CRP funds are available for obligation for a period of 3 years after the last day of the fiscal year for which the funds are authorized (See 23 U.S.C. 118(b)). Thus, CRP funds are available for obligation for up to 4 years. See page 10 at [INFORMATION: Carbon Reduction Program \(CRP\) Implementation Guidance \(dot.gov\)](#).*

We believe CMAQ funds may also have these same provisions.

Alternatively, would FHWA/FTA allow MVP to set up a Project Evaluation Board and using criteria that meet the TA, CRP and CMAQ programs, solicit project nominations this year and develop a "Program of Projects" or mini-TIP so that these funds could be programmed per the Policy Board's direction?

Another option for consideration would be that ***MVP set up a Project Evaluation Board and make it a requirement that any projects proposed are within the MPA and in the STIP and then the Policy Board could decide which projects should receive the funding.*** In this manner, the Policy Board would be allowed to determine their priorities for those funds as opposed to the Alaska DOT&PF.

MVP appreciates your consideration of these alternatives and looks forward to your response. Please feel free to reach out to me if you would like to set up a meeting to discuss this further.

Sincerely,

Kim Sollien

Planning Services Manager

Planning and Land Use Department

Matanuska-Susitna Borough

907-861-8514



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 3142
SEATTLE, WASHINGTON 98174

February 23, 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 Statewide Transportation Improvement Program (STIP)
Tier 1 Corrective Actions

Dear Mr. Anderson:

We have received your letter dated February 22, 2024, that builds upon your e-mail request dated February 16, 2024. For ease in review we have provided responses in Attachment A, providing clarification where needed and noting where we are in agreement with your proposed action. We have appreciated the Department of Transportation and Public Facilities' (DOT&PF) efforts to engage with our Agencies to address the Tier 1 corrective actions.

Regarding Tier 1 Finding 1: MPO & Other Transportation Improvement Programs, we respectfully disagree with your perspective that these are new requirements. The requirements for a continuing, cooperative, and comprehensive (3-C) transportation planning process, including development of a Statewide Transportation Improvement Program (STIP) and a metropolitan Transportation Improvement Program (TIP) by the State DOT and the metropolitan planning organizations (MPO) are long-standing, starting with Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991. Under 23 CFR 450.326(a), MPOs, in cooperation with the State(s) and any affected public transportation operator(s), shall develop a TIP for the metropolitan planning area. The TIP shall reflect the investment priorities established in the current metropolitan transportation plan. The TIP shall include capital and non-capital projects surface transportation projects (or phases of projects) within the boundaries of the metropolitan planning area proposed for funding under 23 U.S.C and 49 U.S.C. Chapter 53. 23 CFR 450.330 requires that FHWA and FTA shall jointly find that each metropolitan TIP

is consistent with the metropolitan transportation plan. 23 CFR 450.328(b) requires that after approval of the TIP by the MPO and the Governor, the State shall include the TIP without change, directly or by reference, in the STIP. These requirements have not changed significantly since 1991. In addition, interpretation of the requirements has been consistent for decades.

Based on our review of your e-mail dated February 16, 2024, and your follow-up letter dated February 22, 2024, we have provided responses to your questions and proposed actions. It is important to note that the Corrective Actions in our letter dated February 12, 2024, remain unchanged, except for moving 3 projects to Tier 3. Based on the engagement between our Agencies through your requests, we feel that progress is being made and look forward to continuing to work with the DOT&PF.

Sincerely,

Sandra A. Garcia-Aline
Division Administrator
Federal Highway Administration

Susan Fletcher, P.E.
Regional Administrator
Federal Transit Administration

Attachments:

Attachment A: Responses to DOT&PF Tier 1 Proposed Actions

Electronically cc:

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

Attachment A

FHWA and FTA Responses to DOT&PF

(DOT&PF language is included for clarification and is unchanged)

Tier 1, Finding 1: MPO and other Transportation Improvement Programs

As you are aware, this is a new requirement for Alaska's STIP. DOT&PF is currently inquiring to our sister states to determine whether this heightened authority for MPOs to review, limit, or reject proposed projects by sovereign entities (State, Federal, or Tribal) is required in any other jurisdiction. In compliance with the Tier 1 corrective action DOT&PF continues to offer that it will uniformly remove Appendix A projects from its STIP that are within an MPO boundary.

It is important to note that one NHS/Interstate project identified in Appendix A, Table A to be removed for being within an MPO boundary, the Seward Highway Milepost 98.5-115.3 Reconstruction project (ID 34164), is not located within the AMATS MPO boundary. The project termini has been adjusted to remove the MPO conflict, and ensure the project can move forward unimpeded. It is also important to note that the entire project was included in approved STIP Amendment #8, is currently included as part of the AMATS 2050 MTP update that is pending approval, and is included in the currently approved AMATS TIP. Being completely outside the MPO boundary with a modified terminus, we intend to include the project in the 2024-2027 STIP.

FHWA/FTA Response:

Removal of all projects in Appendix A will satisfy the corrective action. Please refer to the list of projects identified in Appendix A.

For clarification on the Seward Highway Project #34164: One project cannot be in both the MPO TIP and the State's STIP. If a project is located in the MPO Planning Area (MPA) or partially located in the MPA, the project belongs in the MPO TIP. In the case of Project #34164, it is already in the MPO TIP. Therefore, it must be removed from the STIP as the TIP is already included by reference.

Tier 1, Finding 3: Fiscal Constraint

Thank you for your 2/20/2024 clarification.

In addition to providing the 2020-2023 Operating Budgets, the department intends to provide narrative and information explaining how maintenance and operational needs are defined and determined, the measures and targets associated with those needs, and a history of meeting those needs. Much of this information is included in Appendix C already. DOT&PF can also supply a narrative of the process by which needs are funded and an outline of how we balance capital investments with maintenance costs. We believe that this documentation and analysis addresses your 2/20/2024 request for us to "explain how the DOT&PF determine the operating or maintenance needs throughout the state to operate and maintain the existing transportation system."

FHWA/FTA Response:

This proposed approach appears to meet requirements to resolve the Corrective Action. No other action is needed as described in the following paragraphs.

We seek clarification on a slight change in the phrasing your 2/20/2024 correspondence that could be read to create additional conditions for resubmittal of the STIP. The Federal Planning Finding (FPF), transmitted on 2/12/2024 states, "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." FHWA's 2/20/2024 clarifying letter states, "In addition, in the event that the operation and maintenance needs exceed the anticipated operating budget for the transportation system, an explanation of how the State manages existing assets and prioritizes and addresses the operation and maintenance of the existing transportation system."

DOT&PF does not project a "deficit in meeting operations and maintenance needs", as phrased in the FPF, and therefore the STIP's Appendix C did not include an analysis of deficit funding scenarios and DOT&PF has not currently prepared an explanation of how facilities would be maintained without sufficient funding. However, language in the 2/20/2024 correspondence, specifically the phrase "in the event that...", may be read to require DOT&PF to create and analyze a hypothetical condition that has never been true in the past. In your correspondence dated February 20, 2024, if you're suggesting we consider another condition to explore a hypothetical scenario, we ask for clearer guidelines on the hypothetical situation you'd like us to review.

Our review of records and our institutional knowledge have produced no notices from FHWA for failure to meet the highway maintenance requirements of 23 USC 116 and 23 CFR 1.27, so we have no concrete set of facts by which to examine the additional analysis that may be proposed in your 2/20/2024 response.

Attachment A

ID: 33824 Alaska Highway Milepost 1380 Johnson River Bridge Replacement

FHWA Comment: NHFP funding identified but is not included in the Freight Investment Plan. Ineligible for NHFP funding.

DOT&PF Response: This project is included in the Alaska Moves 2050 Statewide Freight Plan approved by the FHWA on January 24, 2023, as an illustrative project. It is listed as eligible for NHFP in Appendix J – Freight Investment Plan, under illustrative listing in projects. It is listed under Robertson, Gerstle, and Johnson River Bridge Replacements (Alaska Highway).

DOT&PF Proposed Action: Keep project in the 2024-2027 STIP utilizing NHFP funding unless it's status as illustrative in the freight plan prohibits its use. If use is prohibited, allocate additional NHPP funding to the project.

FHWA/FTA Response:

Illustrative projects are not part of the approved Freight Investment Plan. Remove the project from the STIP or change the funding category as proposed.

ID: 11439 Anton Anderson Memorial (Whittier) Tunnel Maintenance and Operations

FHWA Comments: "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.

DOT&PF Response: 23 USC 218 allows for federal assistance in "operations" of the Alaska Marine Highway, including "necessary roads" at 100% federal share. In a November 16, 2023, letter the FHWA acknowledged the Anton Anderson Memorial Tunnel was an intermodal connector and a necessary road eligible under 23 USC 218, indicating increased eligibility and federal share once the 1997 Toll Agreement is amended. That amendment and new agreement is intended to be complete summer of 2024.

In addition, this project is included in the Alaska Moves 2050 Statewide Freight Plan approved by the FHWA on January 24, 2023, as an illustrative project. It is listed as eligible for NHFP in Appendix J – Freight Investment Plan, under illustrative listing of projects.

DOT&PF Proposed Action: Keep project in the 2024-2027 STIP utilizing NHFP funding with original title and descriptions unless it's status as illustrative in the freight plan prohibits its inclusion. If use is prohibited, allocate additional NHFP funding to the project.

FHWA/FTA Response:

Illustrative projects are not part of the approved Freight Investment Plan. Remove the project from the STIP or change the funding category as proposed.

ID: 33974 Cascade Point Ferry Terminal

FHWA Comment: No ferry facility here/not part of any transportation network. Project is ineligible for federal- aid funding.

DOT&PF Response: This project site is located at approximate mile 42 of the Glacier Highway, North of Juneau, Alaska with direct access to the Glacier Highway. Cascade Point is a land feature with suitable terrain and water conditions to construct a new ferry terminal to promote improved multimodal connections between Juneau, Skagway, and Haines. The project is currently under design utilizing state funding sources, with the intent to pursue a public private partnership in the construction of a new ferry terminal facility, with construction completion in late 2025.

DOT&PF references Memorandum "Implementation Guidance for the Ferry Boat Program (FBP) as Revised by the Bipartisan Infrastructure Law" dated 4/21/23. Specifically, Section G.9.d. (page 12): "Ferry boat or ferry terminal lease". "When a public entity leases a ferry boat or terminal facility from a private entity, both the capital and operation (See 23 U.S.C. 147(k)) portion of the cost of leasing the ferry boat will be eligible for reimbursement under the FBP." Furthermore, Section F.5.c "Eligible activities include: The capital and operation (see 23 U.S.C. 147(k)) portion of the cost of leasing a vessel or facility."

DOT&PF Proposed Action: Revise the lease payment schedule to reflect the late 2025 completion date. The first lease payments will be shown in FFY 2026.

FHWA/FTA Response:

Proposed action appears to resolve corrective action.

ID: 10765 Egan Yandukin Intersection Improvements

FHWA Comment: Project is not in HSIP implementation plan. Ineligible for safety funding.

DOT&PF Response: DOT&PF is anticipating this project will be included in the 2024 Highway Safety Improvement Plan funding plan. The funding allocation was to show the State's intent.

DOT&PF Proposed Action: Change the funding type to NHPP.

FHWA/FTA Response:

Proposed action appears to resolve corrective action.

ID: 34205 Ferry Boat Funds as Toll Credits

FHWA Comment: 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.

DOT&PF Response: The intent of creating a STIP ID for this item was to show the State's intent to preserve the use of toll credits for reasonably anticipated FTA Rural Passenger Ferry Service Funding in 2026 and 2027.

DOT&PF Proposed Action: DOT&PF will update formatting of projects leveraging toll credits to ensure clarity. We have reviewed Washington State DOT's model of leveraging toll credits in their STIP.

FHWA/FTA Response:

Proposed action appears to resolve corrective action.

ID: 34299 Guardrail Improvements

FHWA Comment: Project is not in HSIP Implementation Plan and ineligible for safety funding. Ineligible for PROTECT funding.

DOT&PF Response: Thank you for the clarification.

DOT&PF Proposed Action: Change funding types to NHPP and STBG

FHWA/FTA Response:

Proposed action appears to resolve corrective action.

ID: 26120 King Cove to Cold Bay Road

FHWA Comment: No CDS/earmark funds have been allocated to this project. No funding is identified.

DOT&PF Response: This project had utilized dedicated earmark funds (AK102) in the past which are expended. An SEIS is currently underway with the Fish and Wildlife Service to consider the effects of a land exchange to develop a road corridor. State funds are currently being utilized on this project. We considered the project regionally significant.

DOT&PF Proposed Action: Project will be considered for inclusion as illustrative.

FHWA/FTA Response:

State-funded regionally significant projects are required to be programmed in the STIP. Include and identify the accurate funding sources.

ID: 31310 Klondike Highway Rehabilitation: Skagway River Bridge to Canadian Border

FHWA Comment: Project not in Freight Investment Plan. Not eligible for NHFP funding.

DOT&PF Response: This project is included in the Alaska Moves 2050 Statewide Freight Plan as illustrative approved by the FHWA on January 24, 2023, although not specifically marked as eligible for NHFP funding.

DOT&PF Proposed Action: NHFP funding will be removed from the project and replaced with NHPP, unless it's inclusion in the freight plan allows for eligibility.

FHWA/FTA Response:

Illustrative projects are not part of the approved Freight Investment Plan. Remove the project from the STIP or change the funding category as proposed.

ID: 32218 Prince William Sound Area Transportation Plan Update

FHWA Comment: Effort is funded in AWP.

DOT&PF Response: While this activity does have regional significance, we understand it is not necessary due to the funding use on the project and will be removed.

DOT&PF Proposed Action: These activities will be removed from the STIP, and efforts will be conducted under the AWP, unless a determination is made that these activities are eligible as a separate STIP project.

FHWA/FTA Response:

Proposed action appears to resolve corrective action.

ID: 33248 Shishmaref Sanitation Road Erosion Control

FHWA Comments: No CDS/earmark funds have been allocated to this project. Unclear where ER funding is coming from (no ER funds for this).

DOT&PF Response: DOT&PF is proposing to utilize eligible earmark funds (Shishmaref Relocation Road 2007). STBG funds, and State and local match. ER funds will not be utilized.

DOT&PF Proposed Action: Include with funding types clarified.

FHWA/FTA Response:

We could not confirm the existence of the "Shishmaref Relocation Road 2007" as a Congressionally Directed Spending project. Document the earmark title and other funding sources associated with this project.

ID: 33801 Southeast Alaska Transportation Plan

FHWA Comments: Effort is funded in AWP.

DOT&PF Response: While this activity does have regional significance, we understand it is not necessary due to the funding use on the project and will be removed.

DOT&PF Proposed Action: These activities will be removed from the STIP, and efforts will be considered under the AWP.

FHWA/FTA Response:

Proposed action appears to resolve corrective action.

ID: 33721 Statewide Transportation Improvement Program Management Software and Support

FHWA Comments: Effort is funded in AWP.

DOT&PF Response: Planning activities outside the AWP have been allowable STIP projects in the past.

DOT&PF Proposed Action: These activities will be removed from the STIP, and efforts will be considered under the AWP.

FHWA/FTA Response:

Proposed action appears to resolve corrective action.

ID: 33098 Statewide Functional Class Update

FHWA Comments: Effort is funded in AWP.

DOT&PF Response: Planning activities outside the AWP have been allowable STIP projects in the past.

DOT&PF Proposed Action: These activities will be removed from the STIP, and efforts will be considered under the AWP.

FHWA/FTA Response:

Proposed action appears to resolve corrective action.

ID: 34206 West Susitna Access Road

FHWA Comments: No bridge work identified in scope. Not eligible for BFP.

DOT&PF Response: The scope of the West Susitna Access project in the 2024-2027 STIP is: "Construct a new road connecting the contiguous highway system to State recreation lands west of the Susitna River. Construct a boat launch facility accessing the Susitna River." This scope implied bridge construction by stating accessing recreations lands west of the Susitna River (which requires a bridge).

DOT&PF Proposed Action: Scope will be revised to include bridge construction in detail.

FHWA/FTA Response:

Proposed action appears to resolve corrective action.

ID: 25836 AASHTO Technical Programs Support

FHWA Comments: Unclear this project is eligible for funding. Past funding has all been research.

DOT&PF Response: While the funding type in the 2020-2023 STIP was Statewide Planning and Research, the scope of this program will be focused on technical support from AASHTO across all transportation disciplines. DOT&PF prefers to preserve RD&T2 funds for focused innovation efforts.

DOT&PF Proposed Action: Maintain the existing funding sources as can be applied to eligible activities.

FHWA/FTA Response:

Project description is identical to the current STIP description. Any changes to project descriptions must be included.

ID: ACC Advance Construction Conversion

FHWA Comment: Conversion of AC'd funds needs to be identified on each project with the source of the converted funds identified and programmed.

DOT&PF Response: The one-pager of Advance Conversation Construction does show the programming of fund sources to see the total repayment of the AC balance by fund type and year. We understand the formatting change request by FHWA. While DOT&PF's preference is showing Advance Conversation repayments on a ledger to show the AC balance by fund type and year, we will reformat as requested.

DOT&PF Proposed Action: Reformat as requested.

FHWA/FTA Response:

Proposed action appears to resolve corrective action.

ID: 6447 Bridge and Tunnel Inventory, Inspection, Monitoring, Preservation, Rehab, and Replacement Program

FHWA Comment: Monitoring/Inspection work is ineligible for Bridge Formula Program (BFP) funding.

DOT&PF Response: This program includes preservation, rehabilitation, and replacement activities. Individual child projects will identify specific funding types based on eligibility determinations and allowed groupings.

DOT&PF Proposed Action: Continue program as stated.

FHWA/FTA Response:

The project description provided is not eligible for Bridge Formula Program. Please remove Bridge Formula Program funds from this project to resolve eligibility issue.

ID: 6454 Bridge Management System FHWA

Comments: Work is ineligible for BFP.

DOT&PF Response: Thank you for the clarification.

DOT&PF Proposed Action: BFP funding will be removed from eligible fund types.

FHWA/FTA Response:

Proposed action appears to resolve corrective action.

ID: 12579 Bridge Scour Monitoring and Retrofit Program FHWA

Comments: Monitoring is not eligible for BFP.

DOT&PF Response: Thank you for the clarification.

DOT&PF Proposed Action: BFP funding will be removed from eligible fund types.

FHWA/FTA Response:

Proposed action appears to resolve corrective action.

ID: 13239 Culvert Repair and Replacement

FHWA Comments: Unclear how bridge funding can be used if culverts are not identified and may not meet bridge requirements.

DOT&PF Response: This is proposed to be a program that will identify culverts that may or may not meet bridge requirements for repair and replacement for maximum flexibility. Individual child projects will identify specific funding types based on bridge requirement determinations.

DOT&PF Proposed Action: Continue program utilizing both STBG and bridge funding.

FHWA/FTA Response:

This project will move to Tier 3 – As projects are submitted for authorization, each project must be eligible for the funding source identified.

ID: 34320 Ferry Service for Rural Communities Operating Assistance

FHWA Comments: No description supports this Need ID.

DOT&PF Response: This STIP project ensures basic essential ferry service is provided to rural areas and provides federal operating assistance to the Alaska Marine Highway System.

Section 71103 of the Infrastructure Investment and Jobs Act (the “Bipartisan Infrastructure Law” or “BIL”) (Pub. L. 117–58) authorizes FTA to award grants for the Rural Ferry Program through a competitive process. The Rural Ferry Program provides funding for capital, operating, and planning expenses to States and territories for ferry service to rural areas. Projects funded under this program will support ferry transportation service that operated a regular schedule at any time during the five-year period from March 1, 2015, to March 1, 2020, and includes at least one route segment of at least 50 sailing (nautical) miles between two rural areas.

The Alaska DOT&PF Analyzed 197 ferry operators and the communities served to determine that Alaska is the only qualifying system in the country, and it is reasonable that these funds would be an award. Further, this Need ID shall allow substitution, if necessary, of Title 23 funds under section 218, as modified by subsection (c), 2021 Public Law 117–58, §71103(g)(2), whereas "operation" and "repair," were inserted after "purchase,".

DOT&PF Proposed Action: Update the description with acceptable language describing the intent.

FHWA/FTA Response:

Proposed action appears to resolve corrective action.

ID: 34258 Frontier Roads, Trails, and Bridges Program

FHWA Comments: Unclear if it is eligible for identified funding sources.

DOT&PF Response: STBG funding has been successfully utilized for ice and snow road funding in the past, as well as for river crossing structures. Ice and snow road activities are called out specifically as eligible activities in the IIJA law.

DOT&PF Proposed Action: Keep program in the 2024-2027 STIP. Projects will be broken out as able in 2024 and 2025 with programmatic funding kept in 2026-2027 until child projects are identified and scopes detailed.

FHWA/FTA Response:

This project will move to Tier 3 – Based on program eligibility, please clarify eligible activities for PROTECT and Bridge Formula Program funds for this project to remain eligible for funding.

ID: 343130 State-owned Shipyard Repairs

FHWA Comments: Shipyards are not part of a transportation facility. Unclear how it is eligible for federal-aid funding.

DOT&PF Response: IIJA, Section 11117. Toll Roads, Bridges, Tunnels, and Ferries states “Section 129(c) of title 23, United States Code, is amended in the matter preceding paragraph (1) by striking “the construction of ferry boats and ferry terminal facilities, whether toll or free,” and inserting “the construction of ferry boats and ferry terminal facilities (including ferry maintenance facilities,) whether toll or free, and the procurement of transit vehicles used exclusively as an integral part of an intermodal ferry trip.” Our interpretation of the law is that State owned shipyard repairs associated with ferry maintenance facilities are eligible.

Furthermore, Memorandum “Implementation Guidance for the Ferry Boat Program (FBP) as Revised by the Bipartisan Infrastructure Law” dated 4/21/23 Section E.5 (page 12) defines Terminal Facility as “A ferry terminal facility includes the structures and amenities that directly serve the ferry boat operation. These include passenger parking, ticketing, waiting area, boarding and disembarking facilities, docks, slips, dolphins and shore improvements necessary for docking, administrative space specifically for on-site ferry administration and vessel crew, and ferry vessel maintenance facilities.”

DOT&PF Proposed Action: Keep as stated in the 2024-2027 STIP. Update descriptions.

FHWA/FTA Response:

This project will move to Tier 3 – Based on the response, it remains unclear whether the project is eligible for Ferry Boat Program funding.

MVP Ledger provided to staff



Donna Gardino <djgardino@gmail.com>

Updated TIP Ledger pages in the DOT&PF STIP.

1 message

Keith, Katherine M (DOT) <katherine.keith@alaska.gov>

Sun, Feb 25, 2024 at 12:07 PM

To: "Bradway, Adam R (DOT)" <adam.bradway@alaska.gov>, "Starzec, James A (DOT)" <james.starzec@alaska.gov>, "Bailey, Randi L (DOT)" <randi.bailey@alaska.gov>, "Jongenelen, Aaron M." <aaron.jongenelen@anchorageak.gov>, Jackson Fox <jackson.fox@fastplanning.us>, Donna Gardino <djgardino@gmail.com>, Kim Sollien <kim.sollien@matsugov.us>, Brian Lindamood <lindamoodb@akrr.com>

Hi All,

Thanks for talking last week. Please take a hard look at these pages and let me know if you have any concerns, I promise to be less sensitive about it this time around 😊. I still have some formatting to fix, but I think it reflects our conversations. These pages will be in a separate section of our STIP to make it clear that these are NOT projects in our STIP, but documents allocations going to projects in the MPO TIPs.

Brian, I'm adding you into the conversation as we work to understand the best way to reflect funding suballocations to the MPOs in a way that enables DOT&PF to maintain fiscal constraint. I am a bit concerned about the ARCC projects which currently have a percentage on the FAST and AMATS TIPs. We have listed the project funding in its entirety in the STIP because subtracting out a percentage of the many programs that may be spent in the MPO boundaries may restrict flexibility for ARCC. Let me know if you have had any conversations with FTA which lead you to want us to do anything different with the ARCC projects as we move into resubmission on Monday or Tuesday (*We did remove the grant funded project as requested*).

We may compile the ARCC projects into a separate section of the STIP, given that ARCC is a direct recipient and doesn't impact our fiscal constraint.

Katherine

Katherine Keith, PMP, PMI-ACP

Deputy Commissioner

Alaska Department of Transportation & Public Facilities

• Direct: 907.720.0610

Keep Alaska Moving through service and infrastructure. **TIPs.pdf**
591K

[LEDGER-TIP] MatSu Valley Planning for Transportation (MVP) Transportation Improvement Program (TIP)

MatSu Valley Planning for Transportation (MVP) was established in December 2023 and will take time to develop its inaugural Metropolitan Transportation Plan (MTP) and Transportation Improvement Program (TIP). DOT&PF will coordinate closely with MVP during the interim on project selection and programming. This LEDGER item is a placeholder for revenue that is allocated to MVP. As with FAST and AMATS, DOT&PF will incorporate the MVP TIP projects by reference once the TIP is approved. This LEDGER listing is not an STIP project and is only shown for awareness and transparency regarding revenue forecasts. For more information on MVP go to www.mvpmmpo.com.

LEDGER
This page represents fund transfers and are not STIP projects or programs.

STIP 2024-2027 Revenue Forecast for Population Suballocations and Additional Allocations (Populations 50,000-200,000)*

	2024	2025	2026	2027	2024-2027
Population from 50,000-200,000 (Mat-Su and Fairbanks Urban Areas)					
STBG 50-200K			\$7,943,279	\$8,330,398	\$16,273,677
TAP 50-200K			\$470,238	\$493,155	\$963,393
CRP 50-200K			\$854,136	\$895,762	\$1,749,898
FTA Appropriations for Urban Zone Areas (UZA)					
5307**	\$1,244,817	\$1,282,162	\$1,320,627	\$1,360,245	\$5,207,851
5310	\$52,559	\$54,136	\$55,760	\$57,432	\$219,887
5337***					\$0
5339	\$39,322	\$40,502	\$41,717	\$42,968	\$164,509

Additional Allocations (Not Formula Driven)					
CMAQ-F					\$0
CMAQ-M					\$0
STBG Flex					\$0
TAP Flex					\$0
CRP Flex					\$0
Bridge-HIP					\$0
Bridge-INFRA					\$0
HIP-OSB					\$0
OFF CDS					\$0
OFF-Grants					\$0

The MVP TIP is expected to be incorporated by reference in FY2026.

Primary Fund Sources for Populations >50,000	
FHWA Apportionments for Urban Areas	
STBG	Surface Transportation Block Grant
TAP	Transportation Alternatives Program
CRP	Carbon Reduction Program
FTA Apportionments for Urban Areas	
5307	FTA Urbanized Area Formula
5310	Enhanced Mobility for Older Adults and People w/ Disabilities
5337	FTA State of Good Repair
5339	Bus and Bus Facilities Formula
Congestion Mitigation Air Quality	
CMAQ-F	Congestion Mitigation Air Quality-Flexible
CMAQ-M	Congestion Mitigation Air Quality-Mandatory
Bridge	
INFRA	Highway Infrastructure Bridge Replacement (INFRA)
HIP	Highway Improvement Program Bridge (On System)
OSB	Highway Improvement Program Bridge Funds (Off System)

Notes on STIP/TIP Revenue Forecasts and Public Transit Operators

*Values are derived from the 2024 FHWA and 2023 FTA apportionment memos following the prescribed percentages using 2020 Census Data and a 3% inflation rate. Values represent 100% of available revenue and does not include any limitation due to obligation authority which averages 90% of available revenue.

Funds not required to be programmed on a STIP or TIP (Metropolitan Planning and Urban Transit Planning Funds (5303) are not detailed on this ledger.

**5307 Are obligated directly to transit recipients including the Alaska Railroad Corporation, Municipality of Anchorage, and the Fairbanks North Star Borough.

**5337 State of Good Repair funds are obligated directly to the Alaska Railroad Corporation. TIPs list ARRC programs within their boundaries but ARRC programs don't occur solely within the Urban Boundaries. Therefore DOT&PF includes a complete list of ARRC projects in its STIP; FAST and AMATS include a percentage ARRC programs excepted to occur within MPO Boundaries.

Kim Sollien <Kim.Sollien@matsugov.us>
To: Donna Gardino <djgardino@gmail.com>

Tue, Mar 5, 2024 at 12:48 PM

From: Jenkins, Julie (FHWA) <Julie.Jenkins@dot.gov>
Sent: Tuesday, March 5, 2024 12:47 PM
To: Jongenelen, Aaron M. <aaron.jongenelen@anchorageak.gov>; Jackson.fox@fastplanning.us; Kim Sollien <Kim.Sollien@matsugov.us>
Subject: FW: August Redistribution

[EXTERNAL EMAIL - CAUTION: Do not open unexpected attachments or links.]

Good afternoon. Sharing this with you as well.

Julie Jenkins

Financial Manager

From: Varney, Gerald (FHWA) <GERALD.VARNEY@dot.gov>
Sent: Tuesday, March 5, 2024 10:50 AM
To: Keith, Katherine M (DOT) <katherine.keith@alaska.gov>
Cc: Garcia-Aline, Sandra (FHWA) <Sandra.Garcia-Aline@dot.gov>; Anderson, Ryan (DOT) <ryan.anderson@alaska.gov>; Jenkins, Julie (FHWA) <Julie.Jenkins@dot.gov>; Haynes, Emily (FHWA) <emily.haynes@dot.gov>
Subject: RE: August Redistribution

Good afternoon Katherine,

As follow up to the email below, in planning and coordinating the August Redistribution- below are some flexibilities shared from our HQ that DOT&PF may want to consider. Some examples:

- States and MPOs, in consultation with FHWA, may consider including the FY 2024 estimated amount of August Redistribution in the programming of fiscally constrained STIPs/TIPs. States and MPOs should work with the Division Office on appropriate August Redistribution funding estimates for the STIP.
- States and MPOs (in consultation with FHWA and FTA) should establish documented procedures and criteria for differentiating administrative modifications vs. amendments to the STIP and TIPs. Generally, for project cost changes it is a two-part criteria: project cost changes for a project in the STIP/TIP under a certain percentage of

the total project cost and/or cost increases under an agreed to dollar amount in accordance with the criteria from their documented amendment process can be considered/processed as an administrative change to the STIP. The criteria should also identify when minor changes to funding sources can be treated as administrative modifications. See [Flexibilities in Fiscal Constraint of STIP and TIP](#).

- State DOTs and MPOs should review their existing STIP/TIP to identify if there are any applicable advanced construction (AC) projects that could be fully or partially converted to Federal funds (AC Conversion) with the additional OA that comes from August Redistribution, and whether this could be accomplished via administrative action rather than full blown STIP Amendment.
- State DOTs and MPOs should advance ready to go projects or project phases that are able to be obligated but are currently programmed in future fiscal years of the existing STIP/TIP, due to limited or unavailable financial resources. The agreed to STIP/TIP project selection procedures could be applied to projects or project phases that are programmed in future fiscal years of the STIP/TIP based on the State's or MPO's previous federal funding availability due to fiscal constraint requirements.
- States DOTs and MPOs may expedite the federal-aid project delivery process (i.e., NEPA, ROW, Design-Build, etc.) to prepare a project or project phase for obligation, while adhering to all federal requirements and procedures to advance projects or project phases programmed in the current and future years of the STIP/TIP.
- States DOTs and MPOs may develop a list of illustrative (unfunded) projects in the STIP/TIP in the event that additional funds become available. Amend illustrative projects into the approved STIP/TIP to use the additional estimated amount of August Redistribution OA.

The transportation planning process requires that the STIP/TIP shall include (for each project or phase) the amount of Federal funds proposed to be obligated during each program year. States and MPOs have flexibility when identifying what are "reasonably available" funds in the STIP/TIP, including new transportation authorizations, grants, tolls, taxes, tax increases, new bonds, or other innovative finance mechanisms. In nonattainment and maintenance areas, the planning regulation stipulates the first two years of the STIP/TIP shall be limited to those projects for which funds are available or committed. It is important to remember that the STIP/TIP is a planning and programming document, not a financial or accounting document.

In moving forward, the planning of August Redistribution and the associated State obligation authority involves several disciplines, including finance and planning. As such, we recommend establishing regular and early discussion points involving finance, planning, and other relevant personnel from the MPO's and Division office, as needed. Please let us know any assistance is needed.

Thanks

Gerald

From: Varney, Gerald (FHWA)
Sent: Friday, December 22, 2023 11:24 AM
To: Keith, Katherine M (DOT) <katherine.keith@alaska.gov>
Cc: Garcia-Aline, Sandra (FHWA) <Sandra.Garcia-Aline@dot.gov>; Anderson, Ryan (DOT) <ryan.anderson@alaska.gov>; Jenkins, Julie (FHWA) <Julie.Jenkins@dot.gov>; Haynes, Emily (FHWA) <emily.haynes@dot.gov>
Subject: August Redistribution

Good afternoon Katherine,

FHWA is anticipating another large August Redistribution this fiscal year with a current estimate of approximately \$8.5 billion. As such, FHWA acknowledges that the large redistributions in FY 2022 and FY 2023 created significant difficulties for State Departments of Transportation to effectively program the additional formula obligation limitation within a very narrow timeframe before the end of the fiscal year.

In an effort to assist States with planning for the FY 2024 August Redistribution, FHWA is informing States of their initial share ***of an estimated*** \$8.5 billion in additional formula obligation limitation that may be redistributed in FY 2024. ***The distribution is subject to change based on the outcome of the formal August Redistribution process that will commence in early July 2024.***

Attached are the following documents regarding the August Redistribution:

- State-by-State initial share of FY 2024 August Redistribution (sorted both by State and share)
- Summary table of apportioned contract authority as of November 30, 2023 and estimated total formula limitation by State
- State-by-State unobligated balances of apportioned contract authority by program as of November 30, 2023

We would like to have program specialists/managers (operational/working level) from DOT&PF and our office to begin planning for the FY 2024 August Redistribution. FHWA has developed a list of potential strategies that a State could consider to maximize in the use of the obligation authority. I believe that this meeting will enhance the work flow and partnership by strategically positioning the Alaska program for the redistribution.

If you have any questions or need assistance then please let us know.

In closing, happy holidays to DOT&PF and thanks!

Gerald Varney, PE

Deputy Division Administrator

FHWA Alaska Division

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