

MVP for Transportation MPO Technical Committee Meeting

MEMBERS

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



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Agenda

Tuesday, April 9th, 2024
2:00 - 3:30pm

1. Call to Order
2. Introduction of MPO Technical Committee Members and other Attendees
3. Approval of the April 9th, 2024 Agenda – **(Action Item)**
4. Approval of the March 12th, 2024 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. DOT&PF Project Prioritization Overview
 - c. Travel Demand Model and Household Travel Survey
 - d. Transit Update
 - e. Welcome Packet
8. New Business
 - a. Letter of Support for Prioritization Process Pilot Program **(Action Item)**
 - b. Mat-Su Travel Demand Model 2019 Base Model Proposal **(Action Item)**
9. Other Issues
10. Informational Items
 - a. AOI/NPO paperwork updates
11. Technical Committee Comments
12. Adjournment

Next Scheduled MPO Technical Committee Meeting – **May 14th, 2024, from 2:00pm-3:30pm** to be held via Microsoft TEAMS Meeting

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
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Vacant, Public Transit
Vacant, Mobility Advocate
Vacant, RSA Board Chair
Vacant, Trucking Industry Advocate
Vacant, ADEC



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Minutes

Tuesday, March 12th, 2024
2:00 - 3:30 pm

1. Call to Order
2. Introduction of MPO Technical Committee Members and other Attendees

Members Present

Clint Adler, DOT&PF
Alex Strawn, MSB
Ben White, DOT&PF
Crystal Smith, MSBSD
Tom Adams, MSB
Brian Lindamood, ARRC
Jude Bilafer, City of Palmer
Randy Durham, MSB TAB
Erich Schaal, City of Wasilla

Members Absent

None

Visitors Present

Adam Bradway, DOT&PF
Donna Gardino, Gardino Consulting Services
Elise Blocker, RESPEC
Natalie Lyon, RESPEC
Sean Holland, DOT&PF
Edna DeVries, MSB
Luke Bowland, DOT&PF
John Linnell, DOT&PF
Adeyemi Alimi, ADEC
Jackson Fox, FAST Planning
Kim Sollien, MSB
Kirk Warren, DOT&PF
Aaron Jongenelen, AMATS
Adam Moser, DOT&PF
Judy Chapman, DOT&PF
Katherine Keith, DOT&PF

MVP for Transportation Pre-MPO Steering Committee Meeting

3. **Approval of the March 12th, 2024 Agenda – (Action Item)**

*Motion to approve the March 12th, 2024 Agenda (**Adler**), seconded. Passed unanimously.*

4. **Approval of the January 9th, 2024 Minutes – (Action Item)**

*Motion to approve the January 9th, 2024 Minutes (**White**), seconded. Passed unanimously.*

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

a. **Staff Report**

No staff report.

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

None.

7. **Old Business**

a. **STIP Update**

Donna Gardino provided a summary of the STIP. **Katherine Keith** provided an overview of the funding allocations.

b. **Letter/Invoice from DOT to MSB – Match Allocation**

Kim Sollien provided a summary explanation of the letter which authorizes the percent of match for planning funds.

Adam Bradway clarified that it is a request for planning match funds for 2024 to pay for the MVP Coordinator position and the office.

c. **Project Development Authorization for MVP PL Allocation status**

Adam Bradway provided clarifications that DOT&PF is working through the process to get funding ready for the MVP Coordinator position.

8. **New Business**

a. **Technical Committee Designation reminder**

The Technical Committee is still looking for representatives for the Trucking, Non-Motorized/Mobility, and Transit seats. The other vacancies are pending.

b. **Alaska DOT&PF Project Prioritization**

This presentation was moved to next month.

c. **Household Travel Demand Model Scope of Work**

This presentation was moved to next month.

9. **Other Issues**

Kim Sollien provided a Transit Update.

10. **Informational Items**

a. **August Redistribution**

MVP for Transportation Pre-MPO Steering Committee Meeting

Donna Gardino provided a summary explanation of the August Redistribution. This may be a future opportunity for the MPO.

Katherine Keith: We received an email from FHWA. The August Redistribution going into the next year may have greater flexibility. Some project funds don't have to be obligated within that year. Some projects can be over two years and others over four years. I will forward it so you all can look at it.

Adam Moser: It does not redistribute dollars or funding. It redistributes obligation limitation authority which is the authority to spend federal dollars. There is no new money.

Donna Gardino: I have another question about the STIP. There are new projects on the Alaska Highway system. Is there a move to amend the code to include new Alaska Highway system highways?

Katherine Keith: Was there one listed, that is not currently on the Alaska Highway System?

Donna Gardino: The West Susitna Access Road.

Katherine Keith: For some of the new construction projects, we have discussed how we want the layout for the STIP. Ee will be applying to include it in the NHS system. Ideally, this would have been in an off-system section. We, as the process progresses, will move to get that appropriate classification. This was to show the intention of obligating those funds.

11. Technical Committee Comments

Alex Strawn: Thank you for the presentation, Katherine. I am humbled by all the information and have a lot of learning ahead of me.

Ben White: I dropped in the chat the Alaska regulation on highway classification.



Toma Adam: I appreciate the openness and willingness to answer questions.

12. Adjournment

Motion to adjourn (Adler). The meeting adjourned at 3:37 pm.

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



Staff Report April 2024

Meetings

- 4/1/2024 Met with Tech Wise to set up the MVP office computer and sync with FAST Planning's file storage system
- 4/2/2024 Met with the Project Management Team (Donna Gardino, RESPEC Engineers-Elise Blocker and Natalie Lyons, and Adam Bradway the Mat-Su MPO coordinator for ADOT) to discuss the upcoming Technical and Policy Board meeting Agendas and Packets
- 4/3/2024 Presented at the AML Infrastructure Conference with Alaska DOT on the formation of MVP and on how MPO's and the ADOT work together to plan and develop infrastructure projects
- 4/4/2024 Met with the Project Management Team to discuss the mini travel demand model report completed by ADOT in 2022 to determine if the model can be used for MVP's model for our first MTP. We decided to present the report to the TC and BP for approval.
- 4/4/2024 Met with the Project Management Team and discussed the evolution of the STIP and the remaining questions/decisions MVP needs to make about how to move forward with ADOT's proposal for the use of MVP's funding for FY24 and FY25
- 4/4/2024 Met with ADOT and the MSB Planning Division to discuss 5307 funds for Transit, the MSB timeline for the Transit Program Development, match funding formulas, and how ADOT might be able to offer some bridge funds in the interim. I asked to be included in the follow-up meeting with FTA, ADOT and the MSB to discuss next steps.



Staff Report April 2024

Correspondence

- Drafted a letter to Julie Jenkins of FHWA to formally submit our FY24 UPWP
- Reached out to Jennifer Busch, the Director of Valley Transit to see who her interim Director will be while she is on sabbatical
- Confirmed an invitation to meet with MSB staff and ADOT to discuss funding issues and needs for Valley Transit
- Followed up with RESPEC on the contract amendment with the MSB to retain their services for an additional year
- Emailed Angela Stephl Representative McCabe's staff person offering to present at a House Transportation Committee Meeting.

Filing

- Started a new cloud-based filing system in OneDrive for MVP so that the records are secure and well organized

Organization

- Reviewed and edited the draft organizational personnel, financial, and organizational policy document for MVP
- Initiated a priorities list to begin building a weekly/monthly work plan to ensure all the organizational formation tasks are completed and tracked and to ensure that the planning activities are progressing at the same time
- Sent applications for the Technical Committee to Valley Transit and to a retired long-haul trucker interested in serving

Public Outreach

- Presented the North Lakes Community Council on March 7th about the formation of MVP

Agency Relationships



Staff Report April 2024

Strategic Planning

Short-Range and Tactical Planning

Funding

- The Match funding for the FY24 Planning funds were transferred to ADOT&PF and a project account for MVP is in development with FHWA

Legislation

Training

- Registered for the AMPO Planning Tools and Training conference, May 6th-9th



U.S. DEPARTMENT OF TRANSPORTATION

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ALASKA DIVISION
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FEDERAL TRANSIT ADMINISTRATION
915 SECOND AVENUE, SUITE 3142
SEATTLE, WASHINGTON 98174

March 27, 2024

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

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

Dear Mr. Anderson:

On March 1, 2024, we received the Department of Transportation & Public Facilities (DOT&PF) 2024 – 2027 Statewide Transportation Improvement Plan (STIP). The STIP was significantly revised from the January 19, 2024, submittal including introducing several new projects. Upon thorough review of the STIP submittal, the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) have determined that pursuant to 23 CFR 450.220(b)(1)(iii), the STIP is Partially Approved. The following projects and language are excluded from this STIP approval:

- #34374 - Railroad Anchorage North & South Rail Corridor
- #26076 - Aurora Drive-Noyes Slough Bridge Replacement
- #34385 - Port of Alaska North Extension Stabilization Step 1 Project;
- #33860 - PROTECT Program
- #34205 – Ferry Boat Funds Placeholder as Future Match using Toll Credits [LEDGER]
- #6447 - Bridge and Tunnel Inventory, Inspection, Monitoring, Preservation, Rehab, and Replacement Program
- STIP Narrative Document - Page 17 - “Projects may be started under a ‘group’ and, through the project life cycle, increase in size or scope to no longer meet the requirements of the grouping. In those instances, the projects will be created with their own Need ID and incorporated into the STIP via an amendment.”
- STIP Narrative Document: Page 19 - “FHWA and FTA will provide DOT&PF with any

comments during the public review period or within one week after the completion of the public review period.”

FHWA and FTA are required to make a joint Federal Planning Finding (FPF) on the extent to which the transportation planning processes through which statewide transportation plans and programs are developed 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 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: Resolved conditions for approval and elements of the STIP excluded from approval
- Tier 2: Updated Conditions for STIP amendment approval
- Tier 3: Updated Conditions for project approvals

Please note the elements of the STIP excluded from approval (to be clear, these elements are not approved), the updated conditions for STIP amendment approval and the updated conditions for project approvals. We appreciate the DOT&PF’s engagement over the past month and look forward to the advancement of projects in Alaska.

If you have any questions, please reach out to Julie Jenkins at julie.jenkins@dot.gov and Ned Conroy at ned.conroy@dot.gov.

Sincerely,

SANDRA A GARCIA-
ALINE

Digitally signed by SANDRA A
GARCIA-ALINE
Date: 2024.03.27 06:38:54 -08'00'

Sandra A. Garcia-Aline
Division Administrator
Federal Highway Administration

SUSAN KAY
FLETCHER

Digitally signed by
SUSAN KAY FLETCHER
Date: 2024.03.26
12:29:46 -07'00'

Susan Fletcher, P.E.
Regional Administrator, Region 10
Federal Transit Administration

Attachments:

Federal Planning Finding (FPF)

Electronically cc:

Katherine Keith, Deputy Commissioner, DOT&PF
James Marks, Director Project Delivery, DOT&PF
Dom Pannone, Director, Program Management and Administration, DOT&PF
Aaron Jongenelen, AMATS Coordinator
Jackson Fox, Executive Director FAST Planning
Kim Sollien, Planning Services Manager Matanuska-Susitna Borough

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: Resolved conditions for approval and elements of the STIP excluded from approval
- Tier 2: Updated Conditions for STIP amendment approval
- Tier 3: Updated 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: Resolved Conditions for Approval and Elements of the STIP Excluded from STIP Approval

The following Federal actions are resolved, partially resolved or remain unresolved. For elements that are partially resolved or unresolved, information below describes those projects or language in the STIP that are excluded from the STIP approval or are postponed to Tier 2. Any excluded project identified below may be amended into the STIP through an amendment, once the issues described are resolved.

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.

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.

Status: Partially Resolved

The following projects are excluded from the STIP approval:

- #34374 - Railroad Anchorage North & South Rail Corridor
- #26076 - Aurora Drive-Noyes Slough Bridge Replacement
- #34385 - Port of Alaska North Extension Stabilization Step 1 Project;

The projects excluded from the STIP approval must be amended into the respective MPO's TIP and then amended into the STIP.

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.

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.

Status: Partially Resolved

The following project is excluded from the STIP approval:

- #33860 - PROTECT Program

The following language is excluded from the STIP approval:

- STIP Narrative Document - Page 17:
 - o “Projects may be started under a ‘group’ and, through the project life cycle, increase in size or scope to no longer meet the requirements of the grouping. In those instances, the projects will be created with their own Need ID and incorporated into the STIP via an amendment.”

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

Findings:

Operations and maintenance of the transportation system is briefly discussed and is stated to be a priority for the agency. A reference to Appendix C of the STIP is said to provide additional clarification. However, Appendix C focuses on Federal Transportation Performance Management and does not provide any additional information about the operations or maintenance of the transportation system as it relates to the STIP and fiscal constraint.

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

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

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

the Federal funds anticipated to be programmed by specific projects.

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

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

Corrective Actions:

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

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

Status: Resolved

- 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.

Status: Resolved

- 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.

Status: Partially Resolved

The following issues remain outstanding and must be resolved as described under Tier 2:

- Tables, project pages and written descriptions relevant to discretionary grants are inconsistent throughout the document. E.g. the use of OFF, OFF-DG, OFF-GRANT are not distinguishable and not all of these acronyms have definitions that are relevant to the use of Discretionary Grants.
 - “Awarded Discretionary Grants” must be included in the fiscal constraint demonstration.
- f. Ensure all tables are consistent throughout the STIP including where projects are identified, and funding sources are specified and programmed.

Status: Partially Resolved

The following issues must be resolved as described under Tier 2:

- STIP Narrative; Volume 1 – Project and Program Indexes; MPO TIPS: The fiscal constraint tables provided in Appendix E of the STIP Narrative are not consistent with the Volume 1 – Project and Program Indexes and MPO TIPS. It appears that not all funds programmed by in the MPO TIPS are demonstrated in Appendix E. In addition, the STIP Narrative provides summary tables for each funding source that summarizes funds available statewide. These tables do not correspond to the funds available identified in Appendix E in the same document.
- Volume 1 – Projects and Programs: Project details are not provided for all projects identified under section 1. Project and Program Indexes.
- STIP Narrative and Volume 1 – Projects and Programs: The funding source definitions and acronyms described in the STIP Narrative are not carried through to Volume 1 Projects and Programs, thereby making it unclear which funding sources are applied to some of the projects identified. E.g. OFF, OFF-DG, OFF-GRANT.

- g. For each project using ACC, identify the Federal funding source(s) used for the conversion of the AC project.

Status: Resolved

- h. For each project using Ferry Boat Funds as Toll Credits, identify the use of these funds in the funding information in Appendix H.

Status: Unresolved

The following project is excluded from the STIP approval:

- #34205 – Ferry Boat Funds Placeholder as Future Match using Toll Credits [LEDGER]
- i. All projects included in the STIP must be eligible for the funding sources to which they are programmed.

Status: Partially Resolved

The following project is excluded from the STIP approval:

- #6447 - Bridge and Tunnel Inventory, Inspection, Monitoring, Preservation, Rehab, and Replacement Program

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.

Status: Resolved

- 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.

Status: Partially Resolved

The following language is excluded from the STIP approval:

- STIP Narrative Document: Page 19 - “FHWA and FTA will provide DOT&PF with any comments during the public review period or within one week after the completion of the public review period.”

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.

Status: Partially Resolved

The following language must be resolved as described under Tier 2.

- STIP Narrative: Page 86 – “Examples of Ongoing Activities by the IAC”. The language in this section appears to be taken from California and does not adequately reflect the Fairbanks North Star IAC processes.

- 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.

Status: Resolved

Tier 2: Updated 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.

Tier 1: STIP Approval Exclusions and Requirements for Resolution.

The following projects and language identified in Tier 1 must be removed or resolved as described below.

a. 23 CFR 450.218(b) and (k) – MPO and Other Transportation Improvement Program

Remove the following projects:

- #34374 - Railroad Anchorage North & South Rail Corridor
- #26076 - Aurora Drive-Noyes Slough Bridge Replacement
- #34385 - Port of Alaska North Extension Stabilization Step 1 Project;

b. 23 CFR 450.218(j) – Project Groupings

Remove the following project or provide an adequate description to include determine the type of work to be completed, location, and eligibility for AQ conformity exempt and Categorical Exclusion under NEPA.

- #33860 - PROTECT Program

Remove the following language from STIP Narrative, Page 17:

- “Projects may be started under a ‘group’ and, through the project life cycle, increase in size or scope to no longer meet the requirements of the grouping. In those instances, the projects will be created with their own Need ID and incorporated into the STIP via an amendment.”

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

Revise all STIP documents to address the following:

- Tables, project pages and written descriptions relevant to discretionary grants must be documented and used consistently throughout all documents within the STIP.
- “Awarded Discretionary Grants” must be included in the fiscal constraint demonstration.

23 CFR 450.218(m) – Fiscal Constraint:

f. The following documentation consistencies must be resolved:

- STIP Narrative – All fiscal constraint tables must reflect all funds available statewide for each funding source by year and the amount programmed for each source to include programming commitments in each TIP.
- Volume 1 – Projects and Programs: Project details must be documented for all projects identified under section 1. Project and Program Indexes.
- STIP Narrative and Volume 1 – Projects and Programs: The funding source definitions and acronyms described in the STIP Narrative must be carried through to Volume 1 Projects and Programs and used consistently throughout the entire STIP document. Likewise, any acronym used for funding sources in Volume 1 – Projects and Programs must be defined and described in the STIP Narrative.

h. The following Toll Credit project must be removed from the STIP:

- #34205 – Ferry Boat Funds Placeholder as Future Match using Toll Credits [LEDGER]

- i. The following project must be removed from the STIP or eligibility issues must be resolved.
 - #6447 - Bridge and Tunnel Inventory, Inspection, Monitoring, Preservation, Rehab, and Replacement Program
- k. 23 CFR 450.218(p) – STIP Amendment and Modifications
The following language must be removed from the STIP:
 - “FHWA and FTA will provide DOT&PF with any comments during the public review period or within one week after the completion of the public review period.”
- l. 23 CFR 450.220(a)(7) – Air Quality Conformity
 - STIP Narrative: Page 86 – “Examples of Ongoing Activities by the IAC”. This language must reflect the activities appropriate for the Fairbanks North Star IAC.

1. 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.

1. 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:

- b. 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 FLMA's, 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.

2. 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).

The Mat-Su Valley MPO (MVP), designated as a new MPO by the Governor in December 2023, is in the process of establishing their governing process including the processes necessary to develop their first TIP. The current STIP submittal does not make clear what projects in the MVP planning areas are included as part of the STIP to move forward for Federal funding.

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.

Recommendation:

- b. The State DOT, in cooperation with local elected officials and officials of agencies that administer or operate major modes of transportation in the MVP planning area, should meet to jointly determine an interim program of projects. Until a Metropolitan Transportation Plan (MTP) and Transportation Improvement Program (TIP) are approved by the new MPO, an interim program of projects should continue to be programmed annually in the Statewide Transportation Improvement Program (STIP) for all projects to be funded under 23 U.S.C. and 49 U.S.C. Chapter 53. This interim program of projects should be separately identified in the STIP. Upon the approval of a new TIP, the State DOT should amend the STIP to fully incorporate the MVP TIP.

3. 23 CFR 250.218 (h)(2) – Total Project Cost:

Findings:

Projects programmed in STIP do not document an estimate of the total cost of the project.

Corrective Action:

- f. Each project programmed in the STIP must document the estimated total cost of the project. This includes all phases and all funds spent in previous STIPs and anticipated for future years beyond the last year of the STIP.

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:

- g. 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(m) – Fiscal Constraint:

Findings:

The term "LEDGER" is undefined in the STIP Narrative and is used throughout the STIP in various ways. It is unclear what is intended by the use of this term.

The tables provided in the STIP Narrative to demonstrate fiscal constraint (Appendix E) do not appear to reflect Federal funds available nor the Federal funds and State or local matching funds programmed in the STIP as a whole. E.g. Funds programmed and available for CMAQ appear to exclude the funds programmed within MPO TIPs; however, there are "LEDGER" funds identified in the CMAQ fiscal constraint table that appears to address the MPO's annual allocation of CMAQ, but not the amount programmed in the TIP, which exceeds the annual allocation shown.

The STIP Narrative fiscal constraint tables (Appendix E) provides color coding for various entries. It's unclear

what the significance is for the coding and what it means for fiscal constraint of the STIP.

The Ferry Boat Funds fiscal constraint demonstration includes a line-item, “FBF - Ferry Boat Funds (STBG)”. It’s unclear what this line references and the relationship it has to fiscal constraint.

Corrective Actions:

- h. The term “LEDGER” must be defined and documented in the STIP. Any use of the term must be done so consistently with the documented definition.
- i. The fiscal constraint demonstration must include all Federal, State, and local funds included in the STIP. For TIPs included by reference, funds may be aggregated by source (and by year) and demonstrated for funds programmed within each TIP.
- j. Color coding used within the document must be defined and clarified as it relates to fiscal constraint.
- k. The following language must be removed from the STIP, or clarified as a project with a project number and project details within Volume 1 Projects and Programs:
 - STIP Narrative: Page 131 – “FBF - Ferry Boat Funds (STBG)”

6. 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:

- c. 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.

7. 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:

- l. 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.
- m. The STIP must also clarify the performance-based planning processes and the project selection processes that support the investment priorities programmed in the STIP.

8. 23 CFR 450.336(b) - Transportation Management Area Certification Review

The following corrective actions must be resolved as described in the Anchorage Metropolitan Area

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 – Updated 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.

Appendices

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

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

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	Resolution Status
34399	Weigh-in-Motion Wayside Improvements	STIP	Resolved
34130	Richardson Highway Milepost 346 Chena Bridges Replacement	TIP	Resolved
34196	International Airport Charging Stations	TIP	Resolved

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– 1: Resolution Status from January 2024 STIP Submittal

Need ID	Title	Comment	Resolution Status
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.	Resolved
11439	Anton Anderson Memorial (Whittier) Tunnel Maintenance and Operations	"Operations" should be removed as it and routine maintenance were deemed ineligible for federal-aid funding. NHFP funding identified but is not included in the Freight Investment Plan. Ineligible for NHFP funding.	Moved to Tier 3
33974	Cascade Point Ferry Terminal	No ferry facility here/not part of any transportation network. Project is ineligible for federal-aid funding.	Moved to Tier 3
10765	Egan Yandukin Intersection Improvements	Project is not in HSIP implementation plan. Ineligible for safety funding.	Resolved
34205	Ferry Boat Funds as Toll Credits	Toll credits do not come from a federal funding source. Any use of toll credits should be noted on the individual projects they are programmed to be used on. Toll credits have been requested and are being reviewed for approval by FHWA.	Excluded
34299	Guardrail Improvements	Project is not in HSIP Implementation Plan and ineligible for safety funding. Ineligible for PROTECT funding.	Resolved
26120	King Cove to Cold Bay Road	No CDS/earmark funds have been allocated to this project. No funding is identified.	Resolved
31310	Klondike Highway Rehabilitation: Skagway River Bridge to Canadian Border	Project not in Freight Investment Plan. Not eligible for NHFP funding.	Resolved
32218	Prince William Sound Area Transportation Plan Update	Effort is funded in AWP.	Resolved
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).	Moved to Tier 3

Need ID	Title	Comment	Resolution Status
33801	Southeast Alaska Transportation Plan	Effort is funded in AWP.	Resolved
33721	Statewide Transportation Improvement Program Management Software and Support	Effort is funded in AWP.	Resolved
33098	Statewide Functional Class Update	Effort is funded in AWP.	Resolved
34206	West Susitna Access Road	No bridge work identified in scope. Not eligible for BFP.	Resolved
25836	AASHTO Technical Programs Support	Unclear this project is eligible for funding. Past funding has all been research.	Resolved
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.	Resolved
6447	Bridge and Tunnel Inventory, Inspection, Monitoring, Preservation, Rehab, and Replacement Program	Monitoring/Inspection work is ineligible for Bridge Formula Program (BFP) funding.	Excluded
6454	Bridge Management System	Work is ineligible for BFP.	Resolved
12579	Bridge Scour Monitoring and Retrofit Program	Monitoring is not eligible for BFP.	Moved to Tier 3
13239	Culvert Repair and Replacement	Unclear how bridge funding can be used if culverts are not identified and may not meet bridge requirements.	Resolved
34320	Ferry Service for Rural Communities Operating Assistance	No description supports this Need ID.	Resolved
34258	Frontier Roads, Trails, and Bridges Program	Unclear if it is eligible for identified funding sources.	Resolved
343130	State-owned Shipyard Repairs	Shipyards are not part of a transportation facility. Unclear how it is eligible for federal-aid funding.	Moved to Tier 3

Table D-2: Tier 2 – Additional Ineligible Projects

Need ID	Title	Comment
33860	PROTECT Program	Project description is not adequate to support project grouping. Please provide a sufficient description or specify the project for which PROTECT funds will be used for AC Conversion.

Updated 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
22299	Alaska Highway Milepost 1235-1268 Rehabilitation	Please provide total project cost.
34126	Alaska Highway Milepost 1348 Robertson River Bridge Replacement	Current project funding needs to be updated. Active project has \$500,000 in current funding. Please identify AC'd funding (\$69,217,010) in After 2027 funding needs.
22322	Alaska Highway Milepost 1393 Gerstle River Bridge Replacement	Current project funding needs to be updated. Active project has \$2,251,000 in current funding.
22452	Dalton Highway Milepost 109-144 Reconstruction and Douglas Creek Bridge Replacement	Child Need ID 30276 funding needs appears to be missing from After 2027 amount. Please include costs for all child projects.
22475	Dalton Highway Milepost 305-335 Reconstruction and Dan Creek Bridge Replacement	Child project 30282 funding needs appears to be missing from After 2027 amount. Please include costs for all child projects.
10765	Egan Yandukin Intersection Improvements	Current project funding identifies a project associated with this scope. Please clarify this active project.
33600	Elliott Highway Milepost 12-18 Rehabilitation	Current project funding identifies a project associated with this scope. Please clarify this active project.
34467	Glenn Highway Milepost 53-56 Reconstruction and Moose Creek Bridge Replacement	Project programmed under STIP ID 2320 is pending closure by DOT&PF due to no need. This new Need ID is for the same scope of work and discusses advancing efforts from Need ID 2320. If DOT&PF is advancing a new project with a new scope of work, please update description and disassociate it from 2320. Advancing from preliminary design to right-of-way acquisitions within six months may be unachievable.
31330	Glenn Highway: Parks Highway to South Inner Springer Loop (Cienna Avenue)	Current AC balance needs to be updated. The balance is \$51,341,152.32. Please identify remainder of AC balance at end of STIP years (\$21,124,442.32) in After 2027 funding needs. Please provide total project costs.

Need ID	Title	Comment/Question
2152	Haines Highway Milepost 3-25 and Chillkat Bridge Reconstruction	Current project funding needs to be updated. Need ID 27829 has \$45,024,792.99. Current project funding identifies a child project under Need ID 22279 which could not be confirmed. Please clarify the active project. Please provide total project cost.
30549	Kenai Spur Highway Rehabilitation	Please provide total project cost. Please include any project funding associated with parent/child projects for this scope of work. Project under Need ID 27473 has \$21,338,153.30.
24596	Knik Goose Bay Road Reconstruction: Fairview Loop to Settler's Bay	Please provide total project cost.
32298	Knik Goose Bay Road Reconstruction: Fairview Loop to Settler's Bay	Current AC balance needs to be updated. The balance is \$18,563,220.69. Please identify remainder of AC balance at end of STIP years (\$4,538,342.69) in After 2027 funding needs. Please identify source for all programmed funding in STIP years.
31270	Parks Highway Milepost 57-70 Rehabilitation	Please provide total project costs, including for both the northern and southern sections of work.
29914	Parks Highway Milepost 99-163 Improvements and Railroad Creek Bridge Replacement	Please update description to reflect the correct Need ID. Please provide total project cost.
22335	Parks Highway Milepost 315-325 Reconstruction	Current project funding needs to be updated. Need ID 31278 \$5,247,647.00. Please provide total project cost.
2119	Richardson Highway Milepost 148-173 Reconstruction	Current project funding needs to be updated. Need ID 2119 has \$8,220,031.31. Please update description to reflect child project as Need ID 24938 which is show in current project funding. Current project funding needs to be updated. Need ID 24938 has \$33,264,877.19. Please provide total project cost.
33420	Richardson Highway Milepost 214-218 Reconstruction	Please identify funding needs in After 2027 for any phase of work not completed within STIP years.

Need ID	Title	Comment/Question
		Please provide year of construction and bridge data. Please provide total project cost.
33741	Seward Highway and Sterling Highway Intersection Improvements	Please identify funding needs in After 2027 for any phase of work not completed within STIP years. Please provide total project cost.
2620	Seward Highway Milepost 25.5-37 Rehabilitation	Please identify what project has the \$8,930,500 in current Phase 3 funding.
2673	Sterling Highway Milepost 45-60	Please provide total project cost, including all child projects.
32300	Sterling Highway Milepost 45-60	Please identify funding needs in After 2027 for any phase of work not completed within the STIP years (e.g., Phase 1B).
32319	Sterling Highway Milepost 45-60	Please identify remainder of AC balance at end of STIP Years (\$28,392,234) in After 2027 funding needs.
2670	Sterling Highway Milepost 157-169 Reconstruction Anchor Point to Baycrest Hill	Current project funding needs to be updated. Need ID 2670 has \$10,303,500.00. Please update project description to identify work that will occur After 2027 to match funding needs identified.
29877	Chiniak Highway Milepost 15-31 Rehabilitation	Please identify AC balance at end of STIP years (\$16,920,420) in After 2027 funding needs.
33921	Fairview Loop Road Rehabilitation and Pathway	Please include current project funding for all projects under this scope, including any state-funded projects.
34427	Kachemak Bay Drive Milepost 0-3.5 Reconstruction	Please identify source of match for the STBG funding programmed.
28890	Sayles and Gorge Street Viaduct Improvements	Advancing from right-of-way through construction within six months may be unachievable.
21114	South Tongass Highway Deermount to Saxman Reconstruction	Current AC balance needs to be reviewed. Need ID 21114 has only \$3,420,704.88.
31469	Ward Creek Bridge Replacement	Current project funding needs to be updated. Project associated with this scope of work has \$2,505,979.00 Please identify AC balance at end of STIP years (\$8,290,300) as After 2027 funding needs.
34206	West Susitna Access Road	Please identify AC balance at end of STIP years (\$20,000,000) as After 2027 funding needs.
18634	Cape Blossom Road	Please provide total project cost.
34305	Seldovia Gravel Source Road	Please provide total project cost for scope of work.

Need ID	Title	Comment/Question
26085	Seppala Drive Rehabilitation and Realignment	Please identify AC balance at end of STIP years (\$7,732,450) as After 2027 funding needs.
33248	Shishmaref Sanitation Road Erosion Control	Please identify all sources of funding. STIP Volume 4 only identifies \$2,780.32 as available under this CDS. Please identify remaining AC balance at end of STIP years (\$2,729,100) as After 2027 funding needs.
33178	Trout Creek Culvert Replacement and Aquatic Organism Passage Improvements	Please identify funding needs in After 2027 for any phase of work not completed.
34432	Yukon-Kuskokwim Frontier Road Construction	Please identify funding sources for identified construction work in 2027.
2436	Otmeloi Way Reconstruction	Please include current project funding for all projects under this scope, including any state-funded projects. Please identify total project cost.
34243	Seldon Road Reconstruction: Wasilla-Fishhook Road to Snowgoose Drive	Please identify what child project has programmed funding. Please identify total project costs.
18924	Big Lake Road Rehabilitation	This Need ID is currently associated with 60 active preservation projects. Please identify whether this project includes all of those projects, or assign a new Need ID. Please identify remaining AC balance at end of STIP years (\$11,143,825) in After 2027 funding needs. Please provide total project cost, including MP 0-3.6 and MP 3.6-9.
33399	Rezanoff Drive Resurfacing: West Marine Way to Airport	Please identify in project description the reference child project under Need ID 29876. Please identify total project cost.
29709	Auke Bay Ferry Terminal East Berth Mooring Rehabilitation	Current project funding needs to be updated. Project associated with this Need ID also has \$5,0651,563.56.
33974	Cascade Point Ferry Terminal Lease Payments	Please update project description to only reflect scope of work on this Need ID (e.g., lease payment). Please note an eligible AMHS ferry transportation facility will have to exist prior to authorization of federal funding.
30834	Gravina Refurbish Existing Ferry Berth	Please identify child projects in description to reflect those listed in current project funding.
34229	Low No Emission Shuttle Ferry	Please identify project funding under obligation details for identified prior obligations.

Need ID	Title	Comment/Question
34212	M/V Columbia Controllable Pitch Propeller	Please identify what additional construction funding is needed. Obligation details shows the construction has been completed for identified funding needs.
34211	M/V Kennicott Emissions and Exhaust	Please identify what additional construction funding is needed. Obligation details shows the construction has been completed for identified funding needs.
34209	M/V Matanuska Safety Improvement Project	Please identify what additional construction funding is needed. Obligation details shows the construction has been completed for identified funding needs.
34174	Rural Ports and Barge Landings Program	Please identify construction funding in After 2027 funding needs.
34190	Waterways Program	Please identify what phase of work is programmed (e.g., Phase 8 for planning).
11439	Anton Anderson Memorial (Whittier) Tunnel Maintenance	Please remove Bridge Program Funding and reprogram under an eligible funding program. Tunnels are not eligible facilities for Bridge Program Funding.
12579	Bridge Scour Monitoring and Retrofit Program	Please remove Bridge Program Funding for any inspection or monitoring activities and reprogram under an eligible funding program. Protection measures construction activities are eligible for Bridge Program Funding and may remain.
18358	Ferry Refurbishment	Please identify remaining AC balance at end of STIP years (\$31,361,127 in table) as After 2027 funding needs.
34302	Pavement and Bridge Preservation Program	Current AC balance needs to be updated. A project under this group (0002546) currently has \$19,666,112.92 in AC. Please identify remaining AC balance at end of STIP years (\$19,666,112.92) as After 2027 funding needs.
5985	Shoreside Facilities Condition Surveys	Please identify what phase of work is programmed (e.g., Phase 8 for planning).
34313	State-owned Shipyard Repairs	Please note the eligibility of the project would be reviewed and confirmed before obligation of funding.
34455	Construction Material Waste	Please note the eligibility of the project would be reviewed and confirmed before obligation of funding.
34464	DOT&PF Fleet Conversion	Please note the eligibility of the project would be reviewed and confirmed before obligation of funding.
34452	Rural Dust Mitigation Program	Please note the eligibility of the project would be reviewed and confirmed before obligation of funding.
34310	Statewide Equitable Community Connectivity Action Plan (SECCAP)	Please identify the source of funds in the description (i.e., RAISE grant)
33860	PROTECT Program	Please identify funding source.

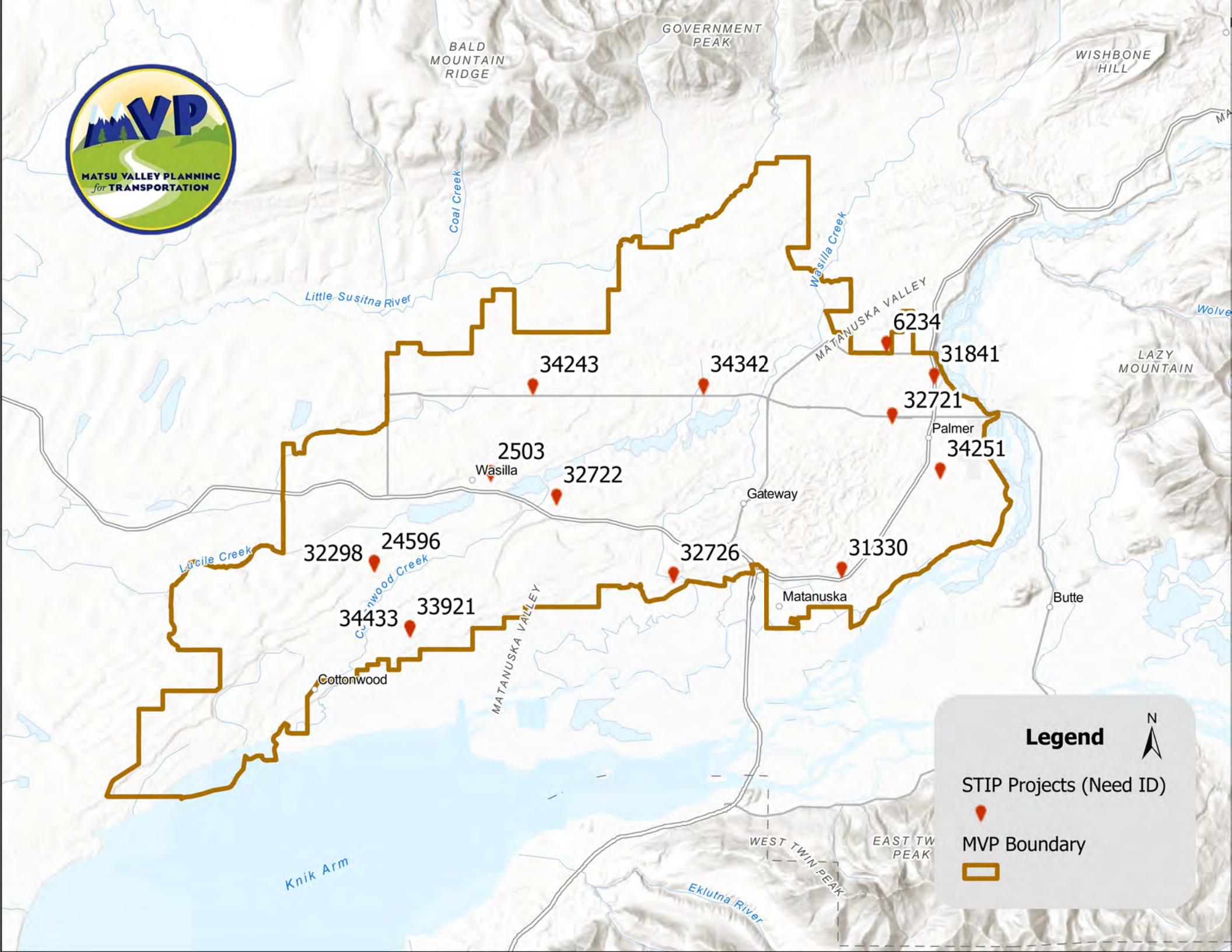
Need ID	Title	Comment/Question
6446	Annual Planning Work Program	Please identify funding source.
6447	Bridge and Tunnel Inventory, Inspection, Monitoring, Preservation, Rehabilitation, and Replacement Program	Please update project title to reflect scope of work (i.e., inventory, inspection, and monitoring) and identify associated phase of work (Phase 8 planning). Please consider increasing funding needs to reflect new National Bridge Inventory requirements. Please identify remaining AC balance at end of STIP years (\$69,217,010) as After 2027 funding needs.
19634	Railroad Track Rehabilitation	Please identify source of funds (i.e., FTA 5324 Emergency Relief) and confer with ARRC to program the correct amount available for 2024 (i.e., \$3,900,000).
34320	Ferry Service for Rural Communities Operating Assistance	Please confer with Alaska Marine Highway to program the correct amount available for 2025 (i.e., \$83,500,000).

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	Need ID	PE Date	ROW Date	Project End Date
0955017	Z684640000	HAINES FERRY TERMINAL END BERTH FACILITY	28669	04/07/2014		03/31/2022
0670046	NFHWHY00781	STEESE HWY MP 5 BRIDGE #1342 REPLACEMENT	6447	02/13/2023		03/04/2024
0A24035	NFHWHY00782	RICHARDSON HWY NB (#1364) AND SB (#1866) CHENA FLOOD CONTROL BRIDGE REPLACEMENT	6447	01/30/2023		03/04/2024
0003282	SFHWHY00435	SR ITS REPAIR AND UPGRADE	33338	05/25/2022		03/30/2024
0933049	SFHWHY00487	JNU GLACIER HWY RECNSTRCTION:BESSIE CRK TO ECHO COVE	28770	01/10/2023		03/31/2024
0A31049	Z536260000	SEWARD HIGHWAY, DIMOND TO DOWLING RECONSTRUCTION	29730	08/24/2011	09/05/2013	04/15/2024
0001431	Z537350000	KNIK ARM CROSSING P3	20255		08/02/2011	06/30/2024
0A42012	NFHWHY00575	PARKS HIGHWAY MP 206-209 RECONSTRUCTION	30995	08/02/2021		09/01/2024
0002542	NFHWHY00862	CHENA LAKE RECREATION AREA BICYCLE AND PEDESTRIAN ACCESS	33863	01/11/2024		09/28/2024
0A33033	CFHWHY00946	KENAI PENINSULA BRIDGE DECK REHABILITATIONS FY2023	33881	09/15/2022		10/15/2024
0002384	NFHWHY00162	KIVALINA EVACUATION AND SCHOOL SITE ACCESS ROAD	28109	10/24/2016		12/31/2024
0003265	SFHWHY00326	COLD BAY TROUT CREEK CULVERTS WFL	33178	03/11/2021		05/01/2025
0A13022	NFHWHY00763	TOK CUTOFF HIGHWAY MP 8-22 REHABILITATION	32021	12/12/2022		04/30/2025
0654012	NFHWHY00651	DALTON HIGHWAY MP 190 HAMMOND RIVER BRIDGE REPLACEMENT	33240	11/26/2021		12/31/2025
0713016	Z606380000	RICHARDSON HWY MP 115-148 REHABILITATION	29812	03/24/2015	12/02/2019	12/31/2025
0714028	NFHWHY00655	RICHARDSON HWY MP 214-218 RECONSTRUCTION	33420	12/01/2022		07/01/2025
0711076	NFHWHY00149	RICHARDSON HIGHWAY MP 65-80 REHABILITATION	29973	01/31/2017		03/01/2026
0001407	Z597640000	UNIVERSITY LAKE DR EXTENSION (APU)	6460	06/15/2009	05/28/2019	04/15/2026
0672005	Z624870000	OLD STEESE HIGHWAY RECONSTRUCTION	26082	12/01/2022	05/26/2023	04/30/2026

0001605	CFHWY00323	VINE RD IMPROVEMENTS: KNIK-GOOSE BAY RD TO HOLLYWOOD RD	29911	12/19/2017		07/01/2026
0652016	Z609110000	DALTON HWY MP 0-9 RECONSTRUCTION	22453	08/12/2011	09/22/2016	12/31/2026
0A43021	Z633890000	PARKS HWY MP 183-192 RECONSTRUCTION	28429	09/19/2013		12/31/2026
0537008	CFHWY00012	SEWARD HWY: O'MALLEY RD TO DIMOND BLVD RECONSTRUCTION	29731	09/24/2015	06/24/2019	03/15/2027
0002337	Z607320000	STEESE EXPRESSWAY/JOHANSEN EXPRESSWAY INTERCHANGE	29829	03/31/2015	11/22/2022	03/31/2027
0971008	Z696240000	SKAGWAY FERRY TERMINAL MODIFICATIONS	13883	09/19/2011		06/15/2027



Mat-Su Borough Area (Yellow) and MVP For Transportation Area (Blue) 24-27 STIP Projects

STIP ID	STIP ID Name	\$ '24-'27 All	\$ '24 All	\$ '25 All	\$ '26 All	\$ '27 All
18924	Big Lake Road Rehabilitation [SOGR 2022]	\$25,752,398	\$1,710,000	\$18,425,000	\$5,617,398	\$0
34342	Bogard Road Reconstruction: North Earl Drive to North Engstrom Road [Parent] [CTP Award 2023]	\$8,700,000	\$2,500,000	\$800,000	\$0	\$5,400,000
33921	Fairview Loop Road Rehabilitation and Pathway [Parent and Final Construction]	\$17,100,000	\$1,100,000	\$0	\$16,000,000	\$0
34433	Fairview Loop Road Rehabilitation and Pathway [Stage 1]	\$17,300,000	\$0	\$17,300,000	\$0	\$0
31841	Glenn Highway Arctic Avenue to Palmer-Fishhook Road Safety and Capacity Improvements [SOGR 2018]	\$14,347,334	\$1,247,334	\$2,100,000	\$0	\$11,000,000
34467	Glenn Highway Milepost 53-56 Reconstruction and Moose Creek Bridge Replacement	\$2,250,000	\$2,250,000	\$0	\$0	\$0
31330	Glenn Highway: Parks Highway to South Inner Springer Loop (Cienna Avenue)	30216710	0	0	0	30216710
32721	Hemmer Road Upgrade and Extension [CTP Award 2019]	\$7,075,001	\$1,500,000	\$900,000	\$0	\$4,675,001
32722	Hermon Road Upgrade and Extension [CTP Award 2019]	\$11,300,000	\$0	\$2,800,000	\$0	\$8,500,000
34251	Inner and Outer Springer Loop Separated Pathway [TAP Award 2023]	\$2,070,000	\$0	\$400,000	\$300,000	\$1,370,000
24596	Knik Goose Bay Road Reconstruction: Fairview Loop to Settler's Bay [Parent and Final Construction]	\$42,800,000	\$2,800,000	\$0	\$40,000,000	\$0
32298	Knik Goose Bay Road Reconstruction: Fairview Loop to Settler's Bay [Stage 1]	\$5,639,318	\$478,731	\$5,160,587	\$0	\$0
34244	Knik River Wayside Gold Star Families Memorial [TAP Award 2023]	\$1,714,000	\$318,000	\$0	\$1,396,000	\$0
6234	Palmer-Fishhook Separated Pathway: Trunk Road to Edgerton Parks Road [TAP Award 2023]	\$2,315,000	\$920,500	\$394,500	\$1,000,000	\$0

34172	Parks Highway Milepost 52-57 Big Lake to Houston Reconstruction	\$31,100,000	\$3,050,000	\$0	\$28,050,000	\$0
31270	Parks Highway Milepost 57-70 Rehabilitation	\$25,100,000	\$0	\$0	\$25,100,000	\$0
34442	Parks Highway Milepost 99-163 Improvements and Railroad Creek Bridge Replacement [SOGR 2018] [Stage 1]	\$12,100,000	\$12,100,000	\$0	\$0	\$0
29914	Parks Highway Milepost 99-163 Improvements and Railroad Creek Bridge Replacement [SOGR 2018] [Parent and Final Construction]	\$13,868,000	\$2,700,000	\$1,868,000	\$9,300,000	\$0
34443	Parks Highway Milepost 99-163 Improvements and Railroad Creek Bridge Replacement [SOGR 2018] [Stage 2]	\$13,650,000	\$13,650,000	\$0	\$0	\$0
34444	Parks Highway Milepost 99-163 Improvements and Railroad Creek Bridge Replacement [SOGR 2018] [Stage 3]	\$8,300,000	\$0	\$8,300,000	\$0	\$0
33696	Petersville Road Milepost 7 Moose Creek Bridge Reconstruction [SOGR Award 2022]	\$960,000	\$0	\$960,000	\$0	\$0
32724	Seldon Road Extension Phase II: Windy Bottom/Beverly Lakes Road - Pittman [CTP Award 2019]	\$9,625,001	\$500,000	\$0	\$9,125,001	\$0
34243	Seldon Road Reconstruction: Wasilla-Fishhook Road to Snowgoose Drive [Parent] [CTP Award 2023]	\$8,557,500	\$3,190,000	\$1,367,500	\$0	\$4,000,000
32726	Trunk Road (Nelson Road) Rehabilitation and Bridge Replacement [CTP Award 2019]	\$4,700,000	\$150,000	\$50,000	\$4,500,000	\$0
2503	Wasilla to Fishhook Main Street Rehabilitation	\$55,000,000	\$0	\$55,000,000	\$0	\$0
34206	West Susitna Access Road [Parent and Final Construction]	\$58,210,058	\$4,000,000	\$4,100,000	\$100,000	\$50,010,058
34461	West Susitna Access Road [Stage 1]	\$18,220,000	\$0	\$18,220,000	\$0	\$0

[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.mvpmpo.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

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 Reveue Forecasts and Public Transit Operators

*Values are derived form 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 soley 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.

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

Bogard Road Reconstruction: North Earl Drive to North Engstrom Road [Parent] [CTP Award 2023]

The project will upgrade Bogard Road, between North Earl Drive and North Greentree Street to an arterial highway standard to address safety and capacity issues. The project will construct pathway, provide widened shoulders, construct turn lanes, address access management issues, improve intersections as necessary, provide an improved clear zone, drainage, and signage. The project will also include additional safety and capacity improvements as appropriate. This project was selected in the 2023 DOT&PF Community Transportation Program solicitation. Two separately awarded 2023 CTP projects are being combined into a parent/child grouping to better coordinate design and construction. The full project length is from North Earl Drive to North Engstrom Road

Scored Projects

**Community
Transportation Program
2023**

STIP ID 34342

34342 [Parent Preconstruction Stage]

34256: Child Stage 1: North Greentree Street to North Engstrom Road in 2029

34342 [Parent Final Construction]: North Earl Drive to North Greentree Street in 2030

	2024	2025	2026	2027	2024-2027
Phases					
AC Conversion	\$0	\$0	\$0	\$0	\$0
Stwd Plng (P8)	\$0	\$0	\$0	\$0	\$0
Design (P2)	\$2,500,000	\$800,000	\$0	\$0	\$3,300,000
ROW (P3)	\$0	\$0	\$0	\$5,400,000	\$5,400,000
Construct (P4)	\$0	\$0	\$0	\$0	\$0
Utilities (P7)	\$0	\$0	\$0	\$0	\$0
Phase TOTAL	\$2,500,000	\$800,000	\$0	\$5,400,000	\$8,700,000
Federal Funding					
NHPP	\$0	\$0	\$0	\$0	\$0
STBG All	\$2,274,250	\$727,760	\$0	\$4,912,380	\$7,914,390
Bridge All	\$0	\$0	\$0	\$0	\$0
TAP All	\$0	\$0	\$0	\$0	\$0
CRP All	\$0	\$0	\$0	\$0	\$0
CMAQ All	\$0	\$0	\$0	\$0	\$0
Safety All	\$0	\$0	\$0	\$0	\$0
OFF	\$0	\$0	\$0	\$0	\$0
NHFP	\$0	\$0	\$0	\$0	\$0
Advance Construction					
AC	\$0	\$0	\$0	\$0	\$0
Non-Federal Funds					
State Match	\$225,750	\$72,240	\$0	\$487,620	\$785,610
Local Match	\$0	\$0	\$0	\$0	\$0
Funding Totals					
Match TOTAL	\$225,750	\$72,240	\$0	\$487,620	\$785,610
Fed TOTAL	\$2,274,250	\$727,760	\$0	\$4,912,380	\$7,914,390
All Funds TOTAL	\$2,500,000	\$800,000	\$0	\$5,400,000	\$8,700,000

After 2027	Work Type
\$18,400,000	Pavement Reconstruction
Prior Year Programming (AC+Fed+Match)	Year(s) to Construct
\$0	2028-2030
	Strategic Investment Area
	State of Good Repair

Sponsor	DOT&PF
DOT Region	Central Region
Location	Wasilla
Project Score	382/500

If Parent: Funds Programmed in Child Projects
\$0

Phase(s)	Stage
Design; ROW	Parent Project, Preconstruction Stage

STIP Obligations

Appropriation or Apportionment
Surface Transportation Block Grant
Allocation or Suballocation
STBG Flex; STBG 50-200
Other Fund Details

Advance Construction Conversion			
STIP ID	AC Balance	Proposed Fund Source	Proposed Conversion Year

Estimate Date and Type				
Date of Estimate	PreCon Adjusted for YOE	Construction Adjusted for YOE	Type of Estimate	Contingency Included (If Known)
12/1/2023	\$8,705,221	\$27,156,961	Engineer Pre-Project Estimate	

Fairview Loop Road Rehabilitation and Pathway [Parent and Final Construction]

Rehabilitate and construct safety improvements along Fairview Loop Road from Top of the World Circle to Cotten Drive in Wasilla. Construct a new multi-use pathway from Top of the World Circle to Fern Street. Work includes shoulder widening, roadside hardware, drainage improvements, and utilities. This project is proposed to be constructed in logical stages.

33921 (Parent Project from STIP 20-23): Preconstruction and Stage 2

34433 (Child Project Stage 1): Construction in 2025

33921 (Parent Project Stage 2): Construction in 2026

Alaska Highway System

STIP ID	33921
DOT Region	Central Region
Location	Matanuska-Susitna Borough
Stage	
Parent Project, Construction Final Stage	

	2024	2025	2026	2027	2024-2027
Phases					
AC Conversion	\$0	\$0	\$0	\$0	\$0
Stwd Plng (P8)	\$0	\$0	\$0	\$0	\$0
Design (P2)	\$1,000,000	\$0	\$0	\$0	\$1,000,000
ROW (P3)	\$100,000	\$0	\$0	\$0	\$100,000
Construct (P4)	\$0	\$0	\$16,000,000	\$0	\$16,000,000
Utilities (P7)	\$0	\$0	\$0	\$0	\$0
Phase TOTAL	\$1,100,000	\$0	\$16,000,000	\$0	\$17,100,000
Federal Funding					
NHPP	\$0	\$0	\$0	\$0	\$0
NHFP	\$0	\$0	\$0	\$0	\$0
STBG All	\$1,000,670	\$0	\$14,555,200	\$0	\$15,555,870
Bridge All	\$0	\$0	\$0	\$0	\$0
TAP All	\$0	\$0	\$0	\$0	\$0
CRP All	\$0	\$0	\$0	\$0	\$0
CMAQ All	\$0	\$0	\$0	\$0	\$0
Safety All	\$0	\$0	\$0	\$0	\$0
OFF	\$0	\$0	\$0	\$0	\$0
Protect	\$0	\$0	\$0	\$0	\$0
Advance Construction					
AC	\$0	\$0	\$0	\$0	\$0
Non-Federal Funds					
State Match	\$99,330	\$0	\$1,444,800	\$0	\$1,544,130
Local Match	\$0	\$0	\$0	\$0	\$0
Funding Totals					
Match TOTAL	\$99,330	\$0	\$1,444,800	\$0	\$1,544,130
Fed TOTAL	\$1,000,670	\$0	\$14,555,200	\$0	\$15,555,870
All Funds TOTAL	\$1,100,000	\$0	\$16,000,000	\$0	\$17,100,000

After 2027	
\$0	
Prior Year Programming (AC+Fed+Match)	
\$2,000,000	
Phase(s)	Design; ROW; Construction
Work Type	Bridge Rehabilitation
Year to Construct	2026

If Parent: Funds Programming in Child Projects		Strategic Investment Area	Safety
\$17,300,000		Project Selection	GO Bond
Appropriation/Apportionment			
Surface Transportation Block Grant			
Allocations/Suballocations			
STBG Flex			
Bridge Data (Bridge #,Year Built, Condition)			

STIP Obligations		
33921	P2	\$2,000,000

Advance Construction Conversion			
STIP ID	AC Balance	Proposed Fund Source	Proposed Conversion Year

Estimate Date and Type				
Date of Estimate	PreCon Adjusted for YOE	Construction Adjusted for YOE	Type of Estimate	Contingency Included (If Known)
9/22/2022	\$1,100,660	\$20,524,611	Engineer Pre-Project Estimate	

Fairview Loop Road Rehabilitation and Pathway [Stage 1]

Rehabilitate and construct safety improvements along Fairview Loop Road from Top of the World Circle to Cotten Drive in Wasilla. Construct a new multi-use pathway from Top of the World Circle to Fern Street. Work includes shoulder widening, roadside hardware, drainage improvements, and utilities. This project is proposed to be constructed in logical stages.

33921 [Parent Project from STIP 20-23]: Preconstruction

34433 [Child Project Stage 1]: Sue Lane to Davis Road in 2025

33921 [Parent Final Stage 2]: Top of the World Circle to Fern Street in 2026

Alaska Highway System

STIP ID 34433

DOT Region	Central Region
Location	Matanuska-Susitna Borough

Stage

Child Project, Construction Stage 1

	2024	2025	2026	2027	2024-2027
Phases					
AC Conversion	\$0	\$0	\$0	\$0	\$0
Stwd Plng (P8)	\$0	\$0	\$0	\$0	\$0
Design (P2)	\$0	\$0	\$0	\$0	\$0
ROW (P3)	\$0	\$0	\$0	\$0	\$0
Construct (P4)	\$0	\$10,400,000	\$0	\$0	\$10,400,000
Utilities (P7)	\$0	\$6,900,000	\$0	\$0	\$6,900,000
Phase TOTAL	\$0	\$17,300,000	\$0	\$0	\$17,300,000
Federal Funding					
NHPP	\$0	\$0	\$0	\$0	\$0
NHFP	\$0	\$0	\$0	\$0	\$0
STBG All	\$0	\$15,737,810	\$0	\$0	\$15,737,810
Bridge All	\$0	\$0	\$0	\$0	\$0
TAP All	\$0	\$0	\$0	\$0	\$0
CRP All	\$0	\$0	\$0	\$0	\$0
CMAQ All	\$0	\$0	\$0	\$0	\$0
Safety All	\$0	\$0	\$0	\$0	\$0
OFF	\$0	\$0	\$0	\$0	\$0
Protect	\$0	\$0	\$0	\$0	\$0
Advance Construction					
AC	\$0	\$0	\$0	\$0	\$0
Non-Federal Funds					
State Match	\$0	\$1,562,190	\$0	\$0	\$1,562,190
Local Match	\$0	\$0	\$0	\$0	\$0
Funding Totals					
Match TOTAL	\$0	\$1,562,190	\$0	\$0	\$1,562,190
Fed TOTAL	\$0	\$15,737,810	\$0	\$0	\$15,737,810
All Funds TOTAL	\$0	\$17,300,000	\$0	\$0	\$17,300,000

After 2027	
\$0	
Prior Year Programming (AC+Fed+Match)	
Phase(s)	Construction; Utilities
Work Type	Bridge Rehabilitation
Year to Construct	2025

If Parent: Funds Programming in Child Projects	Strategic Investment Area	Safety
Child Project	Project Selection	GO Bond

STIP Obligations

Appropriation/Appportionment
Surface Transportation Block Grant
Allocations/Suballocations
STBG Flex
Bridge Data (Bridge #,Year Built, Condition)

Advance Construction Conversion			
STIP ID	AC Balance	Proposed Fund Source	Proposed Conversion Year

Estimate Date and Type				
Date of Estimate	PreCon Adjusted for YOE	Construction Adjusted for YOE	Type of Estimate	Contingency Included (If Known)
	\$0	\$0	Child Project: See Parent STIP ID	

Glenn Highway Arctic Avenue to Palmer-Fishhook Road Safety and Capacity Improvements [SOG 2018]

Construct safety and capacity improvements on the Glenn Highway, Arctic Avenue to Palmer-Fishhook Road. Work may include improvements to the Palmer Fishhook intersection, pedestrian accommodations, and safety features. This effort will include analysis to evaluate safety and capacity on the corridor and will reconstruct approximately 1.75 miles of the existing two-lane rural road from Arctic Ave (Old Glenn/Bogard Rd) to Palmer Fishhook Road to address capacity and safety deficiencies.

National Highway System

STIP ID 31841

Stage
Single Project
Phase
Design; ROW; AC Conversion

STIP	2024	2025	2026	2027	2024-2027
Project Phases					
AC Conversion	\$1,247,334	\$0	\$0	\$0	\$1,247,334
Design (P2)	\$0	\$2,100,000	\$0	\$0	\$2,100,000
ROW (P3)	\$0	\$0		\$11,000,000	\$11,000,000
Construct (P4)	\$0	\$0	\$0	\$0	\$0
Utilities (P7)	\$0	\$0	\$0	\$0	\$0
Phases TOTAL	\$1,247,334	\$2,100,000	\$0	\$11,000,000	\$14,347,334
Federal Funding					
NHPP	\$1,247,334	\$1,961,400	\$0	\$10,274,000	\$13,482,734
NHFP	\$0	\$0	\$0	\$0	\$0
STBG Flex					\$0
Bridge All	\$0	\$0	\$0	\$0	\$0
HSIP	\$0	\$0	\$0	\$0	\$0
RAIL					\$0
OFF	\$0	\$0	\$0	\$0	\$0
Advance Construction					
AC	\$0	\$0	\$0	\$0	\$0
Non-Federal Matching Funds					
State Match	\$0	\$138,600	\$0	\$726,000	\$864,600
Funding Totals					
Federal TOTAL	\$1,247,334	\$1,961,400	\$0	\$10,274,000	\$13,482,734
All Funds TOTAL	\$1,247,334	\$2,100,000	\$0	\$11,000,000	\$14,347,334

Advance Construction Prior Balance				
STIP	AC Balance	Proposed Fund Source	Proposed Conversion Year	
31841	\$1,247,334	NHPP	2024	
Full Project Cost Estimate Details				
Date of Estimate	PreCon Adjusted for YOE	Construction Adjusted for YOE	Contingency Included (If Known)	Type of Estimate
1/1/2023	\$13,111,794	\$29,060,955		Planning Estimate

After 2027		
\$29,000,000		
If Parent: Funds Programmed in Child Projects		
Single Project		
Prior Year Programming (AC+Fed+Match)		
\$2,000,000		
Details by STIP ID		
31841	P2	\$2,000,000

DOT Region	Location
Central Region	Wasilla
Strategic Investment Area	
Safety	

Appropriation or Apportionment
National Highway Performance Program
Allocation or Suballocation
NHPP
Other Fund Details

Construction Year(s)	
2028-2030	
Work Type	Pavement Reconstruction
Pavement Condition	
Current Condition	Expected Condition
Fair	Good

Bridge Data (Bridge #, Year Built, Condition)

Glenn Highway: Parks Highway to South Inner Springer Loop (Cienna Avenue)

Reconstruct to four lanes, pathway and shoulders. Accommodate turning movements, add frontage roads, traffic, safety, and intersection improvements, as necessary and feasible. This project is the second segment of the Parent Design project Need ID 11959 the Glenn Highway: Parks Highway to Old Glenn Highway and is also associated with Need ID 31329. **Project is included only for Advance Construction Conversion.**

National Highway System

STIP ID 31330

Stage
Single Project
Phase
AC Conversion

STIP	2024	2025	2026	2027	2024-2027
Project Phases					
AC Conversion	\$0	\$0		\$30,216,710	\$30,216,710
Design (P2)	\$0	\$0	\$0	\$0	\$0
ROW (P3)	\$0	\$0	\$0	\$0	\$0
Construct (P4)	\$0	\$0	\$0	\$0	\$0
Utilities (P7)	\$0	\$0	\$0	\$0	\$0
Phases TOTAL	\$0	\$0	\$0	\$30,216,710	\$30,216,710
Federal Funding					
NHPP	\$0	\$0	\$0	\$30,216,710	\$30,216,710
NHFP	\$0	\$0	\$0	\$0	\$0
STBG Flex					\$0
Bridge All	\$0	\$0	\$0	\$0	\$0
HSIP	\$0	\$0	\$0	\$0	\$0
RAIL					\$0
OFF	\$0	\$0	\$0	\$0	\$0
Advance Construction					
AC	\$0	\$0	\$0	\$0	\$0
Non-Federal Matching Funds					
State Match	\$0	\$0	\$0	\$0	\$0
Funding Totals					
Federal TOTAL	\$0	\$0	\$0	\$30,216,710	\$30,216,710
All Funds TOTAL	\$0	\$0	\$0	\$30,216,710	\$30,216,710

After 2027		
\$0		
If Parent: Funds Programmed in Child Projects		
Single Project		
Prior Year Programming (AC+Fed+Match)		
\$58,575,431		
Details by STIP ID		
31330	P2	\$1,300,000
31330	P4	\$2,267,266
31330	P4	\$40,755,052
31330	P7	\$12,253,614
31330	P3	\$1,999,500

DOT Region	Location
Central Region	Wasilla
Strategic Investment Area	
State of Good Repair	

Appropriation or Apportionment
National Highway Performance Program
Allocation or Suballocation
NHPP
Other Fund Details

Construction Year(s)	
No Construction Year Identified	
Work Type	Pavement Reconstruction
Pavement Condition	
Current Condition	Expected Condition

Advance Construction Prior Balance				
STIP	AC Balance	Proposed Fund Source	Proposed Conversion Year	
31330	\$38,065,218	NHPP	2029	
Full Project Cost Estimate Details				
Date of Estimate	PreCon Adjusted for YOE	Construction Adjusted for YOE	Contingency Included (If Known)	Type of Estimate
	\$0	\$0		AC Conversion

Bridge Data (Bridge #, Year Built, Condition)

Hemmer Road Upgrade and Extension [CTP Award 2019]

Extend and upgrade approximately 0.50 miles of Hemmer Road from the Palmer-Wasilla Highway to Bogard Road consisting of two travel lanes and a center turn lane. Improvements include a traffic signal at the Bogard Road intersection, shoulders, pedestrian and bicycle infrastructure, drainage and safety items.

Scored Projects

Community
Transportation Program
2019

STIP ID 32721

Sponsor	Matanuska-Sustina Borough
DOT Region	Central Region
Location	Wasilla
Project Score	159.2

	2024	2025	2026	2027	2024-2027
Phases					
AC Conversion	\$0	\$0	\$0	\$0	\$0
Stwd Plng (P8)	\$0	\$0	\$0	\$0	\$0
Design (P2)	\$1,500,000	\$0	\$0	\$0	\$1,500,000
ROW (P3)	\$0	\$900,000	\$0	\$0	\$900,000
Construct (P4)	\$0	\$0	\$0	\$4,100,001	\$4,100,001
Utilities (P7)	\$0	\$0	\$0	\$575,000	\$575,000
Phase TOTAL	\$1,500,000	\$900,000	\$0	\$4,675,001	\$7,075,001
Federal Funding					
NHPP	\$0	\$0	\$0	\$0	\$0
STBG All	\$1,364,550	\$818,730	\$0	\$4,252,848	\$6,436,128
Bridge All	\$0	\$0	\$0	\$0	\$0
TAP All	\$0	\$0	\$0	\$0	\$0
CRP All	\$0	\$0	\$0	\$0	\$0
CMAQ All	\$0	\$0	\$0	\$0	\$0
Safety All	\$0	\$0	\$0	\$0	\$0
OFF	\$0	\$0	\$0	\$0	\$0
NHFP	\$0	\$0	\$0	\$0	\$0
Advance Construction					
AC	\$0	\$0	\$0	\$0	\$0
Non-Federal Funds					
State Match	\$135,450	\$81,270	\$0	\$422,153	\$638,873
Local Match	\$0	\$0	\$0	\$0	\$0
Funding Totals					
Match TOTAL	\$135,450	\$81,270	\$0	\$422,153	\$638,873
Fed TOTAL	\$1,364,550	\$818,730	\$0	\$4,252,848	\$6,436,128
All Funds TOTAL	\$1,500,000	\$900,000	\$0	\$4,675,001	\$7,075,001

After 2027	Work Type	Pavement Reconstruction
\$0	Year(s) to Construct	2027
Prior Year Programming (AC+Fed+Match)	Strategic Investment Area	Safety
\$500,000		

If Parent: Funds Programmed in Child Projects
Single Project

STIP Obligations		
32721	P2	\$500,000

Phase(s)	Stage
Design; ROW; Construction; Utilities	Single Project

Appropriation or Apportionment
Surface Transportation Block Grant
Allocation or Suballocation
STBG Flex
Other Fund Details

Advance Construction Conversion			
STIP ID	AC Balance	Proposed Fund Source	Proposed Conversion Year

Estimate Date and Type				
Date of Estimate	PreCon Adjusted for YOY	Construction Adjusted for YOY	Type of Estimate	Contingency Included (If Known)
1/30/2021	\$2,401,440	\$4,683,421	Engineer Pre-Project Estimate	

Hermon Road Upgrade and Extension [CTP Award 2019]

Extend and upgrade Hermon Road from the Parks Highway frontage road (Sun Mountain Avenue) to the Palmer-Wasilla Highway, approximately 0.80 miles. Improvements will include travel and turn lanes, shoulders, pedestrian and bicycle facilities, drainage and safety items along with a new traffic signal at the Palmer-Wasilla Highway intersection.

Scored Projects

Community
Transportation Program
2019

STIP ID 32722

Sponsor	Matanuska-Sustina Borough
DOT Region	Central Region
Location	Wasilla
Project Score	145

	2024	2025	2026	2027	2024-2027
Phases					
AC Conversion	\$0	\$0	\$0	\$0	\$0
Stwd Plng (P8)	\$0	\$0	\$0	\$0	\$0
Design (P2)	\$0	\$0	\$0	\$0	\$0
ROW (P3)	\$0	\$2,800,000	\$0	\$0	\$2,800,000
Construct (P4)	\$0	\$0	\$0	\$8,000,000	\$8,000,000
Utilities (P7)	\$0	\$0	\$0	\$500,000	\$500,000
Phase TOTAL	\$0	\$2,800,000	\$0	\$8,500,000	\$11,300,000
Federal Funding					
NHPP	\$0	\$0	\$0	\$0	\$0
STBG All	\$0	\$2,547,160	\$0	\$7,732,450	\$10,279,610
Bridge All	\$0	\$0	\$0	\$0	\$0
TAP All	\$0	\$0	\$0	\$0	\$0
CRP All	\$0	\$0	\$0	\$0	\$0
CMAQ All	\$0	\$0	\$0	\$0	\$0
Safety All	\$0	\$0	\$0	\$0	\$0
OFF	\$0	\$0	\$0	\$0	\$0
NHFP	\$0	\$0	\$0	\$0	\$0
Advance Construction					
AC	\$0	\$0	\$0	\$0	\$0
Non-Federal Funds					
State Match	\$0	\$252,840	\$0	\$767,550	\$1,020,390
Local Match	\$0	\$0	\$0	\$0	\$0
Funding Totals					
Match TOTAL	\$0	\$252,840	\$0	\$767,550	\$1,020,390
Fed TOTAL	\$0	\$2,547,160	\$0	\$7,732,450	\$10,279,610
All Funds TOTAL	\$0	\$2,800,000	\$0	\$8,500,000	\$11,300,000

After 2027	Work Type
\$0	Pavement Reconstruction
Prior Year Programming (AC+Fed+Match)	Year(s) to Construct
\$3,000,000	2027
	Strategic Investment Area
	Economic Vitality

If Parent: Funds Programmed in Child Projects
Single Project

STIP Obligations		
32722	P2	\$3,000,000

Phase(s)	Stage
ROW; Construction; Utilities	Single Project

Appropriation or Apportionment
Surface Transportation Block Grant
Allocation or Suballocation
STBG Flex
Other Fund Details

Advance Construction Conversion			
STIP ID	AC Balance	Proposed Fund Source	Proposed Conversion Year

Estimate Date and Type				
Date of Estimate	PreCon Adjusted for YOY	Construction Adjusted for YOY	Type of Estimate	Contingency Included (If Known)
	\$2,800,000	\$0	Not Available	

Inner and Outer Springer Loop Separated Pathway [TAP Award 2023]

This project will construct a paved non-motorized pathway adjacent to one side of Inner Spring Road and Outer Springer Road extending from the Glenn Highway to Cope Industrial Way for a length of 6,000 feet. This project was selected in the 2023 DOT&PF Transportation Alternatives Program solicitation.

Scored Projects

Transportation
Alternatives Program
2023

STIP ID 34251

Sponsor	Matanuska Susitna Borough
DOT Region	Central Region
Location	Palmer
Project Score	359/500

	2024	2025	2026	2027	2024-2027
Phases					
AC Conversion	\$0	\$0	\$0	\$0	\$0
Stwd Plng (P8)	\$0	\$0	\$0	\$0	\$0
Design (P2)	\$0	\$400,000	\$300,000	\$0	\$700,000
ROW (P3)	\$0	\$0	\$0	\$0	\$0
Construct (P4)	\$0	\$0	\$0	\$1,370,000	\$1,370,000
Utilities (P7)	\$0	\$0	\$0	\$0	\$0
Phase TOTAL	\$0	\$400,000	\$300,000	\$1,370,000	\$2,070,000
Federal Funding					
NHPP	\$0	\$0	\$0	\$0	\$0
STBG All	\$0	\$0	\$0	\$0	\$0
Bridge All	\$0	\$0	\$0	\$0	\$0
TAP All	\$0	\$359,880	\$0	\$1,232,589	\$1,592,469
CRP All	\$0	\$0	\$269,910	\$0	\$269,910
CMAQ All	\$0	\$0	\$0	\$0	\$0
Safety All	\$0	\$0	\$0	\$0	\$0
OFF	\$0	\$0	\$0	\$0	\$0
NHFP	\$0	\$0	\$0	\$0	\$0
Advance Construction					
AC	\$0	\$0	\$0	\$0	\$0
Non-Federal Funds					
State Match	\$0	\$40,120	\$0	\$0	\$40,120
Local Match	\$0		\$30,090	\$137,411	\$167,501
Funding Totals					
Match TOTAL	\$0	\$40,120	\$30,090	\$137,411	\$207,621
Fed TOTAL	\$0	\$359,880	\$269,910	\$1,232,589	\$1,862,379
All Funds TOTAL	\$0	\$400,000	\$300,000	\$1,370,000	\$2,070,000

After 2027	
\$0	
Prior Year Programming (AC+Fed+Match)	
\$0	
Work Type	Safety Improvements
Year(s) to Construct	2027
Strategic Investment Area	Sustainability

If Parent: Funds Programmed in Child Projects
Single Project

STIP Obligations

Phase(s)	Stage
Design; Construction	Single Project

Appropriation or Apportionment
Transportation Alternatives Program; Carbon Reduction Program
Allocation or Suballocation
TAP Flex; TAP 50-200; CRP Flex
Other Fund Details

Advance Construction Conversion			
STIP ID	AC Balance	Proposed Fund Source	Proposed Conversion Year

Estimate Date and Type				
Date of Estimate	PreCon Adjusted for YOE	Construction Adjusted for YOE	Type of Estimate	Contingency Included (If Known)
3/24/2023	\$700,630	\$1,371,645	Engineer Pre-Project Estimate	25%

Knik Goose Bay Road Reconstruction: Fairview Loop to Settler's Bay [Parent and Final Construction]

Widen the Knik-Goose Bay Road to a divided 4-lane facility from Fairview Loop to Settler's Bay, a distance of 8.1 miles. Scope includes separated bike/ped facilities, appropriate safety engineering strategies such as rumble strips and reducing/combining access points that are determined to be most effective at reducing crashes along the road.

24596 [Parent Preconstruction Stage]: ROW remaining

32298 [Stage 1] Centaur-MP 0.3 to Fairview Loop (under construction)

24596 [Parent Final Stage 3] Fairview Loop to Settlers-MP 8.4 in 2026

National Highway System

STIP ID 24596

Stage
Parent Project, Preconstruction Stage, Construction Final Stage
Phase
ROW; Construction; Utilities

STIP	2024	2025	2026	2027	2024-2027
Project Phases					
AC Conversion	\$0	\$0	\$0	\$0	\$0
Design (P2)	\$0	\$0	\$0	\$0	\$0
ROW (P3)	\$2,800,000	\$0	\$0	\$0	\$2,800,000
Construct (P4)	\$0	\$0	\$29,500,000	\$0	\$29,500,000
Utilities (P7)	\$0	\$0	\$10,500,000	\$0	\$10,500,000
Phases TOTAL	\$2,800,000	\$0	\$40,000,000	\$0	\$42,800,000
Federal Funding					
NHPP	\$2,547,160	\$0	\$36,388,000	\$0	\$38,935,160
NHFP	\$0	\$0	\$0	\$0	\$0
STBG Flex					\$0
Bridge All	\$0	\$0	\$0	\$0	\$0
HSIP	\$0	\$0	\$0	\$0	\$0
RAIL					\$0
OFF	\$0	\$0	\$0	\$0	\$0
Advance Construction					
AC	\$0	\$0	\$0	\$0	\$0
Non-Federal Matching Funds					
State Match	\$252,840	\$0	\$3,612,000	\$0	\$3,864,840
Funding Totals					
Federal TOTAL	\$2,547,160	\$0	\$36,388,000	\$0	\$38,935,160
All Funds TOTAL	\$2,800,000	\$0	\$40,000,000	\$0	\$42,800,000

Advance Construction Prior Balance			
STIP	AC Balance	Proposed Fund Source	Proposed Conversion Year

Full Project Cost Estimate Details				
Date of Estimate	PreCon Adjusted for YOE	Construction Adjusted for YOE	Contingency Included (If Known)	Type of Estimate
4/15/2019	\$1,362,719	\$40,084,076		Engineer Pre-Project Estimate

After 2027		
\$0		
If Parent: Funds Programmed in Child Projects		
\$0		
Prior Year Programming (AC+Fed+Match)		
\$26,519,717		
Details by STIP ID		
24596	P2	\$15,241,503
24596	P3	\$11,278,214

DOT Region	Location
Central Region	Wasilla
Strategic Investment Area	
Safety	

Appropriation or Apportionment
National Highway Performance Program
Allocation or Suballocation
NHPP
Other Fund Details

Construction Year(s)	
2026	
Work Type	Pavement Reconstruction
Pavement Condition	
Current Condition	Expected Condition
Good	Good

Bridge Data (Bridge #, Year Built, Condition)

Knik Goose Bay Road Reconstruction: Fairview Loop to Settler's Bay [Stage 1]

Widen the Knik-Goose Bay Road to a divided 4-lane facility from Fairview Loop to Settler's Bay, a distance of 8.1 miles. Scope includes separated bike/ped facilities, appropriate safety engineering strategies such as rumble strips, and reducing/combining access points that are determined to be most effective at reducing crashes along the road.

24596 [Parent Preconstruction Stage]: ROW remaining

32298 [Stage 1] Centaur-MP 0.3 to Fairview Loop (under construction)

24596 [Parent Final Stage 3] Fairview Loop to Settlers-MP 8.4 in 2026

This project has been fully obligated and is included in the 2024-2027 Statewide Transportation Improvement Program (STIP) to facilitate project closeout and advance construction conversion.

National Highway System

STIP ID 32298

Stage
AC Conversion, Child Project, Construction Stage 1
Phase
AC Conversion

STIP	2024	2025	2026	2027	2024-2027
Project Phases					
AC Conversion	\$478,731	\$5,160,587	\$0	\$0	\$5,639,318
Design (P2)	\$0	\$0	\$0	\$0	\$0
ROW (P3)	\$0	\$0	\$0	\$0	\$0
Construct (P4)	\$0	\$0	\$0	\$0	\$0
Utilities (P7)	\$0	\$0	\$0	\$0	\$0
Phases TOTAL	\$478,731	\$5,160,587	\$0	\$0	\$5,639,318
Federal Funding					
NHPP	\$0	\$0	\$0	\$0	\$0
NHFP	\$0	\$0	\$0	\$0	\$0
STBG Flex	\$478,731				\$478,731
Bridge All	\$0	\$0	\$0	\$0	\$0
HSIP	\$0	\$0	\$0	\$0	\$0
RAIL					\$0
OFF	\$0	\$0	\$0	\$0	\$0
Advance Construction					
AC	\$0	\$0	\$0	\$0	\$0
Non-Federal Matching Funds					
State Match	\$0	\$0	\$0	\$0	\$0
Funding Totals					
Federal TOTAL	\$478,731	\$5,160,587	\$0	\$0	\$5,639,318
All Funds TOTAL	\$478,731	\$5,160,587	\$0	\$0	\$5,639,318

After 2027		
\$0		
If Parent: Funds Programmed in Child Projects		
AC Conversion Only		
Prior Year Programming (AC+Fed+Match)		
\$75,088,457		
Details by STIP ID		
32298	P4	\$65,110,789
32298	P7	\$9,977,668

DOT Region	Location
Central Region	Wasilla
Strategic Investment Area	

Appropriation or Apportionment
Surface Transportation Block Grant
Allocation or Suballocation
STBG Flex; STBG 50-200
Other Fund Details

Construction Year(s)	
No Construction Year Identified	
Work Type	Pavement Reconstruction
Pavement Condition	
Current Condition	Expected Condition

Advance Construction Prior Balance				
STIP	AC Balance	Proposed Fund Source		Proposed Conversion Year
32298	\$14,024,878	STBG 50-200		2028
Full Project Cost Estimate Details				
Date of Estimate	PreCon Adjusted for YOE	Construction Adjusted for YOE	Contingency Included (If Known)	Type of Estimate
	\$0	\$0		Child Project: See Parent STIP ID

Bridge Data (Bridge #, Year Built, Condition)

Palmer-Fishhook Separated Pathway: Trunk Road to Edgerton Parks Road [TAP Award 2023]

Construct a pedestrian/bike pathway from the Glenn Highway to Hatcher Pass (Mother Lode Area), a distance of 14 miles in conjunction with a highway upgrade. This project was selected in the 2023 DOT&PF Transportation Alternatives Program solicitation.

Scored Projects

Transportation Alternatives Program 2023

STIP ID

6234

Sponsor	Matanuska Susitna Borough
DOT Region	Central Region
Location	Palmer
Project Score	415/500

	2024	2025	2026	2027	2024-2027
Phases					
AC Conversion	\$0	\$0	\$0	\$0	\$0
Stwd Plng (P8)	\$0	\$0	\$0	\$0	\$0
Design (P2)	\$920,500	\$394,500	\$0	\$0	\$1,315,000
ROW (P3)	\$0	\$0	\$1,000,000	\$0	\$1,000,000
Construct (P4)	\$0	\$0	\$0	\$0	\$0
Utilities (P7)	\$0	\$0	\$0	\$0	\$0
Phase TOTAL	\$920,500	\$394,500	\$1,000,000	\$0	\$2,315,000
Federal Funding					
NHPP	\$0	\$0	\$0	\$0	\$0
STBG All	\$12,092	\$0	\$0	\$0	\$12,092
Bridge All	\$0	\$0	\$0	\$0	\$0
TAP All	\$595,438	\$260,370	\$660,000	\$0	\$1,515,808
CRP All	\$0	\$0	\$0	\$0	\$0
CMAQ All	\$0	\$0	\$0	\$0	\$0
Safety All	\$0	\$0	\$0	\$0	\$0
OFF	\$0	\$0	\$0	\$0	\$0
NHFP	\$0	\$0	\$0	\$0	\$0
Advance Construction					
AC	\$0	\$0	\$0	\$0	\$0
Non-Federal Funds					
State Match	\$0	\$0	\$0	\$0	\$0
Local Match	\$312,970	\$134,130	\$340,000	\$0	\$787,100
Funding Totals					
Match TOTAL	\$312,970	\$134,130	\$340,000	\$0	\$787,100
Fed TOTAL	\$607,530	\$260,370	\$660,000	\$0	\$1,527,900
All Funds TOTAL	\$920,500	\$394,500	\$1,000,000	\$0	\$2,315,000

After 2027	Work Type	Safety Improvements
\$5,260,000	Year(s) to Construct	2028-2030
Prior Year Programming (AC+Fed+Match)	Strategic Investment Area	Sustainability
\$0		

If Parent: Funds Programmed in Child Projects
Single Project

STIP Obligations

Phase(s)	Stage
Design; ROW	Single Project

Appropriation or Apportionment
Surface Transportation Block Grant; Transportation Alternatives Program
Allocation or Suballocation
STBG Flex; TAP Flex; TAP 50-200
Other Fund Details

Advance Construction Conversion			
STIP ID	AC Balance	Proposed Fund Source	Proposed Conversion Year

Estimate Date and Type				
Date of Estimate	PreCon Adjusted for YOE	Construction Adjusted for YOE	Type of Estimate	Contingency Included (If Known)
3/24/2023	\$2,316,389	\$10,853,766	Engineer Pre-Project Estimate	

Seldon Road Reconstruction: Wasilla-Fishhook Road to Snowgoose Drive [Parent] [CTP Award 2023]

The project will upgrade Seldon Road, between Wasilla Fishhook Road and Snowgoose Drive, to an arterial highway standard. with a separate pathway to address geometry, safety, and capacity issues. This project was selected in the 2023 DOT&PF Community Transportation Program solicitation. Two separately awarded 2023 CTP projects are being combined into a parent/child grouping to better coordinate design and construction.

34243 [Parent Preconstruction Stage]

34242 [Child Stage 1]: Construction of Wasilla-Fishhook Road to Lucille Street in 2028

34243 [Parent Final Stage]: Lucille to Snowgoose Drive in 2030.

Scored Projects

Community
Transportation Program
2023

STIP ID 34243

	2024	2025	2026	2027	2024-2027
Phases					
AC Conversion	\$0	\$0	\$0	\$0	\$0
Stwd Plng (P8)	\$0	\$0	\$0	\$0	\$0
Design (P2)	\$3,190,000	\$1,367,500	\$0	\$0	\$4,557,500
ROW (P3)	\$0	\$0	\$0	\$4,000,000	\$4,000,000
Construct (P4)	\$0	\$0	\$0	\$0	\$0
Utilities (P7)	\$0	\$0	\$0	\$0	\$0
Phase TOTAL	\$3,190,000	\$1,367,500	\$0	\$4,000,000	\$8,557,500
Federal Funding					
NHPP	\$0	\$0	\$0	\$0	\$0
STBG All	\$2,871,000	\$1,230,750	\$0	\$3,600,000	\$7,701,750
Bridge All	\$0	\$0	\$0	\$0	\$0
TAP All	\$0	\$0	\$0	\$0	\$0
CRP All	\$0	\$0	\$0	\$0	\$0
CMAQ All	\$0	\$0	\$0	\$0	\$0
Safety All	\$0	\$0	\$0	\$0	\$0
OFF	\$0	\$0	\$0	\$0	\$0
NHFP	\$0	\$0	\$0	\$0	\$0
Advance Construction					
AC	\$0	\$0	\$0	\$0	\$0
Non-Federal Funds					
State Match	\$0	\$0	\$0	\$0	\$0
Local Match	\$319,000	\$136,750	\$0	\$400,000	\$855,750
Funding Totals					
Match TOTAL	\$319,000	\$136,750	\$0	\$400,000	\$855,750
Fed TOTAL	\$2,871,000	\$1,230,750	\$0	\$3,600,000	\$7,701,750
All Funds TOTAL	\$3,190,000	\$1,367,500	\$0	\$4,000,000	\$8,557,500

After 2027
\$37,392,500

Prior Year
Programming
(AC+Fed+Match)
\$0

Work Type	Pavement Reconstruction
Year(s) to Construct	2028-2030
Strategic Investment Area	Safety

If Parent: Funds Programmed in
Child Projects
\$16,162,500

STIP Obligations

Phase(s)	Stage
Design; ROW	Parent Project, Preconstruction Stage

Appropriation or Apportionment
Surface Transportation Block Grant
Allocation or Suballocation
STBG Flex; STBG 50-200
Other Fund Details

Advance Construction Conversion			
STIP ID	AC Balance	Proposed Fund Source	Proposed Conversion Year

Estimate Date and Type				
Date of Estimate	PreCon Adjusted for YOE	Construction Adjusted for YOE	Type of Estimate	Contingency Included (If Known)
3/24/2023	\$10,867,275	\$13,803,954	Engineer Pre-Project Estimate	15%

Trunk Road (Nelson Road) Rehabilitation and Bridge Replacement [CTP Award 2019]

Rehabilitate Trunk/Nelson Road from E Fetlock Drive to Wasilla Creek. Replace Wasilla Creek Bridge #2227. Improve pedestrian facilities.

Scored Projects

Community
Transportation Program
2019

STIP ID 32726

	2024	2025	2026	2027	2024-2027
Phases					
AC Conversion	\$0	\$0	\$0	\$0	\$0
Stwd Plng (P8)	\$0	\$0	\$0	\$0	\$0
Design (P2)	\$150,000	\$0	\$0	\$0	\$150,000
ROW (P3)	\$0	\$50,000	\$0	\$0	\$50,000
Construct (P4)	\$0	\$0	\$4,500,000	\$0	\$4,500,000
Utilities (P7)	\$0	\$0	\$0	\$0	\$0
Phase TOTAL	\$150,000	\$50,000	\$4,500,000	\$0	\$4,700,000
Federal Funding					
NHPP	\$0	\$0	\$0	\$0	\$0
STBG All	\$0	\$0	\$2,093,650	\$0	\$2,093,650
Bridge All	\$136,455	\$45,485	\$2,000,000	\$0	\$2,181,940
TAP All	\$0	\$0	\$0	\$0	\$0
CRP All	\$0	\$0	\$0	\$0	\$0
CMAQ All	\$0	\$0	\$0	\$0	\$0
Safety All	\$0	\$0	\$0	\$0	\$0
OFF	\$0	\$0	\$0	\$0	\$0
NHFP	\$0	\$0	\$0	\$0	\$0
Advance Construction					
AC	\$0	\$0	\$0	\$0	\$0
Non-Federal Funds					
State Match	\$13,545	\$4,515	\$406,350	\$0	\$424,410
Local Match	\$0	\$0	\$0	\$0	\$0
Funding Totals					
Match TOTAL	\$13,545	\$4,515	\$406,350	\$0	\$424,410
Fed TOTAL	\$136,455	\$45,485	\$4,093,650	\$0	\$4,275,590
All Funds TOTAL	\$150,000	\$50,000	\$4,500,000	\$0	\$4,700,000

After 2027
\$0

Prior Year Programming (AC+Fed+Match)
\$250,000

Work Type	Bridge Replacement, Pavement Rehabilitation
Year(s) to Construct	2026
Strategic Investment Area	State of Good Repair

If Parent: Funds Programmed in Child Projects
Single Project

STIP Obligations		
32726	P2	\$250,000

Phase(s)	Stage
Design; ROW; Construction	Single Project

Appropriation or Apportionment
Surface Transportation Block Grant; Bridge Program
Allocation or Suballocation
STBG Flex; Bridge HIP; Bridge INFRA
Other Fund Details

Advance Construction Conversion			
STIP ID	AC Balance	Proposed Fund Source	Proposed Conversion Year

Estimate Date and Type				
Date of Estimate	PreCon Adjusted for YOE	Construction Adjusted for YOE	Type of Estimate	Contingency Included (If Known)
10/12/2021	\$550,495	\$4,506,754	Engineer Pre-Project Estimate	

Wasilla to Fishhook Main Street Rehabilitation

Construct a one-way couplet in downtown Wasilla bounded by Bogard Road, KGB/Main Street, Yenlo/Talkeetna Street and the Palmer Wasilla Highway. Work will consist of new road contruction, lane reconfigurations, signals, new pavement, signing and striping, and sidewalks.

National Highway System

STIP ID 2503

Stage
Single Project
Phase
Construction; Utilities

STIP	2024	2025	2026	2027	2024-2027
Project Phases					
AC Conversion	\$0	\$0	\$0	\$0	\$0
Design (P2)	\$0	\$0	\$0	\$0	\$0
ROW (P3)	\$0	\$0	\$0	\$0	\$0
Construct (P4)	\$0	\$51,000,000	\$0	\$0	\$51,000,000
Utilities (P7)	\$0	\$4,000,000	\$0	\$0	\$4,000,000
Phases TOTAL	\$0	\$55,000,000	\$0	\$0	\$55,000,000
Federal Funding					
NHPP	\$0	\$50,033,500	\$0	\$0	\$50,033,500
NHFP	\$0	\$0	\$0	\$0	\$0
STBG Flex					\$0
Bridge All	\$0	\$0	\$0	\$0	\$0
HSIP	\$0	\$0	\$0	\$0	\$0
RAIL					\$0
OFF	\$0	\$0	\$0	\$0	\$0
Advance Construction					
AC	\$0	\$0	\$0	\$0	\$0
Non-Federal Matching Funds					
State Match	\$0	\$4,966,500	\$0	\$0	\$4,966,500
Funding Totals					
Federal TOTAL	\$0	\$50,033,500	\$0	\$0	\$50,033,500
All Funds TOTAL	\$0	\$55,000,000	\$0	\$0	\$55,000,000

Advance Construction Prior Balance			
STIP	AC Balance	Proposed Fund Source	Proposed Conversion Year

Full Project Cost Estimate Details				
Date of Estimate	PreCon Adjusted for YOE	Construction Adjusted for YOE	Contingency Included (If Known)	Type of Estimate
9/1/2017	\$0	\$48,115,321		Engineer Pre-Project Estimate

After 2027		
\$0		
If Parent: Funds Programmed in Child Projects		
Single Project		
Prior Year Programming (AC+Fed+Match)		
\$14,200,000		
Details by STIP ID		
2503	P2	\$8,500,000
2503	P3	\$5,700,000

DOT Region	Location
Central Region	Wasilla
Strategic Investment Area	
Safety	

Appropriation or Apportionment	
National Highway Performance Program	
Allocation or Suballocation	
NHPP	
Other Fund Details	

Construction Year(s)	
2025	
Work Type	Pavement Rehabilitation
Pavement Condition	
Current Condition	Expected Condition
Poor	Good

Bridge Data (Bridge #, Year Built, Condition)



Donna Gardino <djgardino@gmail.com>

RE: March 1st STIP Submission

1 message

Keith, Katherine M (DOT) <katherine.keith@alaska.gov>
 To: "Bradway, Adam R (DOT)" <adam.bradway@alaska.gov>
 Cc: Kim Sollien <kim.sollien@matsugov.us>, Donna Gardino <djgardino@gmail.com>

Sun, Mar 10, 2024 at 6:03 PM

Thanks Adam,

Kim/Donna, I am looking forward to Tuesday's dialogue; it will be helpful to talk through it all. To touch on a few key points quickly: below and attached is the fiscal constraint table for TAP for populations between 50,000-200,000. As highlighted, we've allocated the MVP TAP funds for the design phase of the Palmer-Fishhook and Inner/Outer Sprinter Loop pathways. For construction, we've either programmed TAP and STBG Flex funding or construction is planned for after 2027. In the case of STBG, the initial two years are programmed to cover the design for Seldon and Bogard Road Reconstruction, with 2026 and 2027 funds being allocated to the MVP TIP. This strategy enables us to commence design work on these critical safety projects and allows the MVP committee to refine and prioritize projects over the coming year. That being said, we will work with MVP to navigate this interim period.

I'm sorry for the delay in responding; completing the STIP required more time and effort than anticipated! Given the very tight timeframe, we were left with no way to coordinate with any MPO committees. Therefore, we will step back to revisit the changes and start from beginning to update the FAST and AMATS TIP as well as work through strategies with you all.

Fiscal Constraint: TAP 50-200

#	STIP ID	STIP ID Name	\$ '24 TAP 50-200k	\$ '25 TAP 50-...	\$ '26 TAP 50-...	\$ '27 TAP 50-200k	\$ '24-'27 TAP 50-...
1	FAST TIP	[LEDGER-TIP] Fairbanks Area Surface Transportation (FAST) ...	\$1,160,029	\$578,662	\$587,342	\$596,152	\$2,922,185
2	MVP TIP	[LEDGER-TIP] MatSu Valley Planning for Transportation (MV...			\$470,238	\$493,155	\$963,393
3	6234	Palmer-Fishhook Separated Pathway: Trunk Road to Edgert...	\$595,438	\$260,370			\$855,808
4	TAP to STB...	[LEDGER] TAP 50-200 Transfer to STBG 50-200	\$272,910				\$272,910
5	34251	Inner and Outer Sprinter Loop Separated Pathway [TAP ...		\$187,744			\$187,744
6	TAP 50-200k	Transportation Alternatives Program: Population 50-200K	-\$2,028,377	-\$1,026,776	-\$1,057,580	-\$1,089,307	-\$5,202,040
			SUM \$0	SUM \$0	SUM \$0	SUM \$0	SUM \$0

Fiscal Constraint: STBG 50-200

#	STIP ID	STIP ID Name	\$ '24 STBG 50-200k	\$ '25 STBG 50-200k	\$ '26 STBG 50-...	\$ '27 STBG 50-...	\$ '24-'27 STBG 5...
1	FAST TIP	[LEDGER-TIP] Fairbanks Area Surface Transportation ...	\$9,630,324	\$9,398,952	\$9,921,400	\$10,070,221	\$39,020,897
2	MVP TIP	[LEDGER-TIP] MatSu Valley Planning for Transportatio...			\$7,943,279	\$8,330,398	\$16,273,677
3	32298	Knik Goose Bay Road Reconstruction: Fairview Loop t...		\$5,160,587			\$5,160,587
4	34243	Seldon Road Reconstruction: Wasilla-Fishhook Road t...	\$2,871,000	\$1,230,750			\$4,101,750
5	34342	Bogard Road Reconstruction: North Earl Drive to Nort...	\$2,274,250	\$727,760			\$3,002,010
6	34302	Pavement and Bridge Preservation Program		\$1,640,250			\$1,640,250
7	TAP to STBG...	[LEDGER] TAP 50-200 Transfer to STBG 50-200	-\$272,910				-\$272,910
8	CRP to STBG...	[LEDGER] CRP 50-200 Transfer to STBG 50-200	-\$1,444,123	-\$813,951			-\$2,258,074
9	STBG 50-200	Surface Transportation Block Grant: Population 50-200K	-\$16,839,173	-\$17,344,348	-\$17,864,679	-\$18,400,619	-\$70,448,819
			SUM -\$3,780,632	SUM \$0	SUM \$0	SUM \$0	SUM -\$3,780,632

Thanks,

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.



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

Sent: Wednesday, March 6, 2024 9:44 AM

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

Cc: Kim Sollien <kim.sollien@matsugov.us>; Donna Gardino <djgardino@gmail.com>

Subject: FW: March 1st STIP Submission

Hello Katherine,

I am forwarding this analysis done by MVP add some background to Kim's email from today 3/6/24. I am still going through the STIP but would be happy to get together to discuss MVP's questions to get some answers for them at their TAC and PC meetings.

I let them know about CTP and TAP projects. I know that Knik River Wayside is outside of their boundary and not using their funding, I just included it for their knowledge and because it is within the Mat-Su Borough.

**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: Kim Sollien <Kim.Sollien@matsugov.us>
Sent: Tuesday, March 5, 2024 1:17 PM
To: Bradway, Adam R (DOT) <adam.bradway@alaska.gov>
Cc: Donna Gardino <djgardino@gmail.com>; Natalie Lyon <Natalie.Lyon@respec.com>; Patrick (Pat) Cotter <PatrickCotter@pdceng.com>
Subject: FW: March 1st STIP Submission

Hi Adam,

Donna analyzed the new STIP allocations for MVP. Can you review her attached document and the info below and help us understand where the funds are being programmed and why the amounts differ from the January presentation/draft STIP submission to what is in there now?

Thanks,

Kim

Kim Sollien

Planning Services Manager

Planning and Land Use Department

Matanuska-Susitna Borough

907-861-8514

From: Donna Gardino <djgardino@gmail.com>
Sent: Tuesday, March 5, 2024 12:08 PM
Cc: Kim Sollien <Kim.Sollien@matsugov.us>; Patrick (Pat) Cotter <PatrickCotter@pdceng.com>; Elise Blocker <Elise.Blocker@respec.com>; Natalie Lyon <Natalie.Lyon@respec.com>
Subject: Re: March 1st STIP Submission

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

Kim,

I have completed an analysis of the project funds being attributed to the projects listed in Adam's email. I am comparing the January 19 draft vs the March 1 draft as that is the last coordination that occurred with the Policy Board. As you can see in the attached spreadsheet, MVP's allocation of STBG funds for FFY24-26 totaled \$24,131,657 in the January 19 Draft STIP while only \$16,943,565 is programmed in the March 1 draft for approval.

For TAP, \$1,914,002 was programmed in the January 19 Draft STIP and \$3,303,444 was programmed in the March 1 draft for approval.

For CRP, \$3,838,461 was programmed in the January 19 Draft STIP and only \$527,524 is programmed in the March 1 draft for approval.

No CMAQ funds have been allocated to any of the projects though \$4,361,695 was shown going to MVP in the January 19 Draft STIP.

This is why we need to hear from the State how the funds are being programmed in accordance with the removal of the MVP project groupings in Appendix B.

Donna Gardino

Gardino Consulting Services

On Mon, Mar 4, 2024 at 3:25 PM Bradway, Adam R (DOT) <adam.bradway@alaska.gov> wrote:

Hi Donna,

I will do my best, but I will try to confirm with Dave Post to make sure I have all the nuance correct. DOT has done "parent" "child" before but I believe FHWA has gone back and forth about it, so we will see what they say. It is like "stages" or "phases" it is a way of splitting a project into multiple pieces that are tied together but are separate projects. In this case it seems to be done so that preconstruction can be funded by itself, and then two separate construction projects (in the next STIP)... its usually used for bigger more expensive projects that we can't afford all at once. So in this case it also separates out design so that MVP can just pay for that portion.

I agree, its confusing and while I think I am getting all of this correct I am going to double check. It would be nice to have some more detailed scope of all of the projects, even the ones not shown in this STIP.



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: Monday, March 4, 2024 3:03 PM

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

Cc: Kim Sollien <kim.sollien@matsugov.us>; Patrick (Pat) Cotter <PatrickCotter@pdceng.com>; Elise Blocker <Elise.Blocker@respec.com>; Natalie Lyon <Natalie.Lyon@respec.com>

Subject: Re: March 1st STIP Submission

CAUTION: This email originated from outside the State of Alaska mail system. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Thanks, Adam. This whole parent - child project naming nomenclature is new. Can you explain it and why it is a thing?

Donna

On Mon, Mar 4, 2024 at 1:45 PM Bradway, Adam R (DOT) <adam.bradway@alaska.gov> wrote:

Some more information...

"Right now, for MVP, we are using their 50-200k suballocation for the design of their projects, and then using Flex funds for construction. That frees up their full allocation in 2026 and 2027." -Katherine Keith



Adam Bradway, AICP

Mat-Su Valley Planning for Transportation (MVP): DOT&PF Transportation Planner
Alaska Department of Transportation & Public Facilities
 Office: 907.269.0513

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From: Bradway, Adam R (DOT)
Sent: Monday, March 4, 2024 1:33 PM
To: Kim Sollien <Kim.Sollien@matsugov.us>
Cc: Patrick (Pat) Cotter <PatrickCotter@pdceng.com>; Elise Blocker <Elise.Blocker@respec.com>; Natalie Lyon <Natalie.Lyon@respec.com>; Donna Gardino <djgardino@gmail.com>
Subject: March 1st STIP Submission

Kim,

It sounds like you have already received an update from the STIP team on the STIP submission. It looks like it went up on the public website today. <https://publicinput.com/stip/#tab-49169>

I also wanted to draw your attention to the 2023 CTP and TAP awards. Details about the award process are within the document titled STIP Volume 4 Project Selection. Project sheets are within the Projects and Programs document. It looks as though the following projects have been funded in or near MVP (Knik Wayside I believe is outside the boundary)

- ID 6234 [Palmer-Fishhook](#) Separated Pathway: Trunk Road to Edgerton Parks Road [TAP Award 2023]
- ID 34251 Inner and Outer Springer Loop Separated Pathway [TAP Award 2023]
- ID 34244 Knik River Wayside Gold Star Families Memorial [TAP Award 2023] (Fish and Game Submission)
- ID 34342 Bogard Road Reconstruction: North Earl Drive to North Engstrom Road [Parent] [CTP Award 2023]
- ID 34243 Seldon Road Reconstruction: Wasilla-Fishhook Road to Snowgoose Drive [Parent] [CTP Award 2023]

It seems as though Pre-construction phases have been awarded for the Bogard and Seldon projects but the remaining "child" projects will be shown in future STIPs. The "parent" projects look like they are being shown funded in part by MVP's allocation. DC Keith is interested in setting up another meeting to discuss so please take a look through and gather any questions you might have, I will do the same.



Adam Bradway, AICP

Mat-Su Valley Planning for Transportation (MVP): DOT&PF Transportation Planner
Alaska Department of Transportation & Public Facilities
 Office: 907.269.0513

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2 attachments

 **STBG 50-200.pdf**
73K

 **Tap 50-200.pdf**
63K



Alaska Department of Transportation & Public Facilities

Project Planning & Programming Review

**Ben White, Planning Chief
Central Region - Anchorage Field Office**

March 8, 2024

An aerial photograph of a snowy, mountainous landscape. A winding road leads from the bottom left towards a small, dark building nestled in a valley. The terrain is rugged with snow-covered peaks and ridges. The sky is a pale, hazy blue.

Project Evaluation & Selection

PROJECT EVALUATION & SELECTION

“how do I get a project in the STIP?”

“how are projects prioritized – what is your criteria for selecting projects?”

The answer is not a clear and simple one – there are a lot of factors that go into this process.

CHALLENGES...

1. Historical approach
2. Limited funding/distribution
3. Project Delivery Timeline
4. Political pressures

FOCUS ON...

1. Classification
2. Funding Distribution
3. Scoring Criteria

CLASSIFICATION

17 AAC 05.170 – Project Classification

- ☐ National Highways System (NHS)
- ☐ Alaska Highways System (AHS)
 - List of Routes and Roads +AMHS
 - Federal Program (STBG) Used for Preservation, MPO, CTP, TAP, Ice Roads, Ports & Barge Landings
- ☐ Community Transportation Program (CTP)
 - Traditionally the Primary Path for Public Projects
- ☐ Trails & Recreational Access for Alaskans (TRAAK)
 - Transportation Enhancements (TE) doesn't Exist Federally Any More

Many new federal programs and eligibilities exist that don't fit into our current 'project classifications' – PROTECT & Resiliency, Coastal infrastructure, Carbon Reduction, NEVI, Community Charging, Electrification, Tourism, Ice Roads, Rural Ports/Docks/Barges, HSIP, etc. etc. etc.

FUNDING DISTRIBUTION

17 AAC 05.190 – Financial Data

- ❑ 48% to National Highway System
- ❑ 8% to Alaska Highway System
- ❑ 39% to Community Transportation Program
- ❑ 2% to Trails & Recreational Access for Alaska

(1) Funding for AHS, CTP, and TRAAK all comes from one Federal Program (STBG). Many other federal programs that can feed new State Programs. (2) Many new funding programs, eligibilities, and project types that have come out that don't 'neatly' fit into these categories.

SCORING CRITERIA

17 AAC 05.175

Criteria	Urban & Rural	Remote
Economic benefits resulting from the project	X	X
Projects effect on Health & Quality of Life	X	X
Whether the Project Enhances Safety for the Traveling Public	X	X
Financial Contributions towards the Capital Cost	X	X
Ability and Willingness to Assume Ownership or M&O contributions	X	X
Lower States Maintenance Burden	X	X
Environmental Readiness	X	X
Surface Rehabilitation Activity	X	
Facility Preservation Activity		X
Evaluation of Cost, Length, and AADT	X	
Deficient Bridge Replacement	X	
Corrects Deficient Width, Grade or Alignment	X	
Functional Classification	X	
Innovation	X	X
Public Support	X	X
Access water, landfills, waste, healthcare, airport, subsistence, river, ocean		X
Project in partnership with DEC, DOI, BIA, Tribes, Federal or State agencies		X

KEY CHALLENGES & OPPORTUNITIES

PROS

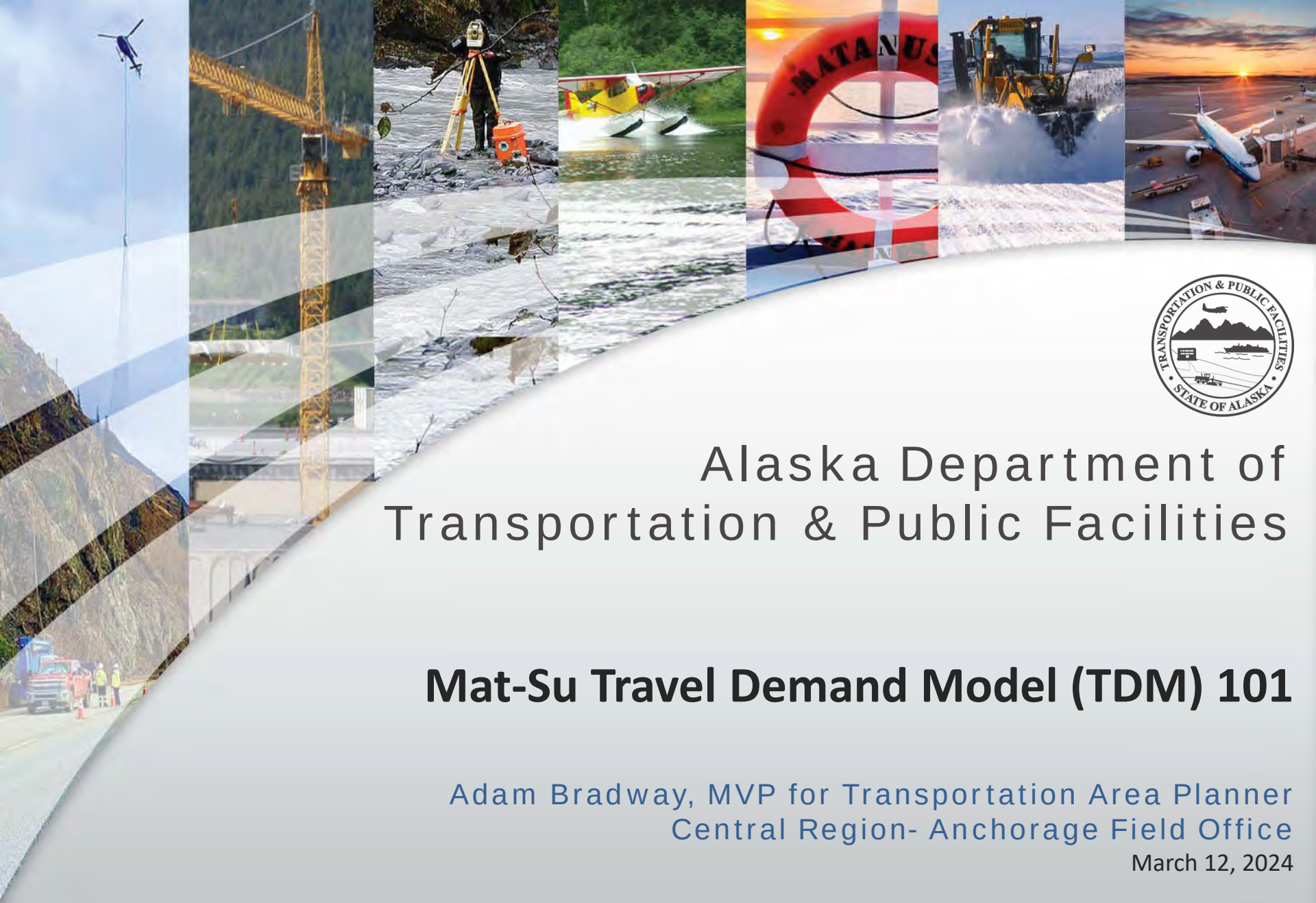
- Criteria for Remote is not measured by AADT or Functional Classification
- Criteria for Remote values access to critical services and infrastructure
- Criteria for Urban values volume, capacity and correction of road standards
- Distribution attempts to maintain minimum investment in underserved areas

CONS

- Criteria does not work for expansion, new connections, 'building new'
- Criteria must be applied evenly and does not support variable criteria
- Project categories don't support new federal programs & eligibility
- Categories restrict flexibility and agile response to needs and conditions in Rural Alaska hamstrung
- Current programs don't exist federally
- Rural is non-competitive to Urban
- Focus for remote is Preservation
- Only remote values Partnerships



Discussion/Questions



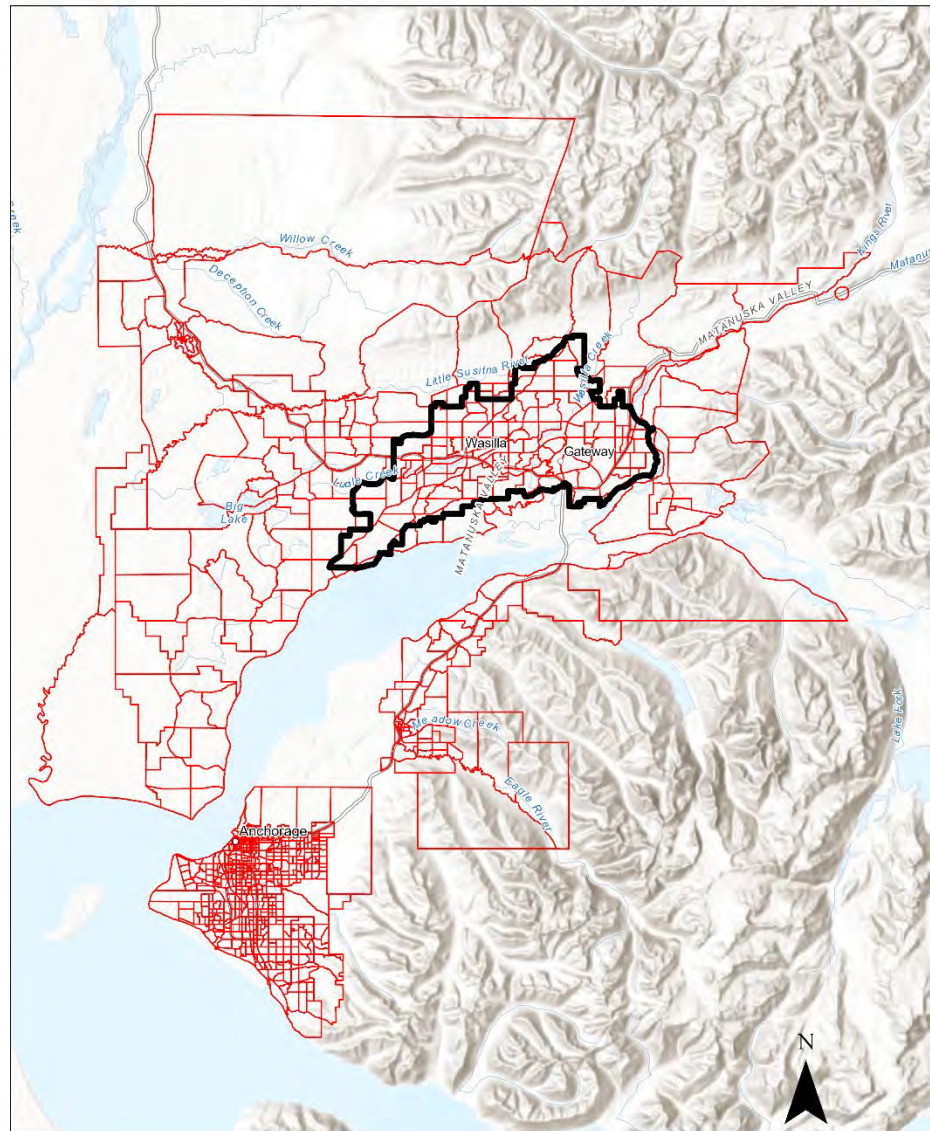
Alaska Department of Transportation & Public Facilities

Mat-Su Travel Demand Model (TDM) 101

Adam Bradway, MVP for Transportation Area Planner
Central Region- Anchorage Field Office

March 12, 2024

AMATS Travel Demand Model



■ MVP MPO
■ AMATS Model 2013 TAZs

0 3.75 7.5 15 22.5 30
Miles



Four-Step Model

Socioeconomic information
(population, employment,
land use)

Household Travel
Survey



Trip
Generation

Trip
Distribution

Mode
Choice

Trip
Assignment

- How many trips?

- Where do they go?

- What mode of transportation do they use?

- By what route?



Product: Average
Annual Daily Trips
(AADT) for chosen
future year

TDM Update Needs

- Update to current base year (2013 to 2019*)
 - New Roads
 - Update Socioeconomic Data (population, employment, land-use)
- Household Travel Survey
 - Origins and Destinations
 - Last conducted by AMATS in 2014
- Trip Generation Rates, Trip purposes, mode choice, etc.
- New future year (2045)



Valley Transit Logo





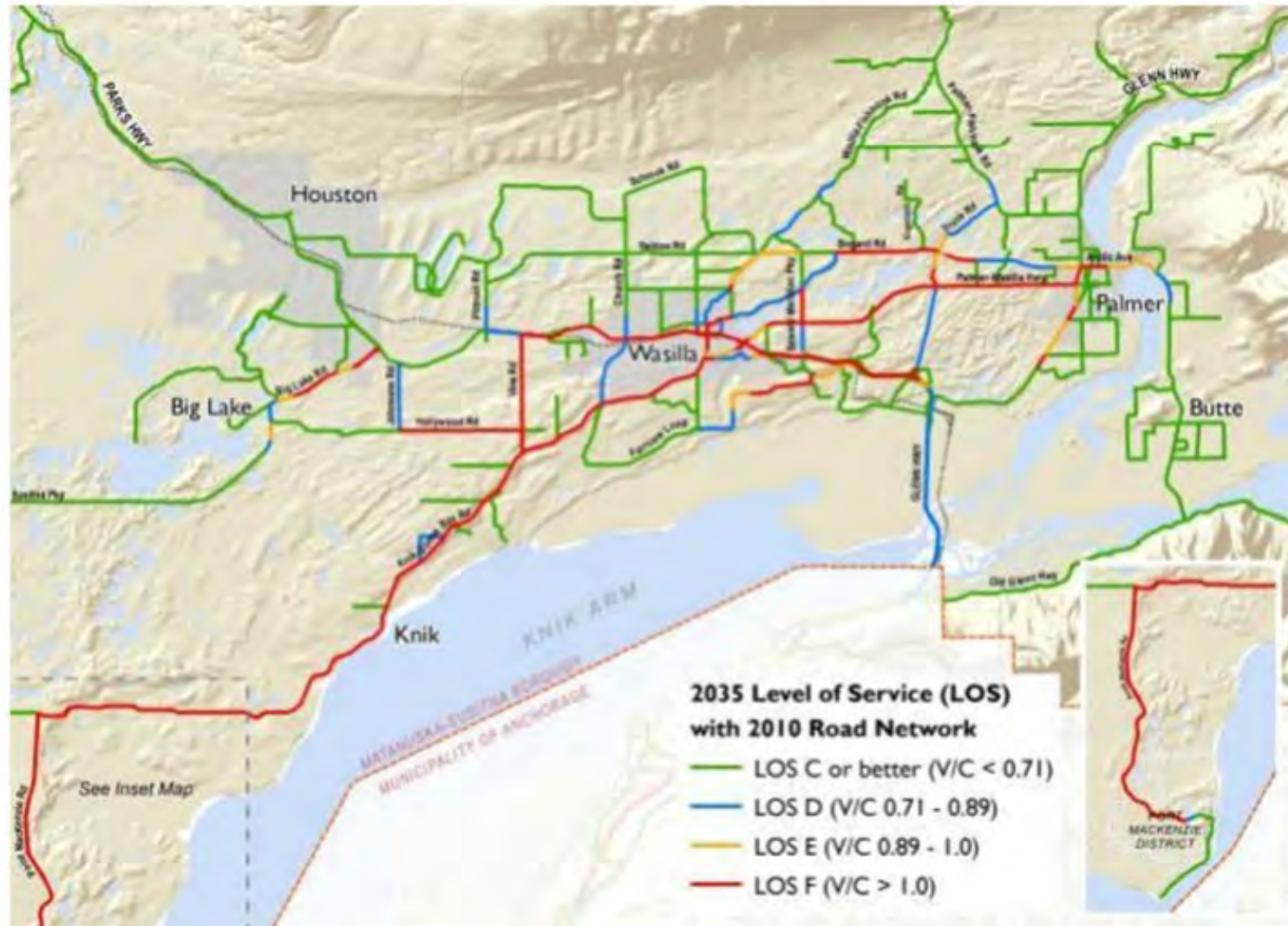
Need for TDM

- Document transportation network needs
 - What parts of the network are failing or need improvement?
- Scenario Planning
 - If we build this project, what will happen to the network?
- Air Quality Conformity Determination*
 - MVP does not currently include Air Quality Non-Attainment areas.

**Assist decision makers in making
informed transportation planning
decisions.**

Mat-Su Borough 2017 Long Range Transportation Plan

Figure 11. 2035 Base Conditions





Questions?



MatSu Valley Planning for Transportation
Metropolitan Planning Organization

April 5, 2024

Honorable Pete Buttigieg
Secretary of Transportation
1200 New Jersey Avenue, SE
Washington, DC. 20590

RE: Support for Alaska DOT&PF's FFY2024 Grant Program Application for the Prioritization Process Pilot Program

To the Honorable Secretary Buttigieg:

On behalf of the MatSu Valley Planning for Transportation (MVP) the Wasilla, Knik-Fairview, North Lakes Area Metropolitan Planning Organization (MPO), I write to express our support for the State of Alaska Department of Transportation & Public Facilities (DOT&PF) in receiving the FFY2024 Prioritization Process Pilot Program (PPPP) Grant support.

MVP is the second small urban Metropolitan Planning Organization (MPO) in the state, formed in 2023, serving the core area of the Matanuska-Susitna Borough, which is the fastest growing region in Alaska and among the nation's fastest growing. In the absence of a state-funded transportation program, it is imperative to ensure that the federal funding allocated to our state and region is distributed equitably. This necessitates a project selection process that is community-informed, ensuring that funds are directed to where they are most needed. MVP believes in the cooperative, continuous, and comprehensive planning approach, and looks forward to collaborating with the Alaska Department of Transportation and Public Facilities (DOT&PF) to establish a prioritization process that is publicly accessible and transparent.

We strongly support this grant proposal for the Alaska DOT&PF's FFY2024 Prioritization Process Pilot Program. If additional information is needed or there are additional questions that MVP can answer, please do not hesitate to contact Kim Sollien, our Interim Coordinator, via email at kim.sollien@fastplanning.us or by phone at 907-982-9080.

Respectfully,

Glenda Ledford
MVP for Transportation Policy Board Chair

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[Frequently Asked Questions](#) [Discretionary Grant](#)

The Prioritization Process Pilot Program (PPPP) Discretionary Grant was established under section 11204 of the Infrastructure Investment and Jobs Act (IIJA) (Pub. L. No. 117-58, November 15, 2021), also known as the "Bipartisan Infrastructure Law" (BIL). The following Questions and Answers (Q&As) focus on the PPPP Discretionary Grant. Unless otherwise noted, references to "PPPP" refer to the Prioritization Process Pilot Program Discretionary Grant. These Questions and Answers provide supplementary guidance for preparing applications under the Program.

Except for the statutes and regulations cited, the contents of this document do not have the force and effect of law and are not meant to bind the States or the public in any way. This document is intended only to provide information regarding existing requirements under the law or agency policies.

To go to a particular FAQ section click on the following bookmarks below:

- [General](#)
- [Eligible Applicants/Application Process](#)
- [Eligible Activities and Projects](#)
- [Merit Criteria](#)
- [Funding Authorization](#)
- [Grant Administration](#)
- [Other](#)

General

1. What is the Prioritization Process Pilot Program?

Answer: The Bipartisan Infrastructure Law (BIL) established the Prioritization Process Pilot Program (PPPP) to provide discretionary grant funds that can be used to develop and implement a publicly accessible, transparent, data-driven prioritization process for the selection of projects in Statewide and Metropolitan Transportation Plans (i.e., S/LRTP, MTP, RTP) and Transportation Improvement Programs (STIP/TIP). [BIL § 11204(c)(2)(A)(i) and (c)(2)(B)(i)].

Eligible Applicants/Application Process

2. Who is eligible to apply?

Answer: A State or a Transportation Management Area (TMA) which is a metropolitan planning organization (MPO) that serves an area of over 200,000.

3. Can an MPO that serves an area under 200,000 apply for a grant?

Answer: No. However, States that apply for grant funds are required to develop the prioritization process in [consultation](#) with all the MPOs in the state and with the public. Additionally, State applications must cover the whole state and are not applicable for only one area or region of a state.

4. If an applicant does not receive funding, can it request a debrief to learn how its application was deficient so that it can improve the application?

Answer: All PPPP applicants will be contacted. Successful applicants will receive an email with official grant award details notifying them of next steps. Unsuccessful applicants will receive an email with instructions for how to request a debrief.

PPPP grant team members are available to provide feedback on unsuccessful applications. We anticipate providing debriefs on unsuccessful PPPP applications following the completion of the PPPP FYs 22, 23, and 24

grant awards. Debriefs will be conducted virtually and no written materials from the grant evaluation process will be shared with applicants. If you are interested in a debrief, please contact PPPP@dot.gov.

5. Can I apply for a grant one year to develop the process and then apply another year for a grant to implement the process?

Answer: No. Eligible entities that receive a grant under the prioritization process pilot program shall use the funds to develop *and* implement a publicly accessible, transparent prioritization process. While this could be accomplished over multiple years, the program requirements specify that the eligible recipient shall develop and implement a process for the grant application.

6. Unlike MPOs, some state LRTPs are policy plans that do not include specific projects. Would a policy LRTP need to establish a project level prioritization process, or could the plan reflect priority strategies? Would the LRTP need to include the prioritization process itself, or also projects selected using that process?

Answer: Regardless of the type of plan (policy or project level), the prioritization process should be developed to assess and score projects and strategies consistent with the prioritization criteria as defined in the NOFO and associated guidance.

7. When is the application deadline?

Answer: TBD

8. How many applications can an eligible applicant submit?

Answer: One application can be submitted per applicant for each NOFO opportunity. Eligible entities that receive a grant cannot apply under any future PPPP funding opportunities. Eligible entities who do not receive a grant may resubmit under future PPPP funding opportunities.

Eligible Activities and Projects

9. If a State DOT or MPO choose to pursue this program, are they then obligated to only select higher scoring projects in the MTP/TIP?

Answer: No. However, as provided at Section 11204(c)(2)(D), if a State DOT or MPO chooses to include or not include a project in its STIP or TIP in a manner that is contrary to the priority ranking for project selection established under the prioritization process, the relevant State DOT or MPO shall make publicly accessible an explanation for the decision including:

- A review of public comments received regarding the project that is not being selected;
- An evaluation of public support for the project that is not being selected;
- An assessment of geographic balance of projects of the eligible entity; and
- The number of projects of the eligible entity in economically distressed areas.

State DOTs and MPOs participating the PPPP should develop and implement a publicly available and easily accessible process for making such decisions and informing the public of the final determinations with respect to alterations to project prioritizations.

10. What flexibility does an MPO/DOT have to modify the criteria later?

Answer: Criteria can be modified consistent with the PPPP requirements; however, MPOs and DOTs should establish or modify criteria in a publicly accessible and transparent process.

11. What expenses are eligible to spend the grant funds on?

Answer: An "**eligible expense**" is an expense incurred by the grant recipient that directly facilitates the execution of a grant agreement and its activities and must be "reasonable," "necessary," and "allocable" (2 CFR Part 200.403[a], 404, and 405). Eligible expenses comprise the total project cost for the grant including that funding through PPPP and any non-Federal money the applicant may be using.

Merit Criteria

12. What are FHWA's evaluation criteria for each grant application?

Answer: PPPP Program grants are awarded on a competitive basis. Grant applications will be evaluated based on the merit criteria (i.e., Prioritization Process Plan, Equity, and Budget and Schedule). The grant review and selection process consist of an eligibility review and a technical review. Applications that are 'Highly Recommended' or 'Recommended' based on merit criteria evaluation advances to Senior reviewers. The FHWA Administrator makes final project selections.

Please see the latest PPPP NOFO for the eligibility criteria.

13. Is the program tied to efforts to achieve MAP-21 performance targets adopted or supported by an MPO/DOT?

Answer: Yes, the program is tied to MAP 21 performance targets [BIL § 11204 (c)(2)(A)(i)(I)(bb) and 11204 (c)(2)(B)(i)(I)(bb)].

14. Does a grant application need to meet all of the statutory eligibility requirements in BIL § 11204 to be awarded a grant?

Answer: Yes. Applications that do not meet all of the statutory eligibility requirements will be screened out and not evaluated further than the initial eligibility screening.

Funding Authorization

15. How much funding is available under the PPPP discretionary grant program?

Answer: BIL appropriated \$50 million dollars for FY 2022- 2026 for the Prioritization Process Project Pilot Program. DOT will award no more than \$10 million from each fiscal year of available funding.

16. Is there a maximum award amount?

Answer: DOT will award no more than \$2 million maximum per award for eligible prioritization process projects that meets the selection criteria.

17. Is there a minimum award amount?

Answer: No

18. Can a single prioritization process receive funds from the Program from more than one application cycle?

Answer: No

19. What are the Federal and non-Federal share requirements?

Answer: Program funds may cover up to 100 percent (100%) of eligible project costs. There are no non-federal share requirements.

20. Will grant funding be awarded up front or will it be reimbursable?

Answer: In general, the PPPP discretionary grant funds are administered on a reimbursement basis. Grant recipients will generally be required to pay project costs upfront using their own funds, and then request reimbursement for those costs through billings. If a recipient cannot complete a project on a reimbursement basis, DOT will "on a case-by-case basis" consider recipient requests to use alternate payment methods as described in 2 CFR 200.305(b), including advance payments and working capital advances.

Grant Administration

21. Does this grant have to be in the State Planning & Research work program (SPR) or Unified Planning Work Program (UPWP)?

Answer: MPOs are required to document PPPP Grant activities in the UPWP or a simplified statement of work and States are required to document PPPP Planning Grant activities in the SPR work program prior to obligation of the award in accordance with 23 CFR 450.308 and 23 CFR part 420.

22. Will a grant agreement be executed and, if so, what will be its scope?

Answer: After selection and announcement of awards, FHWA will work to execute a grant agreement between the pertinent agencies to describe how the PPPP grant will be administered.

23. How will Stewardship and Oversight of the funds be handled?

Answer: During the project's period of performance, recipients must submit regular Performance Progress Reports (SF-PPR) and Federal Financial Reports (SF-425) to monitor project administration and ensure accountability and financial transparency in the PPPP Program.

Other**24. How can I prepare for this grant application?**

Answer: For prospective applicants new to seeking funding from the Federal government:

- Consult "Grants 101" on [GRANTS.GOV](https://www.grants.gov), the [Applicant Toolkit for Competitive Funding Programs at USDOT](#), and [FHWA Technical Assistance / Local Support](#) if your organization is new to applying for and administering federal assistance.
- It is best to start early. All applicants will need to obtain a Unique Entity Identifier (UEI) through GSA to apply for grant opportunities in grants.gov. On April 4, the federal government stopped using Dun & Bradstreet's proprietary Data Universal Numbering System (DUNS) to identify contractors and grantees and began exclusively using the UEI. The process of obtaining a UEI can take up to a month, so applicants are encouraged to apply for the UEI now. If you previously had a DUNS number, your UEI has already been created and is available to view in [SAM.gov](https://sam.gov).

If you are interested in applying for a PPPP grant, you could:

- Begin to identify who should be involved. Partners could include government stakeholders (e.g., with jurisdiction for transportation, including public transportation, land development, housing, health), community members, community-based organizations, local institutions, and major employers.
- Review existing planned projects for consistency with the Long-Range Statewide Transportation Plan, planned projects in your Metropolitan Long-Range Transportation Plan (if applicable), and the Statewide Transportation Improvement Program to assess
- Determine if there is motivation across the community to collaboratively address the LRTP and S/TIP prioritization process. Consider how to best serve the public and communities and take a comprehensive approach to transformative solutions, including but not limited to mobility and access, land use, housing, arts and culture, place-making, transportation, including public transportation, and environmental remediation, if applicable.

Mat-Su Intra-Regional Corridor Study

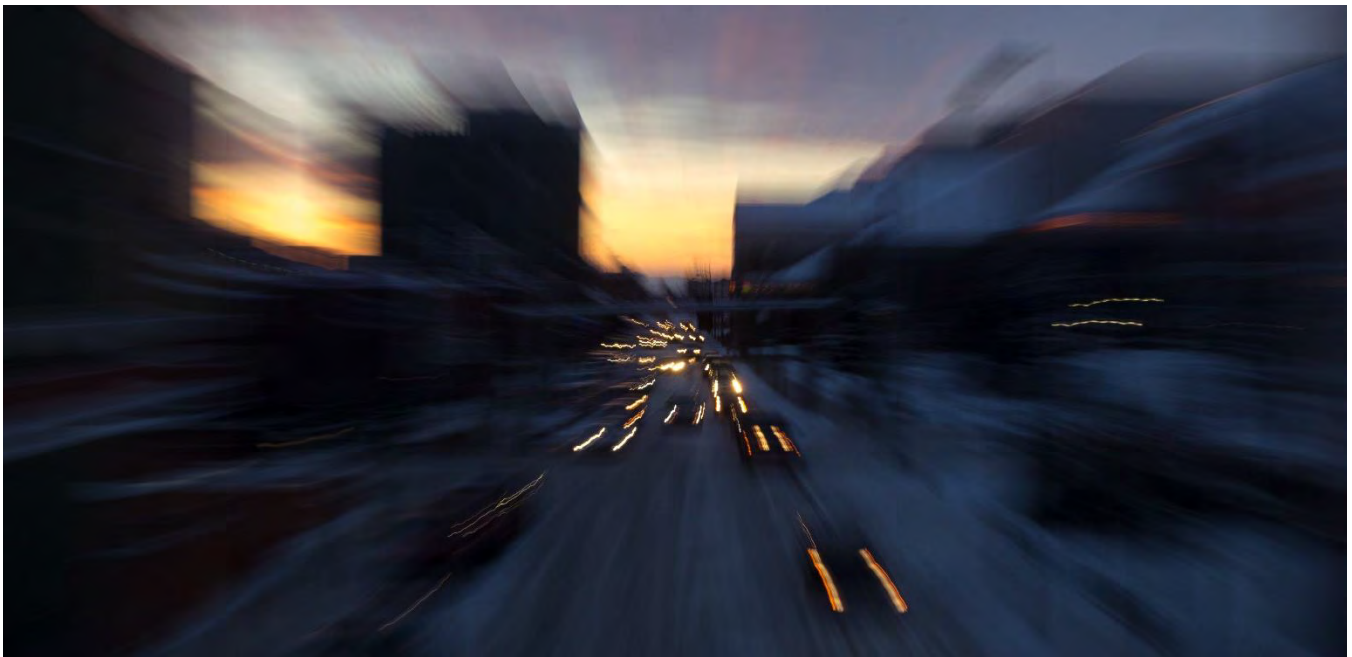
IRIS Program No. CFHWY00423

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DRAFT

Travel Demand Model 2019 Update Technical Memorandum

April 2022



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Abbreviations

AADT	Average Annual Daily Traffic
AMATS	Anchorage Metropolitan Area Transportation Solutions
DOLWD	Alaska Department of Labor and Workforce Development
DOT&PF	Alaska Department of Transportation and Public Facilities
GIS	Global Information System
IRCS	Intraregional Corridor Study
KE	Kinney Engineering
MSB	Mat-Su Borough
NAICS	North American Industry Classification System
O-D	Origin-Destination
RHTS	Regional Household Travel Survey
RMSE	Root-Mean-Square Error
SE	Socio-Economic
TAZ	Traffic Analysis Zone

1 Introduction

This memo outlines the update methodology and validation results of the Anchorage Metropolitan Transportation Solutions (AMATS) travel demand model, as conducted by Kinney Engineering, LLC for the Alaska Department of Transportation and Public Facilities (ADOT&PF) planning department. This model update was prepared in advance of scenario planning of the Intraregional Corridor Study (IRCS) in the Mat-Su Borough (MSB). The corridor will study a possible beltway connection around the urban core of the MSB, including a new northern arterial road alignment.

1.1 Original 2013 AMATS Base Model

The 2040 AMATS travel demand model was used as the starting point of the update discussed in this memo. The AMATS model was produced for AMATS in 2016 with a 2013 base year for validation. It contains an area bracketed by Girdwood on the Seward Highway on the south, extending to the Glenn Highway north of Sutton and the Parks Highway north of Willow to the north. It has a forecasted future year of 2040. The model produces AADTs on validated links using a four-step travel demand model system with various sub-steps. The model documentation includes the *Travel Demand Model Update: Travel Model Development Report*, May 2016, and the *Travel Demand Model Update: Travel Model Users Guide*, April 2015.

The model is a collection of databases and Global Information System (GIS) linework that define the various factors that determine travel behavior in the study area. The model uses socio-economic (SE) demographic data to generate traffic demand in regions of the model known as Traffic Analysis Zones (TAZs). The TAZs divide up the entire area contained within the model. Each TAZ creates a centroid point which traffic in the model travels to or from along the modeled road network. Traffic volumes generated within these TAZs are connected to the road network at various locations. The model calculations distribute the trip production and attraction demand across the modeled road network based on Origin-Destination (O-D) data, which defines the distance traveled for various trip purposes, time of day distributions, and mode choice activity. The O-D data for the AMATS model was extracted from Regional Household Travel Survey (RHTS) conducted by AMATS in 2014. The road network files contain data that defines impedance to drivers, including average travel speeds, road class, area types, and median features. The model iteratively assigns traffic across the network until a balance is achieved and the results are accumulated into Annual Average Daily Traffic (AADT) volumes per road link. After validating the base model, new SE data and road link data were input into the model to generate forecasted 2040 AADTs.

1.2 Updated 2019 AMATS Base MSB Model

The update methodology for the IRCS study modernized the base model with 2019 SE data and increased the density of the TAZ and road network features in the MSB. The future year model will be updated to 2045 in a later phase of the study.

The model variables such as trip generation rates, gravity model factors, trip purposes, mode choice factors, and other program-specific parameters, were not updated in this study. The new 2019 inputs were used with existing model mechanisms and factors based on the RHTS. New travel surveys were not conducted. Outputs were analyzed to validate both the model inputs and revalidate the model parameters. The results of the study show that the new inputs are valid for a 2019 base year, and the model parameters derived from the RHTS are still valid to predict driver behavior in the model area in 2019.

2 Model Update Methodology

The AMATS Travel Demand Model was updated from a 2013 base model to a 2019 base model. The update methodology includes key elements:

- 1) The TAZ network density was increased
- 2) The road network density was increased
- 3) The SE data was adjusted to 2019 values
- 4) The road network parameters were adjusted

The following sections will discuss how these updates were conducted.

2.1 Traffic Analysis Zone Update

Traffic analysis zones are a basic component of all travel demand models. They are a series of GIS polygon regions that break up the model area. The database associated with these GIS regions contains SE information for the area. The data that they contain includes population values, household values, income distribution, employment distribution in various categories, and student enrollment, as well as many other demographics of lower impact on the model results.

The 2013 base model contained 249 TAZs in the MSB, not including the Glenn Hwy and Parks Hwy external nodes. The TAZs have an average size of 5.0 square miles. In comparison, the average size of the TAZs in Anchorage, in the same 2013 base model, is 0.2 square miles. Due to the nature of the model calculations, a TAZ should optimally have a single connection point to the network. Larger regions typically are less valid, since they assume all traffic in the TAZ region enters the network along the same road segment, which often is not the case. It is therefore important to subdivide TAZs into separate regions based on their different access points. This is especially important in cases, such as the IRCS update, where the goal of the project is to model traffic accurately on lower function roads. A higher density of TAZs allows for more accurate modeling of traffic on lower volume corridors.

The 2019 update increased the number of MSB TAZs from 249 to 647 with an average size of 2.0 square miles (0.6 square miles for the 548 TAZs in the MSB urban core area), which is more consistent with the fast-growing urbanized density of the region and the need to focus road planning to specific development areas for road planning and access management.

A typical rule-of-thumb with travel demand models is that they are most reliable and valid one road class above their lowest level of modeling. This means, the 2013 model included arterials and collectors in the MSB, and therefore was most reliable on the arterial level for this region. The updated 2019 model focused on including roads down to the local road level, making it most reliable on the arterial and collector level. This was essential for the future use of the model as a corridor planning tool that will consider collector road options.

Figure 1 below shows the original 2013 TAZ regions in bold with dashed lines showing the 2019 divisions of the regions. The smaller regions were defined based on regions with distinct access locations or distinct demographic information which would be easily distinguished from the provided SE data.

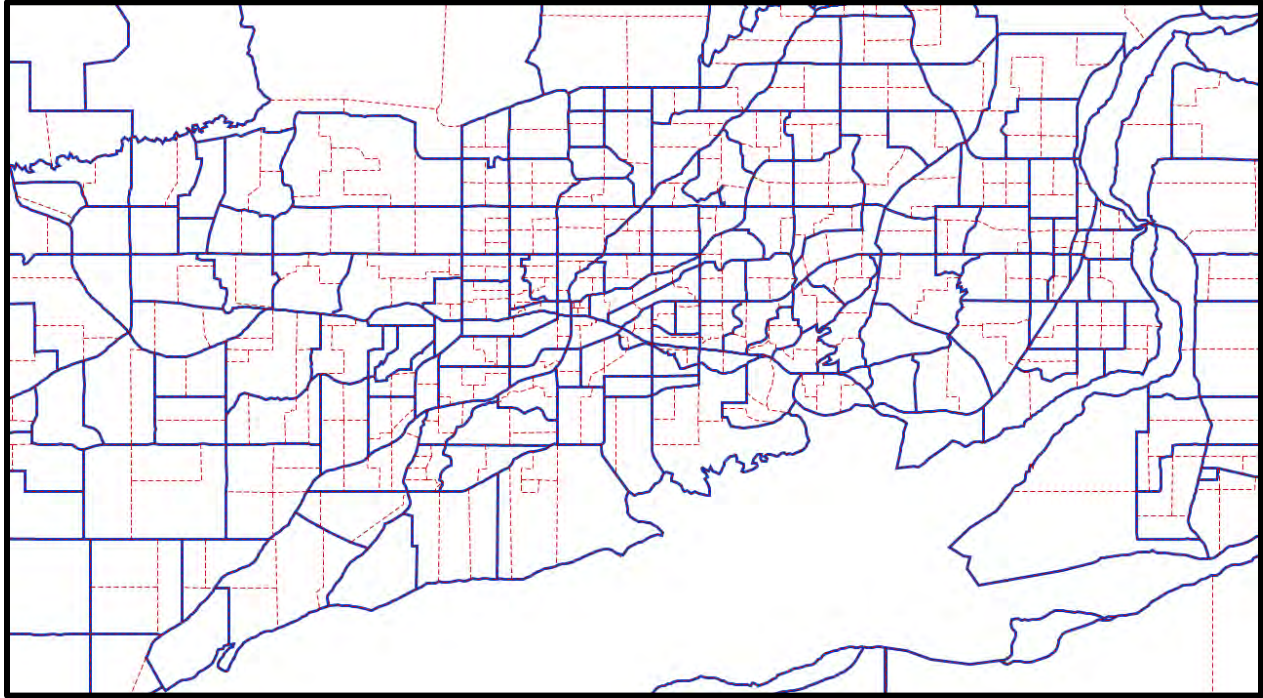


Figure 1. TAZ Network Comparison - 2013 vs 2019

2.2 Road Network Update

Roadways in the model were added or modified to reflect the existing 2019 road network in the MSB. The update of the road network was performed alongside the update of the TAZ regions so that important secondary roads were added to the network and then TAZs were subdivided to best model the major access points along the routes. Additionally, the TAZs were subdivided to isolate subdivisions and major trip generators with distinct access points, and the road network was built up to support this.

The road network was also modified to include all recent road connections and road segment upgrades that were constructed from 2013 through 2019. The road network density was increased with the inclusion of 1,650 additional road links and TAZ connectors. Most of the additional road links were collector and local roads which were added to the network to better define the nuanced flow of traffic in areas where the 2013 model was designed with large TAZs and simplified access roads.

Figure 2 on page 8 shows a comparison of the 2013 base model and the 2019 base model road networks.

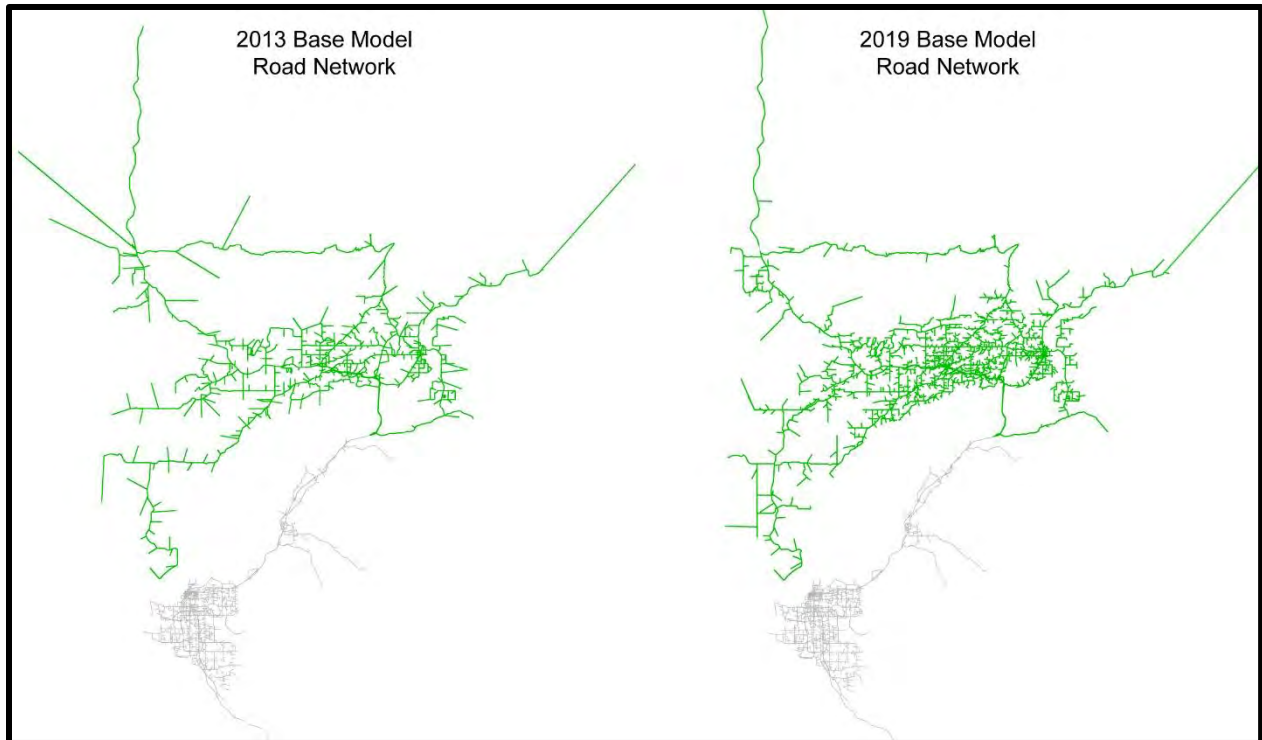


Figure 2. Road Network Comparison - 2013 vs 2019, for the MSB

No edits were made to the modeled road network in Anchorage, south of the highlighted MSB roads area.

Figure 3 on page 9 shows a detailed view of the updated road network density in the highly sensitive Fishhook Triangle area. This shows how the new 2019 model is capable of estimating volumes on the secondary road network on links that were not included in the 2013 base model.

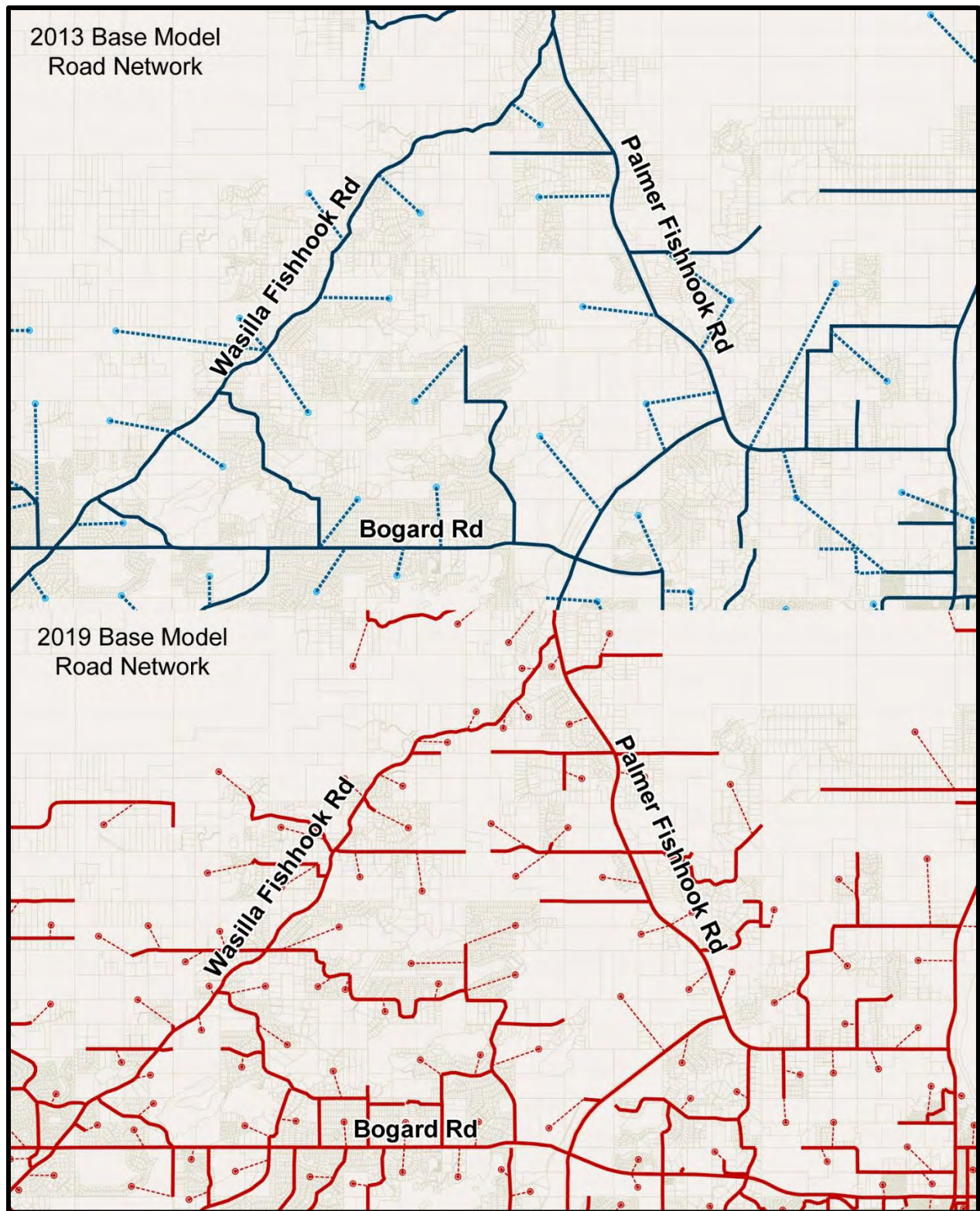


Figure 3. Road Network Comparison - 2013 vs 2019, in the Fishhook Triangle

Note that the increased node density not only increases the validity of the model on the secondary roads but it allows for a more nuanced analysis of development scenarios and corridor studies.

2.3 Socio-Economic Data

The SE data contained in the TAZ regions is a foundational element of the model. The goal of the base model is to take the SE input data and produce forecasted AADTs using calibrated mathematical equations for each step of the model. The 2013 SE data and the data from the RHTS determined the factors in the model equations in the original 2013 base model. This updated study assumes that the results of the RHTS are still accurate and the calibrated factors in the model equations do not need to be changed. If this is true, 2019 SE data on a similar road network should produce statistically valid outputs.

This means the accuracy of the 2019 SE data was of vital importance to the update.

2.3.1 Mat-Su Population and Employment Data

McKinley Research Group (MRG) estimated the baseline 2019 population, school enrollment, and employment for the original MSB TAZ regions of the model. The methodology is described in detail in Appendix A *Mat-Su Corridor Baseline & Projection Methodology*.

The population values per TAZ were estimated using the 2019 5-year estimate (2015-2019) from the US Census Bureau American Community Survey data for census blocks in the MSB.

School enrollment for public schools in the MSB was estimated for pre-kindergarten through grade 12. Public school enrollment data was from the Alaska Department of Education and Early Development's enrollment data for the 2019-2020 academic year. Private school enrollment data was from any publicly available data for the schools.

Employment data was based on the Alaska Department of Labor and Workforce Development's (DOLWD) 2019 Quarterly Census of Employment of Wages data, categorized by the two-digit North American Industry Classification System code. For confidentiality, employment values and locations were given as ranges, and employers were not identified. The data was aggregated to match the North American Industry Classification System (NAICS) employment categories, which are used by the model.

The estimated 2019 socio-economic data was disaggregated to the subdivided 2019 TAZ regions based on the density of households and businesses within each TAZ.

2.3.2 Anchorage Population and Employment Data

The scope of this study only included an update of the 2019 base model in the MSB. SE data for Anchorage was not collected. However, 2019 SE values are needed for the model to operate and produce volumes in the MSB, so 2019 SE values for Anchorage were adjusted globally to calibrate the model. Thus the traffic volumes commuting to and from Anchorage are validated, but the volumes on road segments within Anchorage are not and are not intended to be.

Since the Glenn Highway is the only connection between the MSB and Anchorage, the volume on the highway was used to calibrate the Anchorage SE data. This was done in a two-step process since the volumes on the highway are based on Anchorage populations and Anchorage employment. First, the population and household values in Anchorage TAZs were estimated using DOLWD estimates for 2013 and 2019 to compute a conversion factor. Second, a model run was produced with the updated population values and a comparison was made between the model output volumes and DOT&PF volume counts on the same segment. The comparison was used to compute a reduction factor that was applied to all employment classes in every TAZ in the Anchorage area. This process was done iteratively until the Glenn Highway volumes produced by the model were within 1,000 AADT of the DOT&PF counts. These values are not intended to be an accurate account of the total population and employment for Anchorage or any individual TAZs in the Anchorage area. However, this allows the current model to be run with an approximation of the influence of Anchorage on the MSB road volumes.

3 Model Validation

The *Travel Demand Model Update: Travel Model Development Report* presents how the original 2013 base model was developed and validated. The validation for the model was based on a percent Root-Mean-Square Error (RMSE) with validation thresholds taken from standards published by the Ohio Department of Transportation, as discussed in the Model Development Report.

3.1 2019 Base Model Validation

The RMSE methodology compares the difference in the volumes produced by the model with the volumes from DOT&PF counts on the same road segments. Only segments with DOT&PF counts in 2019 that are also modeled in the 2019 travel demand model can be compared. The validation methods compare the difference per segment to find the specific error on that segment. Then, the mean of these errors is calculated for different volume groups divided into 5,000 AADT bins. Road segments with lower volumes are more sensitive to small changes in the model and are therefore considered valid at a higher level of error than high volume roads.

Table 1 on page 13 shows the validation calculations for the 2019 model in the MSB compared to the validation limits per road segments grouped by volume range. Note that a lower RMSE indicates a higher validity of the model.

Table 1. Model Validation: RMSE% per Segment by Volume Range

Volume Range	Number of Links	Total Volume Modeled	Total Volume Observed	Difference	Percent Difference	2019 MSB Percent RMSE	Max Desirable Percent RMSE
0 To 5,000	216	395,454	347,098	48,356	14%	69%	200%
5,000 to 10,000	40	344,729	285,733	58,996	21%	43%	45%
10,000 to 15000	18	236,844	218,698	18,146	8%	30%	34%
15,000 to 20,000	6	115,066	102,728	12,338	12%	20%	30%
20,000 to 25,000	3	83,273	67,423	15,850	24%	24%	26%
25,000 To 50,000	9	326,556	285,824	40,732	14%	17%	26%
Total	292	1,501,923	1,307,504	194,419	15%	47%	-

The validation study shows that the 2019 model is valid for use as a base model, with the RMSE values for each volume group falling well within the acceptable range of error.

3.2 Comparison of 2013 and 2019 Base Model Validations

The updated 2019 base model was shown to be valid for use; however, a further study was conducted to determine how closely the model compared to the original 2013 base model. The 2013 base model was originally validated for the entire model area, including Anchorage and the MSB. The 2019 updated base model is validated only for the MSB. The percent RMSE for only the MSB segments in the 2013 base model were calculated, to compare more directly with the result for the 2019 base model.

Table 2 on page 14 presents the comparison of the 2019 validation results from Table 1 to a similar analysis of the 2013 base model.

Table 2. Model Validation: Percent RMSE per Segment by Volume Range, 2019 vs 2013

Volume Range	Updated 2019 Model		2013 Model (In MSB)		Comparison of 2019 vs 2013	
	Number of Links	2019 MSB Percent RMSE	Number of Links	2013 MSB Percent RMSE	Change in Number of Links	Change in Percent RMSE
0 To 5,000	216	69%	102	64%	114	5%
5,000 to 10,000	40	43%	29	44%	11	-1%
10,000 to 15000	18	30%	19	35%	-1	-5%
15,000 to 20,000	6	20%	6	23%	0	-3%
20,000 to 25,000	3	24%	1	20%	2	4%
25,000 to 50,000	9	17%	10	13%	-1	4%
Total	292	47%	167	40%	125	7%

The comparison of the 2013 and 2019 base model validations shows that both the 2013 model and the 2019 model are valid in the MSB, and both are performing similarly. Note that the 2013 model for MSB had 167 segments with DOT&PF data to include in the validation study. The 2019 update has 292 segments (an increase of 125 segments) that were added to the validation study. Most of the added segments were low-volume local roads that typically have a higher percent RMSE; however, the model is shown to be equally valid with these new links included in the model.

A comparison of the percent RMSE by facility type is shown in Table 3 on page 15. There are no validation thresholds for the RMSE by facility type; however, this analysis shows decision-makers the expected accuracy of the model on different road types.

Table 3. Model Validation: Percent RMSE per Segment by Facility Type

Facility Type	Updated 2019 Model						2013 Model	
	Number of Links	Total Volume Modeled	Total Volume Observed	Difference	Percent Difference	MSB Percent RMSE	Number of Links	MSB Percent RMSE
Freeway	6	141,981	123,355	18,626	15%	24%	8	11%
Major Arterial	43	651,103	559,933	91,170	16%	25%	41	30%
Minor Arterial	55	404,622	339,639	64,983	19%	47%	36	40%
Collector	91	169,601	168,635	966	1%	66%	75	80%
Local	70	60,596	55,380	5,216	9%	77%	0	-
On Ramp	8	29,464	22,051	7,413	34%	63%	3	65%
Off Ramp	11	32,654	24,222	8,432	35%	68%	4	95%
Frontage Road	8	11,901	14,289	-2,388	-17%	39%	0	-
Total	292	1,501,923	1,307,504	194,419	15%	47%	167	40%

Note that the 2013 MSB base model did not include any local road or frontage road designated links which could be compared to DOT&PF volume counts.

3.3 Model Validation Conclusions

The updated 2019 model for the MSB is both valid and performing similarly to the 2013 base model in the same area, with a higher level of detail and application.

The error in the AMATS model is the result of a slight overestimation of traffic in the MSB. The overestimation mainly is seen in the higher class arterials and freeways, as well as the ramp activity servicing these roads. The inclusion of more local and collector roads in the 2019 model has slightly reduced the magnitude of this error.

As stated previously, the model updated discussed in this memo hypothesized that the calculation methods and calibration factors of the 2013 AMATS model, which were based on the results from the RHTS, are valid for producing 2019 volumes using updated 2019 SE data on a denser TAZ and road segment network. The validation of the 2019 MSB model using the same statistical methods and thresholds which were applied in the validation of the original base model, indicates the RHTS data are still valid and new data does not need to be collected.

4 Next Steps: Development of the 2045 Forecasting Model

The goal of the IRCS project is to study 2045 alignment, development, and driver behavior scenarios in the MSB using the AMATS travel demand model. As such, the next step of the project development will be to create a 2045 forecasting model starting with the 2019 base model discussed in this report. The model will use the same TAZ regions with forecasted 2045 SE data and an update of the road network to include all programmed roads and road improvements.

Appendix A Mat-Su Corridor Baseline & Projection Methodology

Memo

To: R&M Consultants

From: McKinley Research Group

Date: June 21, 2021

Re: Mat-Su Corridor Baseline & Projection Methodology

Baseline Socioeconomic Indicators

McKinley Research Group estimated population, pre-kindergarten through grade 12 school enrollment, and employment by TAZ for 2019.

POPULATION

The basis for developing population estimated by TAZ was the US Census Bureau 2019 5-year estimated population data by census block. The 2019 5-year estimates are based on the Bureau's American Community Survey (ACS) data collected from 2015-2019. While this estimate of population differs slightly (+/-1.3%) from the Alaska Department of Labor and Workforce Development's (DOLWD) population estimate for 2019, using the Census Bureau provides population estimates at the smallest geographic unit available. TAZs are smaller geographic units compared to census block groups, and often span more than one block group. TAZs were matched to block groups and percentages of each block group in each TAZ was calculated using spatial software. These percentages were applied to the block group population to arrive at estimated 2019 population by TAZ.

SCHOOL ENROLLMENT

Pre-kindergarten through grade 12 schools in the Matanuska-Susitna Borough were identified using the Borough's Public Facilities shapefile. Each school was assigned to a TAZ by layering the TAZ shapefile over the public facilities file. School enrollment for each public school is based on the Alaska Department of Education and Early Development's (DEED) enrollment data for academic year 2019-2020. Enrollment is assessed in October of each academic year and therefore 2019-2020 data is not impacted by the effects of the COVID-19 pandemic on public school enrollment. Private school enrollment is based on publicly available enrollment for each school.



EMPLOYMENT

Employment data is based on quarter three 2019 DOLWD Quarterly Census of Employment and Wages (QCEW) data disaggregated by the two-digit North American Industry Classification System (NAICS) code. Data on de-identified employers were geocoded and assigned to a TAZ. Each record included an employment range to protect confidentiality and employment point estimates were based on the midpoint of each range. Midpoints were aggregated to find the percentage of total estimated employment by TAZ and industry. These percentages were applied to actual QCEW employment data to assign employment to each TAZ. QCEW data does not include sole proprietors. The following industries are represented in this analysis.

Table 1. Employment Estimate NAICS Codes

NAICS Code	Description
11	Agriculture, Forestry, Fishing, Hunting
21	Mining
22	Utilities
23	Construction
31-33	Manufacturing
42	Wholesale Trade
44-45	Retail Trade
48-49	Transportation and Warehousing
51	Information
52	Finance and Insurance
53	Real Estate, Rental and Leasing
54	Professional, Scientific, Technical
55	Management of Companies & Enterprises
56	Administrative and Waste Services
61	Educational Services
62	Health Care and Social Assistance
71	Arts, Entertainment and Recreation
72	Accommodation and Food Services
81	Other Services
92	Government (Federal, State, and Local)
99	Unclassified Establishments

Projected Indicators

McKinley Research Group projected population, pre-kindergarten through grade 12 school enrollment, and employment by TAZ to 2045.

POPULATION

The basis for projecting population to 2045 was the DOLWD population projections for the Matanuska-Susitna Borough for the 2019-2045 period. The projected rates of population change are available in five-year increments. McKinley Research Group applied the average annual population growth rate in each year to the 2019 baseline population of each TAZ to arrive at estimated 2045 TAZ-level population. The following average annual population growth rates were used in this analysis.

Table 2. Projected Average Annual Population Growth Rate, Matanuska-Susitna Borough, 2020-2045

Years	Average Annual Population Growth Rate
2020-2025	1.7%
2025-2030	1.6%
2030-2035	1.4%
2035-2040	1.2%
2040-2045	1.0%

Source: Alaska Department of Labor and Workforce Development

SCHOOL ENROLLMENT

DOLWD population projections are available for five-year age groups in each of the five-year projection increments from 2019-2045. Projected school-age population growth rates were applied to school enrollment for each school to project PreK-12 school enrollment in 2045 by TAZ.

Table 3. Projected Average Annual School-Age Population Growth Rate, Matanuska-Susitna Borough, 2020-2045

Years	Average Annual Population Growth Rate
2020-2025	1.1%
2025-2030	0.8%
2030-2035	1.3%
2035-2040	1.8%
2040-2045	1.4%

Source: Alaska Department of Labor and Workforce Development

EMPLOYMENT

Ten-year average annual QCEW employment growth rates in the Matanuska-Susitna Borough were applied to baseline 2019 employment by industry and TAZ to estimate 2045 employment. Over the 2010-2019 period, the Matanuska-Susitna Borough experienced high average annual growth in employment. For a

selection of industries where sustained high average annual growth in employment is unlikely, McKinley Research Group applied statewide annual employment growth rates based on DOLWD's 2018-2028 industry forecast.