

# MVP for Transportation Technical Committee Meeting

## MEMBERS

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



## **Microsoft Teams meeting**

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Meeting ID: 233 033 485 609

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[+1 605-937-6140](#)

Phone Conference ID: 770 038 635#

## Agenda

Tuesday, October 8th, 2024

2:00 - 3:30pm

## Meeting Location

Musk Ox Farm

12850 E Archie Road, Palmer Alaska 99645

Hayloft / Classroom

1. Call to Order
2. Consent Agenda (**Action Item**)
  - a. Approval of the October 8<sup>th</sup>, 2024, Agenda
  - b. Approval of the September 10<sup>th</sup>, 2024, Minutes
  - c. Staff/Committee/Working Group Reports (Including the Chair's Report)
    - Staff Report
      - a. Schedule of topics
3. Voices of the Visitors (Non-Action Items)
4. Action Items
  - a. Proxy Voting/Bylaws Amendment Proposal (**Action Item**)
5. Old Business
  - a. Statewide Transportation Improvement Plan (STIP) Amendment #1 Update
    - Alaska DOT&PF STIP Website <https://dot.alaska.gov/stwdplng/cip/stip/>
6. New Business
  - a. Metropolitan Transportation Plan (MTP) – Request for Proposal (RFP) Review and Update
7. Other Issues
8. Informational Items
  - a. Bogard/Seldon Corridor Access Management Plan Presentation by HDR.
  - b. Articles Of Incorporation/Non-Profit Organization Paperwork Update
  - c. Memorandum of Understanding (MOU) – MVP and MSB
  - d. Safe Streets for All MSB CSAP Update (Survey Results and Initial Crash Data Review Summary) Presented by Joni Wilm, Project Manager/ Senior Planner, Michael Baker
9. Technical Committee Comments

## MVP for Transportation Technical Committee Meeting

10. Adjournment

Next Scheduled MPO Technical Committee Meeting – **November 12<sup>th</sup>, 2024, from 2:00pm-3:30pm**  
to be held at the Musk Ox Farm and Microsoft TEAMS.



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MatSu Valley Planning (MVP) for Transportation  
Metropolitan Planning Organization

**MVP For Transportation Technical Committee**

**Action Items**  
**October 8<sup>th</sup>, 2024**

**Action: Motion to approve the October 8<sup>th</sup> Consent Agenda, including the Agenda, Minutes, and staff report. (ask for a staff report if you want some work highlights from the past month)**

MOTION:

Yes

No

Abstain

**Action: Motion to approve an update to the Bylaws clarifying Proxy Voting Protocol. (ask for a staff report)**

MOTION:

Yes

No

Abstain

*Staff Summary: the TC asked for Proxy Voting clarification when an amendment or public comment changes the context. Though Alaska Law allows Proxy Voting, the general rule for nonprofits is that directors may not vote by proxy because those with a fiduciary duty (directors) may not delegate that duty to another. Nonprofit directors have a fiduciary responsibility to act in the best interests of the organization they serve.*

*To ensure the Board of Directors upholds their fiduciary and governance duties to MVP for Transportation while providing guidance to Proxy Voters on matters related to projects and programs, Staff proposed this edit to the Proxy Voting Section in the Bylaws:*

*If a Policy Board member cannot attend the regularly scheduled meeting, they may appoint a Technical Committee member from their organization to serve as their proxy. The Policy Board members must notify the MVP Executive Director and Secretary of their proxy designation and send their written votes on Action Items specific to the non-profit corporation, including items related to organizational policy, personnel, and financial actions, 24 hours before the meeting. The proxy must abstain if amendments or changes are made to organizational Actions that change the tone or original intent of the action. The proxy voter may vote for their organization's perspective on Action Items related to plans, projects, and programs.*

# 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  
Dan Tucker, RSA Representative  
Erich Schaal, City of Wasilla  
Jennifer Busch, Public Transit  
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## **Minutes**

Tuesday, September 10<sup>th</sup>, 2024

2:00 - 3:30pm

## **Meeting Location**

Musk Ox Farm

12850 E Archie Road, Palmer Alaska 99645

Hayloft / Classroom

### **1. Call to Order**

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

### **2. Introduction of MPO Technical Committee Members and other Attendees**

#### **Members Present**

Adam Bradway for Clint Adler, Alaska DOT&PF  
Adeyemi Alimi, Alaska DEC  
Alex Strawn, MSB  
Ben White, Alaska DOT&PF  
Brad Sworts for Tom Adams, MSB  
Brian Winnestaffer, Chickaloon Native Village  
Crystal Smith, MSBSD  
Erich Schaal, City of Wasilla  
Kate Dueber for Brian Lindamood, ARRC  
Lawrence Smith, Trucking Industry Advocate  
Richard Martin for Bob Charles, Knik Tribe

#### **Members Absent**

Bob Charles, Knik Tribe  
Dan Tucker, RSA Representative  
Jennifer Busch, Public Transit  
Jude Bilafer, City of Palmer  
Randy Durham, MSB TAB  
Stuart Leidner, Mobility Advocate

# MVP for Transportation Pre-MPO Steering Committee Meeting

## Visitors Present

Aaron Jongenelen, AMATS  
Cynthia Wentworth, Commuter Rail Planning Commission  
Elise Blocker, RESPEC  
John Linnell, Alaska DOT&PF  
Kaylan Wade, Chickaloon Native Village  
Kenny Kleewein, MSB  
Kim Sollien, MVP MPO Coordinator  
Luke Bowland, Alaska DOT&PF  
Marie Heidemann, FHWA  
Megan Flory, RESPEC  
Sharon Johnson, Alaska Legislature

### 3. Approval of the September 10<sup>th</sup>, 2024, Agenda – (Action Item)

*Motion to approve the September 10<sup>th</sup>, 2024 Agenda (Bradway), seconded. Passed unanimously.*

### 4. Approval of the August 13<sup>th</sup>, 2024, Minutes – (Action Item)

*Motion to approve the August 12<sup>th</sup>, 2024 Minutes (L. Smith), seconded.*

Correction on attendance: Crystal Smith was present.  
On page 7, under New Business “This is a state contract.” moved to item C.

*Passed unanimously with administrative edits.*

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

#### a. Staff Report

- Schedule of topics

Kim Sollien provided a staff report. Attended the Statewide MPO meeting. Met with transit planning staff. On page 14 of the packet is the Schedule of Topics. The Green highlights are items that have been completed. It has been busy. The two months will continue to be busy. Several questions have arisen that we are working through, such as training on funding and types of funding and RSA funding and whether their funding could be used to support the MPO. We aren't quite ready to have the conversation yet. The UPWP has been transmitted to the FHWA. FY25 funding is expected to be available on October 21, 2024.

**Adam Bradway:** The FTA responded about Alaska DOT&PF funding transit, but the funding is not eligible. We need to find ways to spend other funding sources.

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

None

### 7. Old Business

#### a. Alaska DOT&PF Commissioner Letter to FHWA and FTA and Continuing, Cooperative, and Comprehensive (3C) Policy

Ben White provided a summary of the evolution of the 3C document. The Commissioner's office transmitted the letter. There are a few more comments to but it is close to being finalized. The State intends to take the 3C document and create an agreement or policy. It will be a living document that will be used in conjunction with other state operating agreements.

**Kim Sollien:** Adam Bradway communicates with me regularly. It has been a good partnership. Once the performance measures are brought forward, we can add to them. Just to add, there are additional

# MVP for Transportation Pre-MPO Steering Committee Meeting

comments. These are Donna's comments, and I agree with a lot of what she said. Please review it, and at our next meeting, we can decide if we want to make these changes as an action item.

**Adam Bradway:** We are under time constraints. We know this version may not be perfect, but we want to keep you in the loop.

**Lawrence Smith:** Why was the change in process made to the STIP?

**Ben White:** We were running into time constraints. We were moving to an electronic STIP, and the Commissioner's office took over to expedite to process.

**Lawrence Smith:** Is that a permanent change?

**Ben White:** We anticipate the STIP will come back to Planning. STIP can take up to 18 months to put together. Amendments happen quite frequently.

**Brian Winnestaffer:** Seems like we need to have Old Business, New Business, and add TIP Business.

## b. Statewide Transportation Improvement Plan (STIP) MVP Comments and Responses

Kim Sollien provided an overview of the STIP comments and responses. MVP drafted a STIP letter that did not make it into the packet.

## c. Statewide Transportation Improvement Plan (STIP) Amendment #1 Update

- Alaska DOT&PF STIP Website <https://dot.alaska.gov/stwdplng/cip/stip/>

**Brian Winnestaffer:** Why do the numbers keep changing?

**Ben White:** There is a ripple effect when a change is made. There are many moving parts. In the past we could just do an administrative modification. We are already working on amendment two.

**Adam Bradway:** There is more to pay attention to now. Once we have TIP it will be in the STIP.

**Ben White:** In response to comment 15, we are paying with state dollars what we will receive from federal dollars in the future.

**Adam Bradway:** It would be worthwhile for MVP to start programming 2026. The timeline to have it done is the end of 2026. You might not have a TIP in place so we will likely have to do this again.

## 8. New Business

### a. Membership Dues Overview and Request

Kimm Sollien provided a summary overview of the membership dues. Within the packet is the MOU and fees schedule that was approved in September 2023. IN the next two months, MVP will start invoicing for fees. This year the legislative branch is paying for the match. The proposal includes an includes per person.

### b. Planning Requirements for Road Miles and Match Percentages – Pavement Management Plan, Sign Management Plan, and Streetlight Intersection Management Plan.

Adam Bradway provided a summary.

**Kenny Kleewein:** Roads are missing within the cities because it wasn't our focus at the time. We are working on adding more roads.

# MVP for Transportation Pre-MPO Steering Committee Meeting

## c. **Letter of Support for Knik Tribe for the Talkeetna Spur Road Culvert Replacement grant proposal (Action Item)**

Kim Sollien and Bob Charles are working together to have culverts replaced.

*Motion to approve the Letter of Support for Knik Tribe for the Talkeetna Spur Road Culvert Replacement grant proposal (Winnestaffer), seconded. Passed unanimously.*

**Ben White:** We have been very successful in getting these grants. Thank you, Knik Tribe. This is going to be huge.

**Brad Sworts:** This is quite a way outside the MVP boundary. How is this MVP related?

**Kim Sollien:** It is going to support two of our member organizations.

**Ben White:** The more letters of support we get, the more successful they will be. There will be projects that are regionally significant that will affect things inside the boundary.

*Motion to extend the meeting (Winnestaffer), seconded. Passed unanimously.*

## 9. **Other Issues**

None

## 10. **Informational Items**

### a. **Articles Of Incorporation/Non-Profit Organization Paperwork Update**

On the Policy Board agenda is the approval of the 3-year budget. That is the last piece for the submittal packet for the IRS. The hope is to get an EIN in three weeks and get a letter to operate.

## 11. **Technical Committee Comments**

**Adam Bradway:** Thanks for having me.

## 12. **Adjournment**

The meeting was adjourned at 3:33pm

Next Scheduled MPO Technical Committee Meeting – **October 8<sup>th</sup>, 2024, from 2:00pm-3:30pm** to be held via Microsoft TEAMS Meeting



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# Staff Report September 2024

## Meetings

- Met with the Foraker Group CPA to do a final review of the Draft FFY25 budget
- Attended a Focus Group for the Mat-Su Convention and Visitors Bureau rebranding initiative
- Met with ADOT&PF staff to review Performance Measures for pavement, bridges, system reliability, and congestion management
- Met with Donna Gardino to review the TIP scoring, funding and project listing policy
- Met with the RESPEC Team to prep for TC and PB meeting and build the packets

## Correspondence

- Request from Kik Tribe for a letter of support for a grant application to replace culverts that are a barrier to fish passage along the Talkeetna Spur Road. Staff drafted the letter of support for review and approval by the TC and PB.
- Received a letter from FHWA approving our FFY 25 and FFY26 UPWP
- Received a white paper from ADOT&PF about Advanced Construction and how ADOT uses it as a funding mechanism.
- Received a Sample MOU from ADOT&PF outlining how other MPOs and DOT's navigate the 3c process
- Received comment from Mayor Ledford and the MSB on the Personnel Policy

## Filing

### Organization

- Met with CPA to finalize our FFY25 annual budget and FFY26 and FFY 27 projections
- Reviewed and updated our Personnel Policy
- Updated our Metropolitan Transportation Plan (MTP) scope of work to include a new task for our Complete Streets policy and Transportation Improvement Program scoring criteria.
- Worked with the RESPEC consulting team to prepare the Packet for the TC and Policy Board
- Worked on a draft MOU between the MSB and MVP to authorize access to the legislative grant the MSB holds on MVP's behalf.
- Drafted a letter of Support for Knik Tribe for the Culvert Replacement Project
- Sent an HR / Personnel Policy consultation to Alaska HR [Alaska HR | HUMAN RESOURCES CONSULTING IN ALASKA | Alaska](#)
- Contacted [Agents & Brokers Overview | Affinity Nonprofits](#) for a quote for directors and liability insurance for MVP.
- Contacted ADP Payroll for a quote for payroll services and payroll tax management.
- Contact Combs Insurance Agency for a quote on directors, workers comp, general liability, and health insurance coverage.





## Staff Report September 2024

- Updated the MVP Website with all the most recent approved organizational documents
- Reviewed the ADP Payroll services website and payroll submission video to better understand the platform they use
- Drafted the Transportation Improvement Program Scoring and Funding Policy
- Draft a new Proxy Voting policy to clarify which issues the Proxy may vote independently on and which issues they do not have the authority to. This amendment will be up for review by the TC at the October meeting.
- Reviewed comments on the Personnel Policy and created a comments log to respond to each comment.
- Applied for an EIN number with the IRS

### Public Outreach

### Agency Relationships

### Requests from the Policy Board and Technical Committee directed to staff

- At the August TC meeting, members asked for a work session on how federal funds can be used. Staff requested a November presentation by Alaska DOT&PF staff.
- At the August TC meeting, members asked for a discussion on RSA services and needs and how to better coordinate with the MPO. Staff will coordinate a work session later this fall.
- Request from the TC to clarify proxy voting allowances. The Bylaws state: **Proxy Voting.** *If a Policy Board member cannot attend the regularly scheduled meeting, they may send their written vote on all action items to the Secretary and the MVP Executive Director 24 hours in advance of the meeting. A Technical Committee (TC) member of the representing organization can serve as a proxy voter for the Policy Board member if designated in writing by the Policy Board member. The TC member will count toward the quorum.* If amendments are made or a public comment changes the intent of the action, is the TC member allowed to vote their preference based on the amendment, or do they need to abstain? Staff suggest a discussion and possible amendment at the October Policy Board Meeting. Staff added the topic to the October TC meeting for a recommendation to the PB.

### Strategic Planning

### Short-Range and Tactical Planning

### Long-Range Planning

- Reviewed Metropolitan Transportation Plan Scope and ADOT&PF RFP format and proposal scoring criteria

### Funding



## Staff Report September 2024

- Assisted the MSB with their quarterly ADOT&PF grant report for the RESPEC contract

**Legislation**

**Training**

## MVP MPO Meeting Schedule Topics

### May 2024

- Articles of Incorporation Restated PB approved and signed
- STIP Program of Projects Work Session
- Ready to receive Federal Operation Funding – Spring 2024
- Recommend the updated Title VI plan for Public Comment
- Approve Metropolitan Transportation Plan scope of work
- Elect TC officers

### June 2024

- TC Recommend and PB Approval of MVP program of projects STIP amendment for funding in FF24 and FFY25
- Review and Approve 3C's comments memo
- Review and Approve Proxy Voting change to the bylaws
- Recommend FY25 & FY26 UPWP for 30-day public comment June 19 to July 19
- Review and Adopt PM program policy for the P&P

### July 2024

- 2<sup>nd</sup> Review Fiscal Policy
- 2<sup>nd</sup> Review social media Policy
- Review Bylaw changes
  - Proxy voting
  - Open Meetings Act
- Draft SS-4 to IRS for EIN
  - Conflict of interest
  - Officers & election minutes
  - Whistleblower Policy
- AOI resubmission
- STIP Amendment Update
- Program of Projects Update move everything to FFY2025
- Update the FFY25/26 UPWP
- Review FY 25 &26 PL award letter, make necessary amendments to the budget

### August 2024

- ADOT request match Funds from MSB for the MTP and PL funding
- Review and Adopt Fiscal Policy
- Review and Adopt Social Media Policy
- Review and Approve Updated Bylaws
- Review and Adopt Whistleblower Policy
- Review and Adopt Conflict if interest Certification form

Draft MVP TC & PB meeting  
topics schedule May 2024

- Review and Approve Title VI plan
- Review and Approve FFY 25 and 26 UPWP, send to DOT to forward to FHWA for approval
- Review and Approve Fiscal Policy

### **September 2024**

- Review and Adopt Annual Budget
- Review Match requirements
- Secure Foraker CPA for Accounting support
- Research Health Plans
- Research payroll services
- Research liability insurance
- Update website with approved MVP organizational documents

### **October 2024**

- Review and Approve Personnel and Administrative Policies
- Scope of work for Pavement, Streetlight, Intersection and Sign management plans
- Review and Approve Draft MOU between MVP and the MSB for the States membership fees
- Review Recommend the Public Participation Plan Update for Public Comment 45-day
- Obtain office space
- Advertise Staff positions and Open MVP Office
- Request Membership fee and dues from Policy Board Members
- TIP Funding Policy to Technical Committee and Policy Board
- Draft scope of services for the Audit and 990 filing
- MSB CAMP presentation Julie Spackman
- Complete descriptions for MVP staff positions Office and Communicaitons Manager, Transportation Planning Manager, Transit Planning Manager and GIS/Data Analyst (contractor)
- Apply for State and City Business Licenses
- Policy Board adopts Corporate Resolution to open a bank account
- Open Bank account with \$1
- Finalize scope for Metropolitan Transportation Plan
- Call ADOT about the status of the MVP improvement program Scope, Schedule, and Budget Plus for project state and ask for match and maintenance agreements
- Reporting Calendar UPWP, Title VI, Staff, Finance, Minutes, Public Notices
- Review Submit SS-4 to IRS for EIN and submit with
  - Three-year annual budget
  - Officers' information and elections memo
  - Conflict of Interest policy

### **November 2024**

- Review and Adopt Public Participation Plan
- Grandfather agreements with ADOT&PF

Draft MVP TC & PB meeting  
topics schedule May 2024

- Review and Approve the ADOT performance-based approaches criteria to incorporate into our planning as required in 23 CFR 450.306(d). ADOT&PF will provide the MOU to MVP about the targets that we can accept or choose to adopt our own.
- CRP plan review the was developed outside of consultation with the MPOs/ MVP priorities
- CMAQ funding review
- ADOT Federal Funding Overview
- Hire Staff
- Rent office Space
- Secure MTP consultant
- Secure IT consultant

**December 2024**

**January 2025**

- Update the PPP

**February 2025**

**March 2025**

- Household travel Survey

**December 2025**

- File IRS Form 1023 for Tax Exempt Status
- Travel Demand Model

**January 2026**

- Performance measures

**July 2026**

- MTP and Complete Streets Completion

**October 2026**

- TIP Completion

**December 2026**

- New MPOs should have a formally adopted MTP and TIP by **December 29, 2026**



## Bylaws Update on Proxy Voting 9.26.2024

Though Alaska Law allows Proxy Voting, the “general rule” is that Directors may not vote by proxy because those who have a fiduciary duty (directors) may not delegate that duty to another.

An Assembly or City Council Member is not allowed to vote by Proxy. A nonprofit director has the same level of duty to the nonprofit organization.

Nonprofit directors have a fiduciary and governance responsibility to act in the best interests of the organization they serve; proxy voters do not have the same level of responsibility and cannot be held accountable for their decisions.

### Risks with allowing Proxy Voting or Corporation Business

1. **Reduced Oversight:** Proxy voting may lead to less active participation from directors, diminishing their ability to oversee financial matters effectively. This lack of engagement can result in poor financial decisions.
2. **Limited Informed Decision-Making:** Proxy voters may not have all the context or details necessary to make sound financial decisions, increasing the risk of financial mismanagement.
3. **Lack of Accountability:** If directors delegate their voting power, it can obscure accountability. It becomes difficult to trace financial decisions back to specific individuals, which can hinder responsibility and oversight.
4. **Potential for Misaligned Interests:** Proxy votes may be cast by individuals who do not have the same commitment to the nonprofit’s financial health, leading to decisions that prioritize personal interests over the organization’s needs.
5. **Compromised Governance:** The board may struggle to maintain strong governance if proxy voting becomes commonplace, which can weaken the organization’s overall financial stability and integrity.

### Existing language

**Proxy Voting.** If a Policy Board member cannot attend the regularly scheduled meeting, they may send their written vote on all action items to the Secretary and the MVP Executive Director 24 hours in advance of the meeting. A Technical Committee (TC) member of the representing organization can serve as a proxy voter for the Policy Board member if designated in writing by the Policy Board member. The TC member will count toward the quorum.

### Proposed changes for discussion



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**MVP Staff Proxy Voting Proposal.** If a Policy Board member cannot attend the regularly scheduled meeting, they may appoint a Technical Committee member from their organization to serve as their proxy. The Policy Board members must notify the MVP Executive Director and Secretary of their proxy designation and send their written vote on Action Items specific to the non-profit organization, including items related to organizational policy, personnel, and financial actions, 24 hours before the meeting. The proxy must abstain if amendments or changes are made to organizational Actions that change the tone or original intent of the action. The proxy voter may vote for their organization's perspective on Action Items related to plans, projects, and programs.

**MSB Proxy Voting Proposal.** If a Policy Board member cannot attend the regularly scheduled meeting, a Technical Committee (TC) member of the representing organization can serve as a proxy voter for the Policy Board member if designated in writing by the Policy Board member.



## U.S. DEPARTMENT OF TRANSPORTATION

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

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

September 26, 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) Amendment #1

Dear Mr. Anderson:

On August 28, 2024, we received the Department of Transportation & Public Facilities (DOT&PF) 2024 – 2027 Statewide Transportation Improvement Plan (STIP) Amendment #1. 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 Amendment #1 is Partially Approved. The following projects and language are excluded from STIP approval:

- 34545 - Chena River Railroad Bridge Replacement – ARRC
- 34547 - City of North Pole: Alaska, Drainage Project - City of North Pole
- 34130 - Richardson Highway Milepost 346 Northbound Chena Bridge Replacement
- 12641 – Seward Highway Milepost 98.5 to 118 Bird Flats to Rabbit Creek [Parent and Final Construction]
- 34564 - Fast End Roads Design Refresh - Nome Eskimo Community
- 34567 - High Ridge Road Phase Two - Igiugig Village
- 34578 - Manokotak First, Second, Third Street Rehabilitation Road Project - Manokotak Village
- 34583 - Minto Community Street Improvement - Native Village of Minto
- 34587 - Old John Lake Trail -Arctic Village Council



- 34590 - Pedro Bay Landfill Access Road - Pedro Bay Village
- 34608 - Tribal Way Road Improvement- Sitka Tribe of Alaska
- 34625 - White Mountain Community Streets - Native Village of White Mountain
- 34562 - Ekwok Road Spot Safety Improvements Preliminary Engineering - Native Village of Ekwok
- 34568 - Hillcrest Drive and Bayou Loop Road Safety Improvements Design Project - Native Village of Clarks Point
- 34569 - Huslia Streetlight Illumination Project - Huslia Village
- 34571 - Kasaan Access Road Killer Hill Realignment- Organized Village of Kasaan
- 34577 - Main Street Spot Safety Improvements Preliminary Engineering - Native Village of New Stuyahok
- 34582 - Mile Post 111.5 Richardson Highway Turn Lanes Project - Native Village of Gakona
- 34584 - Naknek Pedestrian Path Construction Project - Naknek Native Village Council
- 34586 - Nerka Infrastructure Safety Improvements - Curyung Tribal Council
- 34591 - Pilot Point Brush Cutting & Signs Program Startup - Native Village of Pilot Point
- 34593 - Preliminary Engineering for Safety Improvements on Walden Point Road and Airport Road - Metlakatla Indian Community
- 34605 - Systemic Application of Roadway Departure Countermeasures - Native Village of Noatak
- The statement in STIP Narrative, Advance Construction section, stating, “Payback of advance construction may be considered through administrative actions versus STIP amendments.”

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 Amendment #1 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 provides the conditions by which the STIP Amendment is approved. The FPF provides corrective actions reflecting non-compliance with the Federal regulations and recommendations to support improvements to the planning and STIP development processes. All corrective actions must be addressed through the development of a STIP Action Plan. This Action Plan will be developed in coordination with FHWA and FTA and will result in at least monthly status meetings to ensure timely resolution of all corrective actions.

We appreciate the DOT&PF’s engagement over the months to improve the STIP and coordination processes 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](mailto:julie.jenkins@dot.gov) and Ned Conroy at [ned.conroy@dot.gov](mailto:ned.conroy@dot.gov).

Sincerely,

---

Sandra A. Garcia-Aline  
Division Administrator  
Federal Highway Administration  
Alaska Division

---

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

Attachment:

Federal Planning Finding (FPF)

Electronically cc:

Katherine Keith, Deputy Commissioner, DOT&PF

Dom Pannone, Director, Program Management and Administration, DOT&PF

Ned Conroy, FTA, Senior Community Planner

Aaron Jongenelen, AMATS, Planning Manager and MPO Coordinator

Jackson Fox, FAST Planning, Executive Director

Kim Sollien, MatSu MVP, MPO Coordinator

# Alaska

## 2024-2027 Statewide Transportation Improvement Program

### Amendment #1

# Federal Planning Finding

## Introduction

Federal Highway 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)).

While Alaska Department of Transportation & Public Facilities (DOT&PF) have made many improvements throughout STIP Amendment #1, there remain several key issues that must be resolved in order to meet the requirements of 23 U.S.C. 134 and 135 and 49 U.S.C. Therefore, the FPF for the Alaska DOT&PF STIP Amendment #1 contains many of the same Corrective Actions and Recommendations previously identified in the March 27, 2024 Federal Planning Finding.

Resolution of the Corrective Actions and, as appropriate, the Recommendations identified in this FPF will be accomplished through the joint development of a STIP Action Plan. This Action Plan will be developed in coordination among the Alaska DOT&PF, FHWA and FTA. For each Corrective Action and, as appropriate, each Recommendation, the Action Plan will:

- Identify tasks to be taken to resolve the Corrective Action or Recommendation;
- Assign staff within the DOT&PF and MPOs (as appropriate) to lead the execution of the tasks;
- Commit to a date specific deadline to resolve the Corrective Action or Recommendation.

FHWA and FTA will establish at least monthly meetings to review the STIP Action plan progress and to discuss and address key issues or concerns. The Action Plan must be developed in coordination with FHWA and FTA and must be completed by December 6, 2024, and submitted to FHWA and FTA by that date.

## 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.

Status of March 27, 2024, Corrective Actions

Tier 2 Corrective Actions	Corrective Actions	FHWA/FTA Determination
1. 23 CFR 450.208 Coordination of Planning Process Activities	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.	Unresolved
2. 23 CFR 450.210 Interested Parties, Public Involvement, and Consultation.	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.	Resolved
	c. The STIP must provide access to or include the disposition of public comments.	Unresolved
	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.	Resolved
3. 23 CFR 450.218 Development and Content of the Statewide Transportation Improvement Program (STIP)	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.	Resolved
4. 23 CFR 450.218 (h)(2) Total Project Cost	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.	Resolved
5. 23 CFR 450.218(l) – Year of Expenditure:	g. All costs and revenue estimates identified in the STIP must reflect YOY and be based on an inflation factor consistent with state policies.	Resolved
6. 23 CFR 450.218(m) Fiscal Constraint	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.	Resolved
	i. The fiscal constraint demonstration must include all Federal, State, and local funds included in the	Unresolved

	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.	Resolved
	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: <ul style="list-style-type: none"> <li>• STIP Narrative: Page 131 – “FBF - Ferry Boat Funds (STBG)”</li> </ul>	Resolved
8. 23 CFR 450.218(q) Transportation Performance Management (TPM) and 23 CFR 450.206(c) Performance-Based Planning and Programming	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.	Resolved
	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.	Unresolved
9. 23 CFR 450.336(b) - Transportation Management Area Certification Review	The corrective actions must be resolved as described in the Anchorage Metropolitan Area Transportation Solutions (AMATS) 2023 Transportation Management Area Certification Review.	Resolved

Status of March 27, 2024, Recommendations

Tier 2 Corrective Actions	Recommendations	FHWA/FTA Determination
2. 23 CFR 450.210 Interested Parties, Public Involvement, and Consultation.	a. While the DOT&PF’s public participation requirements were followed in the development of the STIP, the public participation processes do not address how the public will be engaged when significant changes take place for documents such as the STIP prior to adoption or submittal for Federal approval. The public participation process should document processes to engage the public when significant changes are made to Federal documents and how the disposition of public comments are made available.	Not Addressed
3. 23 CFR 450.218 Development and Content of the Statewide Transportation	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	Addressed

Improvement Program (STIP)	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.	
6. 23 CFR 450.218(p) – STIP Amendment and Modifications	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.	Not Addressed

## Alaska DOT&PF STIP Amendment #1: Findings and Federal Actions

### 1. 23 CFR 450.218 Development and content of the statewide transportation improvement program (STIP)

#### *STIP Amendment #1 Findings:*

The Alaska Department of Transportation & Public Facilities (DOT&PF) STIP Amendment #1 provides over 1600 pages of material relevant to the planning, prioritization and selection of projects programmed for Federal funds from Federal Fiscal Year (FFY) 2024 through 2027. A Narrative document provides details relevant to the development and execution of the STIP while the data and programming of projects is documented in four subsequent Volumes.

Project data and information is provided in multiple ways, including numerical order, alphabetical order, and by fund source or type. Information is also cross referenced in a variety of tables by project title, location, numerical code. Detailed project pages are provided that are linked to various on-line search engines creating a dynamic approach to additional information relevant to most projects programmed in the STIP. Unfortunately, information is inconsistent between various tables and resources (as is noted below). Errors appear to be common, creating confusion about the information presented for some projects.

On-line the public has access to additional tables and resources that provide dynamic ways in which data and project information can be viewed and dissected. While it is clear the DOT&PF is interested in transparency, the level of permutations of the information offered in the STIP is actually more confusing because of the errors and discrepancies among the various documents and materials. This does raise a question whether the bulk of this information supports the public interested in following the process and learning about the projects in their specific area of interest.

The Alaska STIP Amendment #1, Volume 3 provides a Change Log documenting all projects included in the original partially approved STIP and those considered or included in STIP Amendment #1 submitted for Federal approval. The Change Log provides the project Need ID and the project name as the identifier. For each project there is either a yes or no indicating that it was either in the Original STIP, the STIP Amendment released to the Public, or included in the final STIP Amendment #1 submitted for Federal approval.

#### *Corrective Action:*

a. The following projects are excluded from approval of STIP Amendment #1. Any project located within an MPO's approved Urban Area Boundary or Metropolitan Planning Area Boundary, must be included in the MPO TIP. Once amended into the MPO TIP, the TIP amendment can be amended into the AK DOT&PF's STIP without modification. Excluded MPO projects include:

- 34545 - Chena River Railroad Bridge Replacement – ARRC
- 34547 - City of North Pole: Alaska, Drainage Project - City of North Pole
- 34130 - Richardson Highway Milepost 346 Northbound Chena Bridge Replacement

b. The following projects are excluded from approval of STIP Amendment #1. Any project funded with Tribal funds must be included in the Tribal Transportation Improvement Program (TTIP). The TTIP is



included into the STIP by reference and without modification. This includes all projects funded through Tribal program dollars Excluded Tribal projects include:

- 34564 - Fast End Roads Design Refresh - Nome Eskimo Community
- 34567 - High Ridge Road Phase Two - Igiugig Village
- 34578 - Manokotak First, Second, Third Street Rehabilitation Road Project - Manokotak Village
- 34583 - Minto Community Street Improvement - Native Village of Minto
- 34587 - Old John Lake Trail -Arctic Village Council
- 34590 - Pedro Bay Landfill Access Road - Pedro Bay Village
- 34608 - Tribal Way Road Improvement- Sitka Tribe of Alaska
- 34625 - White Mountain Community Streets - Native Village of White Mountain
- 34562 - Ekwok Road Spot Safety Improvements Preliminary Engineering - Native Village of Ekwok
- 34568 - Hillcrest Drive and Bayou Loop Road Safety Improvements Design Project - Native Village of Clarks Point
- 34569 - Huslia Streetlight Illumination Project - Huslia Village
- 34571 - Kasaan Access Road Killer Hill Realignment- Organized Village of Kasaan
- 34577 - Main Street Spot Safety Improvements Preliminary Engineering - Native Village of New Stuyahok
- 34582 - Mile Post 111.5 Richardson Highway Turn Lanes Project - Native Village of Gakona
- 34584 - Naknek Pedestrian Path Construction Project - Naknek Native Village Council
- 34586 - Nerka Infrastructure Safety Improvements - Curyung Tribal Council
- 34591 - Pilot Point Brush Cutting & Signs Program Startup - Native Village of Pilot Point
- 34593 - Preliminary Engineering for Safety Improvements on Walden Point Road and Airport Road - Metlakatla Indian Community
- 34605 - Systemic Application of Roadway Departure Countermeasures - Native Village of Noatak

#### *Recommendations:*

a. Due to the voluminous nature of Alaska DOT&PF's STIP Amendment #1, and the inconsistencies found among the various tables and data sets, we recommend significant simplification of the STIP to ensure requirements are met and to ensure information remains transparent but is easy to access and use.

b. To support an expedited review process and provide clarity to all stakeholders, in the future any proposed STIP amendment should only include those projects that are being amended along with the fiscal constraint demonstration to support the amendment.

## 2. 23 CFR 450.208 Coordination of Planning Process Activities

#### *STIP Amendment #1 Findings:*

The DOT&PF developed an internal Alaska DOT&PF document that describes collaborative efforts between the DOT&PF and the MPOs in the development and management of the STIP. Development of this draft included a working session with three MPOs, FHWA, and FTA. This document is described as part of the DOT&PF Planning Manual. DOT&PF has committed to lead this effort through MPO technical and policy board work sessions, which is currently underway. However, it's not clear whether the coordination process is inculcated throughout the DOT&PF or whether coordination between the DOT&PF and the MPOs will improve. To this point, the DOT&PF has not taken action on the Fairbanks Area Surface Transportation MPO's revised Metropolitan Area Planning boundaries, which is critical to the MPO's ability to update their Metropolitan Transportation Plan (MTP). In addition, the FHWA and

FTA received several comments from Alaska MPO's Executive Directors indicating a lack of coordination in the development of the draft STIP amendment #1, which resulted in continued errors documented in the public facing draft and that have not all been addressed in the final STIP amendment #1. These errors could impact the timely delivery of programs and/or projects.

Alaska STIP Amendment #1, Volume 2 includes each MPO's Transportation Improvement Program (TIP) and the complete text of each MPO's MTP. The inclusion of the MPO TIPs is appropriate given that the documents are required to be part of the overall Statewide STIP either by reference or completely without modification (23 CFR 450.218(b)). However, the inclusion of the MPO's MTPs in the STIP, it gives the appearance that Alaska DOT &PF and/or FHWA and FTA are by extension providing approval of the MPO MTPs through the approval of the STIP or STIP Amendments. Neither Alaska DOT&PF or FHWA and FTA have the authority to approve or disapprove an MPO's MTP.

*Corrective Action:*

c. 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 result in a tangible demonstration of coordination among the MPOs and the DOT&PF such that information is coordinated among the agencies in the development of documents including the STIP and STIP amendments. In addition, this coordination must provide for timely resolution of differences to ensure MPO processes are supported and before draft documents are released for public review.

*Recommendation:*

c. Neither Alaska DOT&PF or FHWA and FTA have the authority to approve or disapprove an MPO's MTP, therefore, the MPO MTPs should be removed from the STIP documentation.

3. 23 CFR 450.210 Interested Parties, Public Involvement, and Consultation.

*STIP Amendment #1 Finding:*

STIP Amendment #1, Volume 3, Engagement Summary, provides an overview of the public engagement procedures used for STIP Amendment #1 and the Alaska DOT&PF's process to involve and coordinate with affected local and appointed officials. It also provides the link to the formal Tribal consultation procedures along with assurances that STIP Amendment #1 followed the Tribal consultation procedure. Finally, Volume 3 documents coordination with Federal Land Management Agencies. The documented Alaska DOT&PF's public participation process does not address how the public will be engaged when significant changes take place prior to adoption or submittal for Federal approval.

The Alaska DOT&PF has made significant revision to the processes used to engage the public in STIP Amendment #1. The Draft STIP Amendment was announced to the public on July 3, 2024, but the availability of the draft STIP Amendment and public comment system on the Alaska DOT&PF website were intermittently available throughout early July due to technical difficulties. The Final STIP Amendment #1 acknowledged these technical difficulties and clarified the extension of comments to ensure the public was provided the full 30-days for review and comment on the draft STIP Amendment #1.

STIP Amendment #1, Volume 3 also provides a disposition to some of the public and agency comments received. However, not all comments are provided a response and some responses do not relate to the comments made by the commenters.

The final STIP Amendment #1 submitted for Federal approval is significantly changed from the draft STIP Amendment #1 made available for public review. The public was not given the opportunity to comment on the final STIP Amendment #1 prior to submittal for Federal approval.

*Recommendation:*

- d. The public participation process should document processes to engage the public when significant changes are made to Federal documents such as the STIP and STIP Amendments and how the disposition of public comments are made available.
- e. The disposition of comments should address the comments received and the public should be able to find their comment and understand how it was considered for the final document. Therefore, the disposition of their comments should address their specific comment.

4. 23 CFR 450.218(m) Fiscal Constraint

*STIP Amendment #1 Findings:*

The Alaska DOT&PF STIP Amendment #1, Narrative provides significant improvements to the Fiscal Constraint Demonstration Detail. Funding sources are clearly labeled by year and include the local match and State funds anticipated throughout the life of the STIP. Definitions for funding sources are clearly identified in the Funding Sources and Revenue Forecast section. However, the funding amounts documented and funding source titles or abbreviations for fiscal constraint do not align with the funds identified and programmed in the Deep Dive pages in Alaska DOT&PF STIP Amendment #1, Volume 1. For example, there is a significant discrepancy of Advance Construction (AC) between the Fiscal Constraint Demonstration Detail table in the Narrative and projects identifying AC in the Deep Dive pages in Volume 1, as compared below:

	Fiscal Constraint Demonstration Detail (Narrative)	Consolidated from Deep Dive Pages (Volume 1)
Revenue*	\$944,611,694	\$944,611,694
Programmed	\$955,491,768	\$806,140,402
Total	\$(149,351,366)	\$138,471,292

\*Assumed the amount of revenue available is constant as documented in the Fiscal Constraint Demonstration Detail shown in Alaska DOT&PF STIP Amendment #1, Narrative.

Additionally, funds identified in the MPO TIPs do not align with the amount programmed. The discrepancies between the funding programmed and documented in the Deep Dive pages and the funding identified in the Fiscal Constraint Demonstration Detail raise questions whether the table in the Fiscal Constraint Demonstration Detail accurately reflects the State, local and Federal funds programmed in the STIP. The Fiscal Constraint Demonstration Detail also identifies funding for Federal Transit Administration funding identified for the Alaska Railroad. In Federal Fiscal Years (FFY) 2025, 2026, and

2027, Alaska Railroad expenditures significantly exceed the amount of Federal Transit Administration funding anticipated.

The Narrative recognizes the DOT&PF's use of AC as a cash-management tool and through the Fiscal Constraint Demonstration Detail and Deep Dive pages in Volume 1, documents that historic levels of AC are programmed. The Narrative states that "There has never been a time where expenses have not been paid due to cash shortages" as verification that AC will be available at the time it is indicated in the STIP. The level of AC identified as programmed in the Fiscal Constraint Demonstration Detail appears to exceed the historic allocation of State funding for transportation projects. The DOT&PF is assuming risk by programming AC at these levels and this risk may impact their ability to deliver the STIP program identified to the public through this document.

Alaska DOT&PF's STIP Amendment #1 somewhat streamlined the extensive volume of project and financial information compared to what was provided in the STIP partially approved by FHWA/FTA in March 2024. Tables are clearly labeled, and information is clearly grouped and provided in logical sequence. However, consistency among the various tables continues to be problematic and inconsistent. Some of the projects listed in Fiscal Constraint Demonstration Detail tables and other such tables do not result in Deep Dive pages. Without the project description, the programming of funds for the project it is impossible to know whether some of these projects are considered as part of the STIP. It appears that some of the issues are simply errors, however, some issues are significant enough to question the validity of the Fiscal Constraint Demonstration Detail.

The STIP Amendment #1 Volume 1, provides a Deep Dive page for projects considered programmed in the STIP. Deep Dive pages outline how State, local and Federal funds are programmed and provides project details, the year in which each funding source is programmed and how much is programmed by phase of the project. The project description provided is enough information for most projects to determine general eligibility for the funding source identified. Based on the descriptions provided, some projects do not appear to be eligible, at least in part, for the funding sources identified.

For large projects that extend over several years, the Deep Dive pages document the "Parent" and "Child" relationships. The "Parent" project identifies the "Child" projects, identifying the project number and how these projects are programmed in the STIP. The documentation of this Parent-Child relationship in the Deep Dive pages is much improved and provides a clearer pathway to tracking large projects that are expected to be completed over several years. Beyond the Deep Dive pages, the conceptual relationship of "Parent" to "Child" and the use of this concept within the STIP is not clarified or documented. This lack of clear documentation may confuse how Parent-Child projects move through the Amendment and Administrative Modification processes and in some cases the project design phase.

Some "Parent" projects extend into MPO Metropolitan Planning Areas (MPA). One project, the Seward Highway Milepost 98.5 to 118 Bird Flats to Rabbit Creek [Parent and Final Construction], extends into the Anchorage MPO's MPA and the "Child" portions, Stage 1 and Stage 6, of the project are not included in the MPO's TIP. The "Parent" project explains in the description, that Stage 1 "Child" (Milepost 113-116) is within the MPA and will be included on the AMATS TIP but is not included in the DOT&PF STIP. However, the "Parent" project does program ROW (P3) and Final Design (P2b) for the full project including those areas located in the MPA under Stage 1 and Stage 6.

The STIP Narrative, Advance Construction section, documents that the “Payback of advance construction may be considered through administrative actions versus STIP amendments.” This statement is inconsistent with the DOT&PF’s STIP amendment and modification procedures.

How the DOT&PF uses AC and the conversion of AC (ACC) at the time of project authorization or when funds are requested for obligation is often inconsistent with the programming of projects in the STIP. As a result, the FHWA Division is unable to process these requests. Additionally, there is no clear documentation in the STIP that describes how the DOT&PF’s intends to use AC or ACC and it does not document the processes for which AC and ACC may support cash management or other programming decisions.

*Corrective Actions:*

d. The fiscal constraint demonstration in the STIP must accurately reflect the full funding anticipated for programming throughout the four years of the STIP to include state, local and Federal funding sources. The fiscal constraint demonstration must also support the funds and resources programmed through the MPO TIPs and use the same funding source titles or abbreviations consistently throughout the document.

e. All projects included in the STIP must be eligible for the funding sources to which they are programmed. The following projects appear to include ineligible elements. This could include the work type or activity associated with a specific funding source or other characteristics not allowed for Federal funding. The following projects will be assessed for eligibility at the time of project authorization:

- 34244 - Knik River Wayside Gold Star Families Memorial [TAP Award 2023]
- 30729 - Inter-Island Ferry Authority Ferry Refurbishments
- 33241 - Cape Blossom Road [Parent and Final Construction]
- 34302 - Pavement and Bridge Preservation Program
- 34197 – Data Modernization and Innovation
- 34452 – Rural Dust Mitigation Program
- 34455 – Construction Material Waste
- 34313 – State-owned Shipyard Repairs
- 28810 – Herring Cove Bridge Rehabilitation
- 34461 – West Susitna Access Road
- 34442 – Parks Highway Milepost 99-163 Improvements and Railroad Creek Bridge Replacement [SOG 2018] Stage 1
- 34443 – Parks Highway Milepost 99-163 Improvements and Railroad Creek Bridge Replacement [SOG 2018] Stage 2
- 32723 – Redoubt Avenue and Smith Way Rehabilitation [CTP Award 2019]
- 32299 – Takotna River Bridge Replacement
- 33242 – Sterling Highway Milepost 45-60 [Stage 2]

f. The “Parent” project cannot include final design, ROW or construction for a child project that is located in an MPO’s Metropolitan Planning Area boundary (MPA) if the child project located in that MPA is not included in the MPO TIP. The following project is excluded from STIP Amendment #1 approval:

- 12641 - Seward Highway Milepost 98.5 to 118 Bird Flats to Rabbit Creek [Parent and Final Construction]

g. The statement in STIP Narrative, Advance Construction section, stating, “Payback of advance construction may be considered through administrative actions versus STIP amendments.” must be removed from the STIP.

*Recommendations:*

f. The conceptual use of “Parent” and “Child” in the STIP should be clearly documented. This includes defining the terminology, the programming processes and any special considerations given to projects captured in this concept. In addition, the concept description should consider how final design is programmed for the Parent vs. for the Child projects; how STIP revisions are determined; and the relationship of Parent and Child projects to the NEPA process and NEPA decisions.

g. The risk associated with the historic levels of AC should be clarified and the consequences of not receiving these funds should be documented so that the public will have the opportunity to understand the decisions that may be made if State funding is not available for the projects programmed for AC.

h. The STIP should document how the Alaska DOT&PF uses AC and ACC and the processes by which these funds may be applied to projects programmed in the STIP during project authorization and obligation.

i. Project groupings included in the STIP should be limited to a single work type. In addition, the list of individual projects intended for any group listed in the STIP should be made available whenever it is requested.

5. 23 CFR 450.218(q) Transportation Performance Management (TPM) and 23 CFR 450.206(c) Performance-Based Planning and Programming

*STIP Amendment #1 Findings:*

Alaska DOT&PF’s STIP Amendment #1, Narrative, Appendix C, provides the Transportation Performance Management (TPM) analysis. The information provided documents the DOT&PF’s strategic approach make informed investment and policy decisions that achieve national performance goals. This includes alignment with the State’s policies and guidance, the statewide long range transportation plan, and various performance plans. Appendix C also describes the collaborative process for developing and formalizing Federal metrics and performance targets with the MPOs. Each target is described in detail and provides data and visual representation of the DOT&PF’s expected outcome of meeting these targets through the projects programmed in the STIP. Most targets are likely to be met within or ahead of the timeline anticipated. However, the data is showing that some targets are not currently being met or likely to be met as required. Appendix C also provides a detailed listing of potential actions the DOT&PF may take for those targets that are not being met. However, it is not clear what actions the DOT&PF is currently taking to address those targets that are underperforming.

Alaska DOT&PF’s STIP Amendment #1, Volume 4, provides a series of references and documents related to various project prioritization processes. The information provided gives a general overview of the processes and the criteria used to select projects. In most cases, the conclusion of the selection process or a list of projects in order of need or in order of some priority is provided. Not all sections of Volume 4

provide information relevant to the section title; for example, the HSIP section contains no information, only a cover page.

The documentation provided is not clear about how projects on the prioritized lists are selected for programming into the STIP. In fact, not all projects funded in the STIP are shown on these prioritized lists creating uncertainty as to how these lists are used and where projects programmed in the STIP come from.

*Corrective Action:*

h. The STIP must clarify the performance-based planning processes and the project selection processes that support the investment priorities programmed in the STIP. This includes identifying not only the final list of prioritized projects but how projects are selected and programmed into the STIP.

*Recommendation:*

j. For Federal transportation performance management targets that are under performing or for those that are not meeting their targets, the DOT&PF should document the actions currently underway to improve the State's ability to meet those targets.



# CAMP

## Bogard/Seldon

Matanuska Susitna Borough  
Division of Planning

**MAT-SU VALLEY  
PLANNING TECHNICAL  
COMMITTEE**

**OCT. 8, 2024**





# Bogard Seldon Corridor

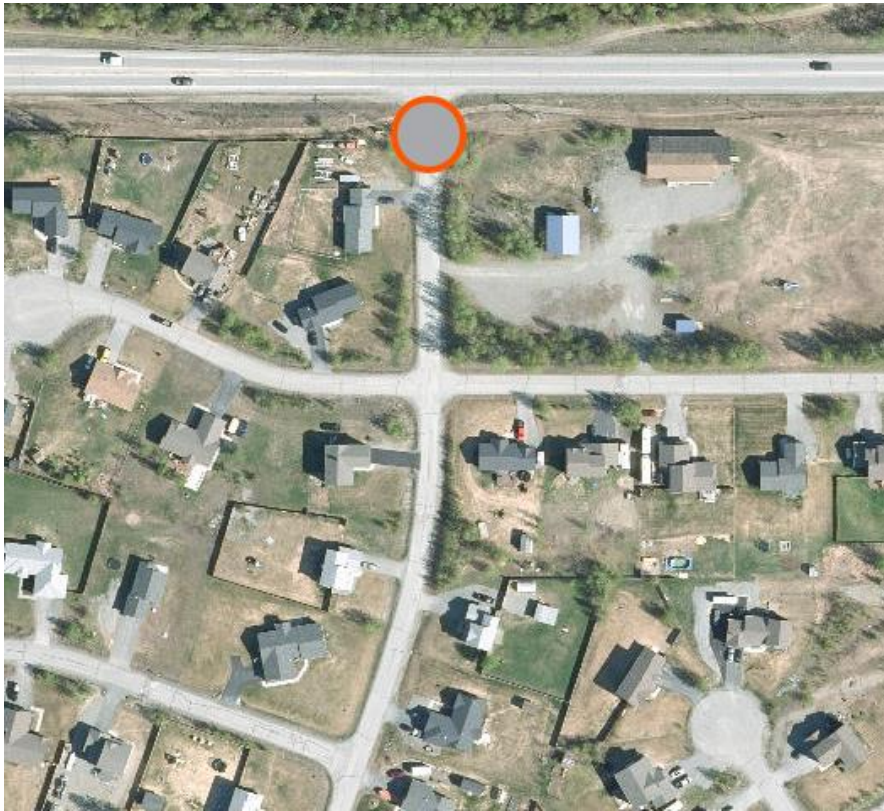
- Important east-west alternative to the Palmer-Wasilla Highway and Parks Highway
- Population growth and land development have significantly increased traffic on the Bogard/Seldon Corridor
- Currently functions as an arterial road which has resulted in congestion and safety concerns

# Why develop an Access Management Plan?

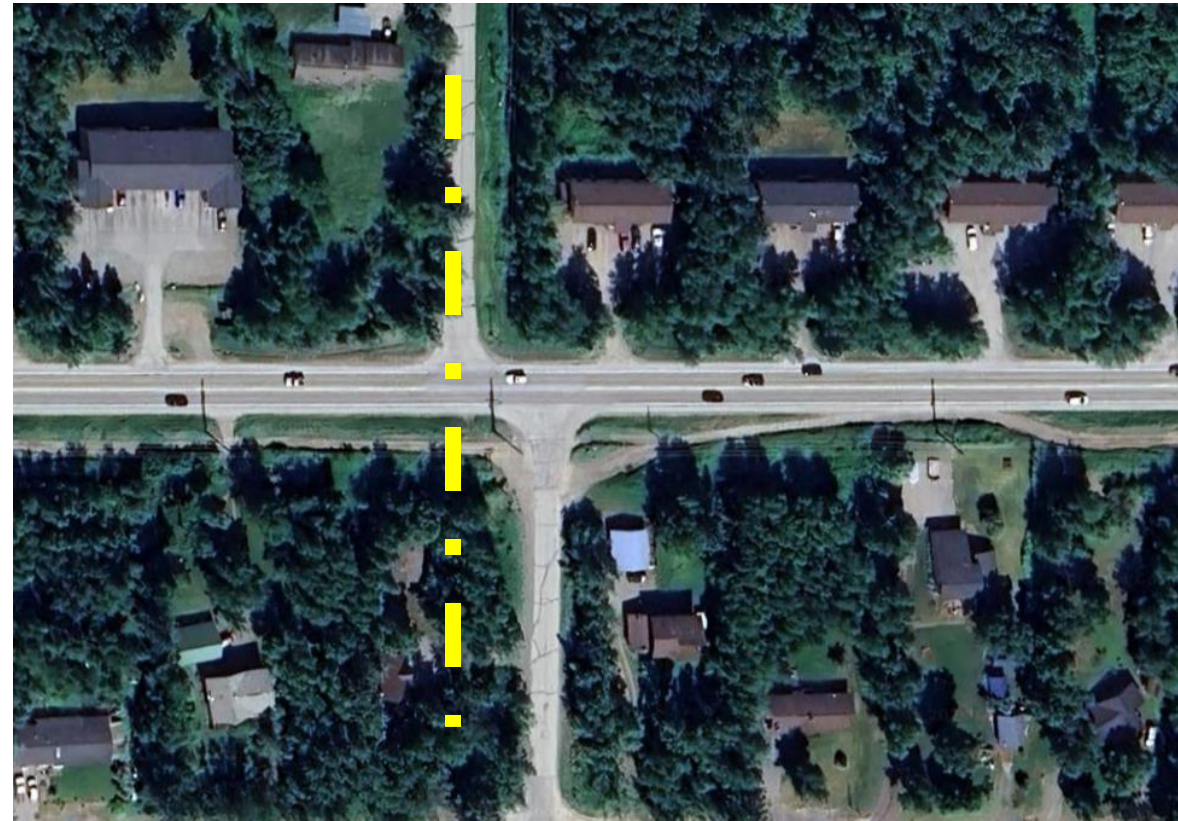
- Identify ways to reduce crashes and improve traffic flow making it safer and easier to use the corridor
- MSB & DOT&PF are developing several projects in the corridor:
  - Bogard Road Reconstruction North Earl Drive to North Engstrom Road
  - Seldon Road Reconstruction, Wasilla-Fishhook Road to Snowgoose Drive
  - Seldon Road Reconstruction, Snowgoose Drive to Lucille Street
  - HSIP: Bogard Road at Engstrom Road/Green Forest Drive

# Potential Strategies

Close existing roads with cul-de-sac



Re-align Intersection



# Potential Strategies

Non-traversable medians



Frontage Road



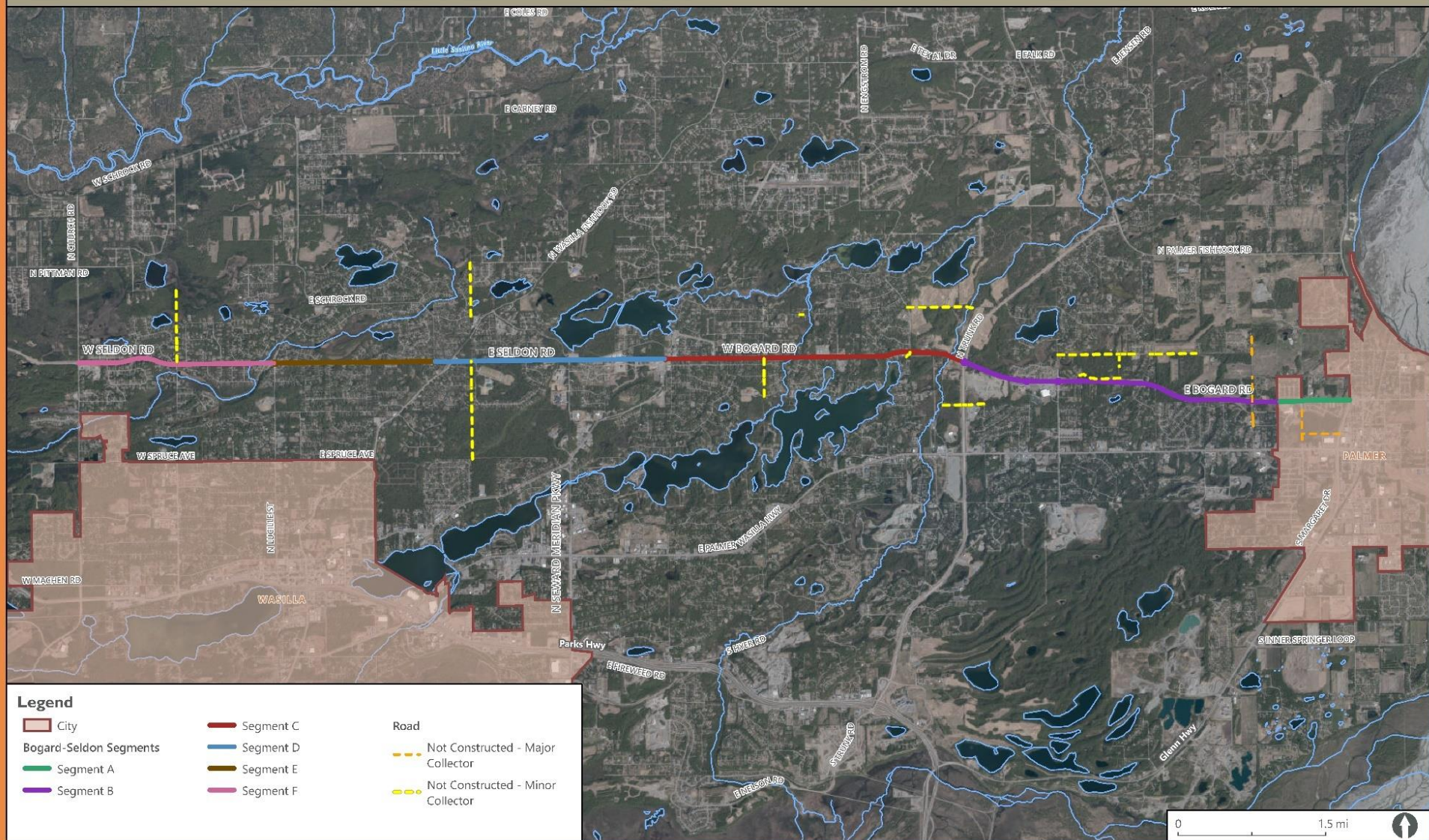
- Other Strategies include:
  - Intersection and driveway spacing
  - Driveway management
    - Limiting the number of new driveways
    - Consolidating existing driveways
  - ROW Acquisition/Donation
  - Future intersection control

# Bogard-Seldon CAMP



## BOGARD-SELDON CORRIDOR ACCESS MANAGEMENT PLAN

### Project Segments Overview

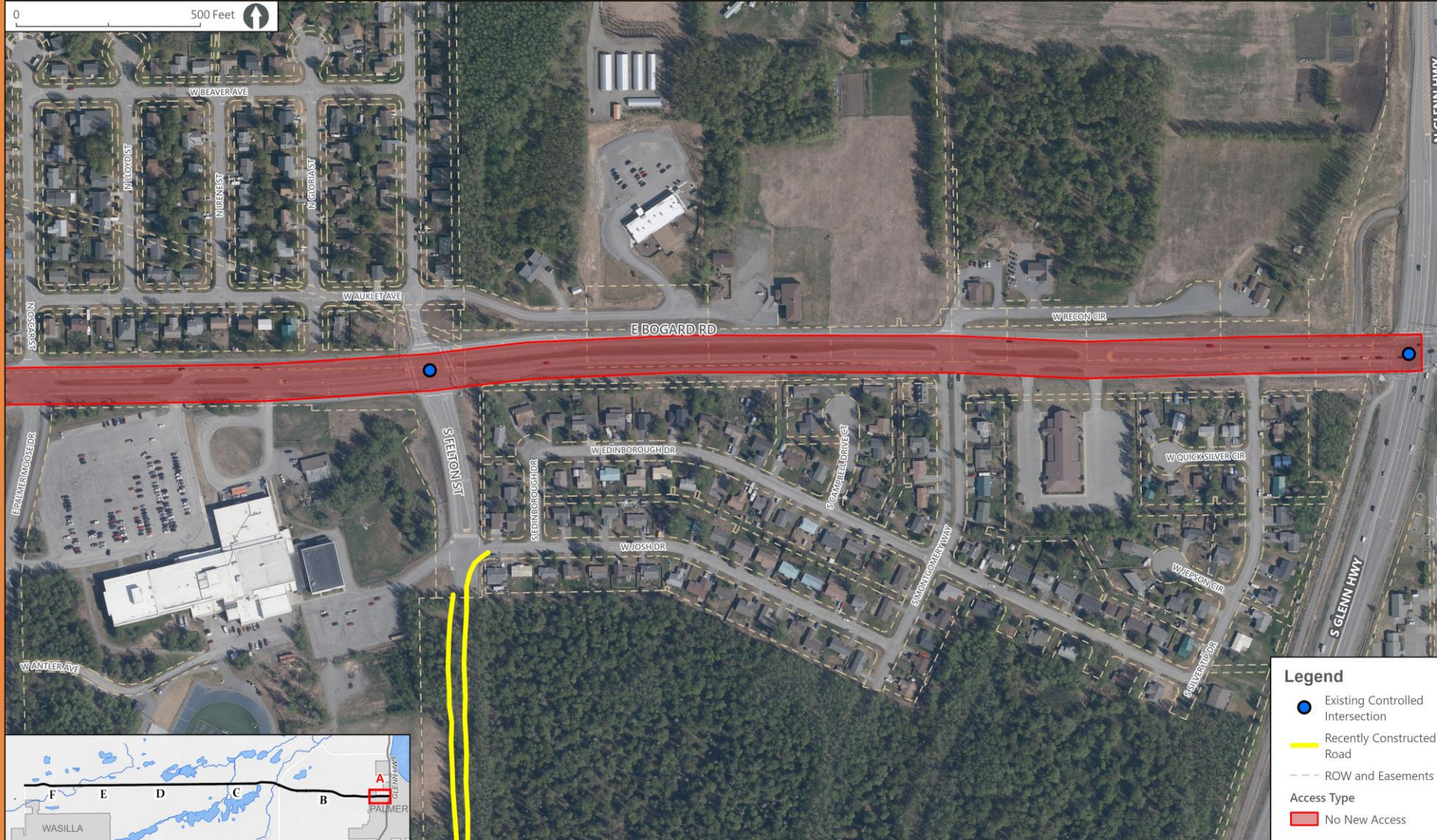


# Bogard-Seldon CAMP – Segment A



BOGARD-SELDON  
CORRIDOR ACCESS  
MANAGEMENT PLAN

## Segment A: Glenn Highway to Palmer Moose Drive Recommendations



# Bogard-Seldon CAMP – Segment B



## BOGARD-SELDON CORRIDOR ACCESS MANAGEMENT PLAN

### Segment B: Palmer Moose Drive to Trunk Road Recommendations



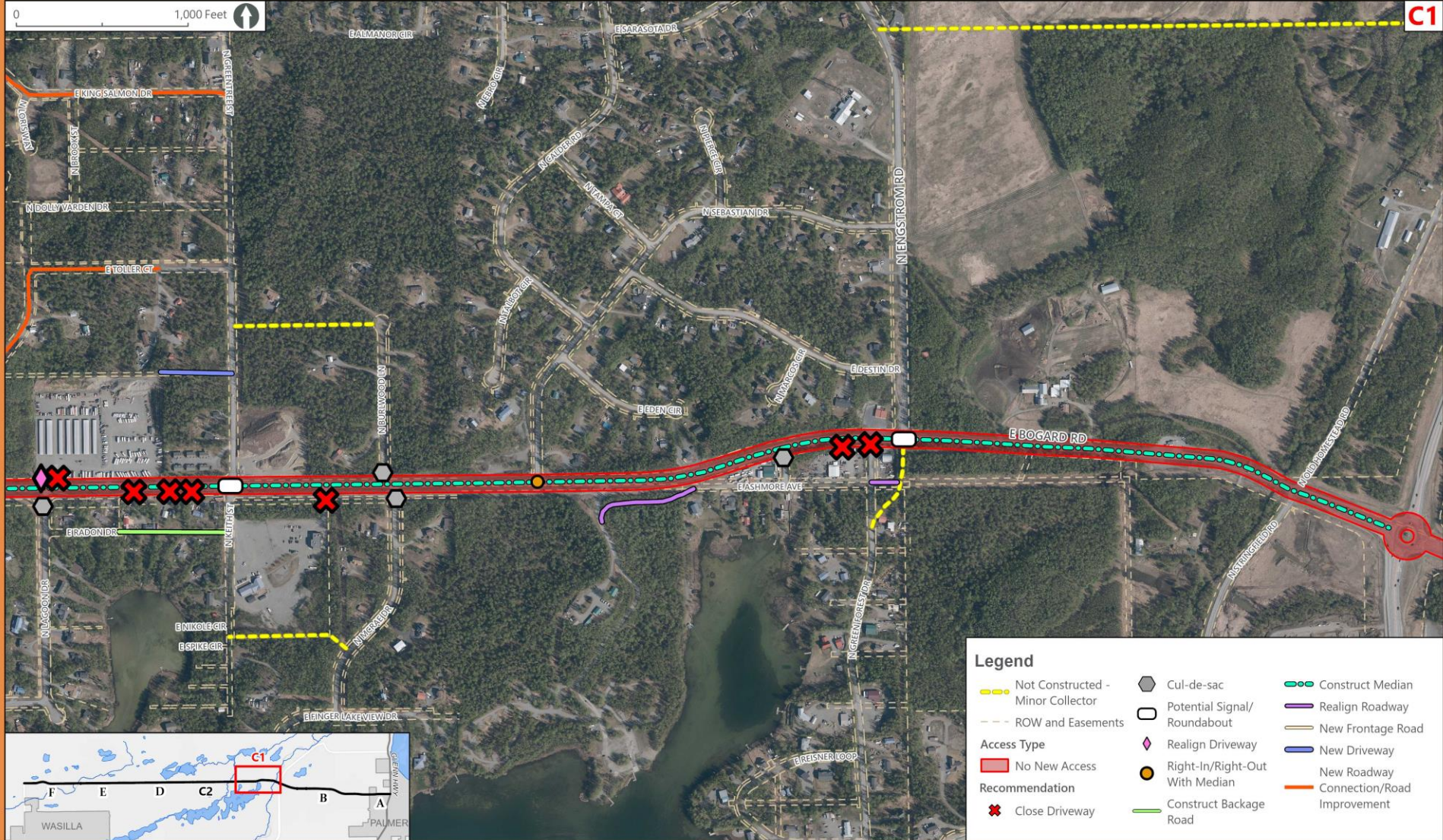


# Bogard-Seldon CAMP – Segment C1



**BOGARD-SELDON  
CORRIDOR ACCESS  
MANAGEMENT PLAN**

## Segment C: Trunk Road to Bogard-Seldon Intersection Recommendations

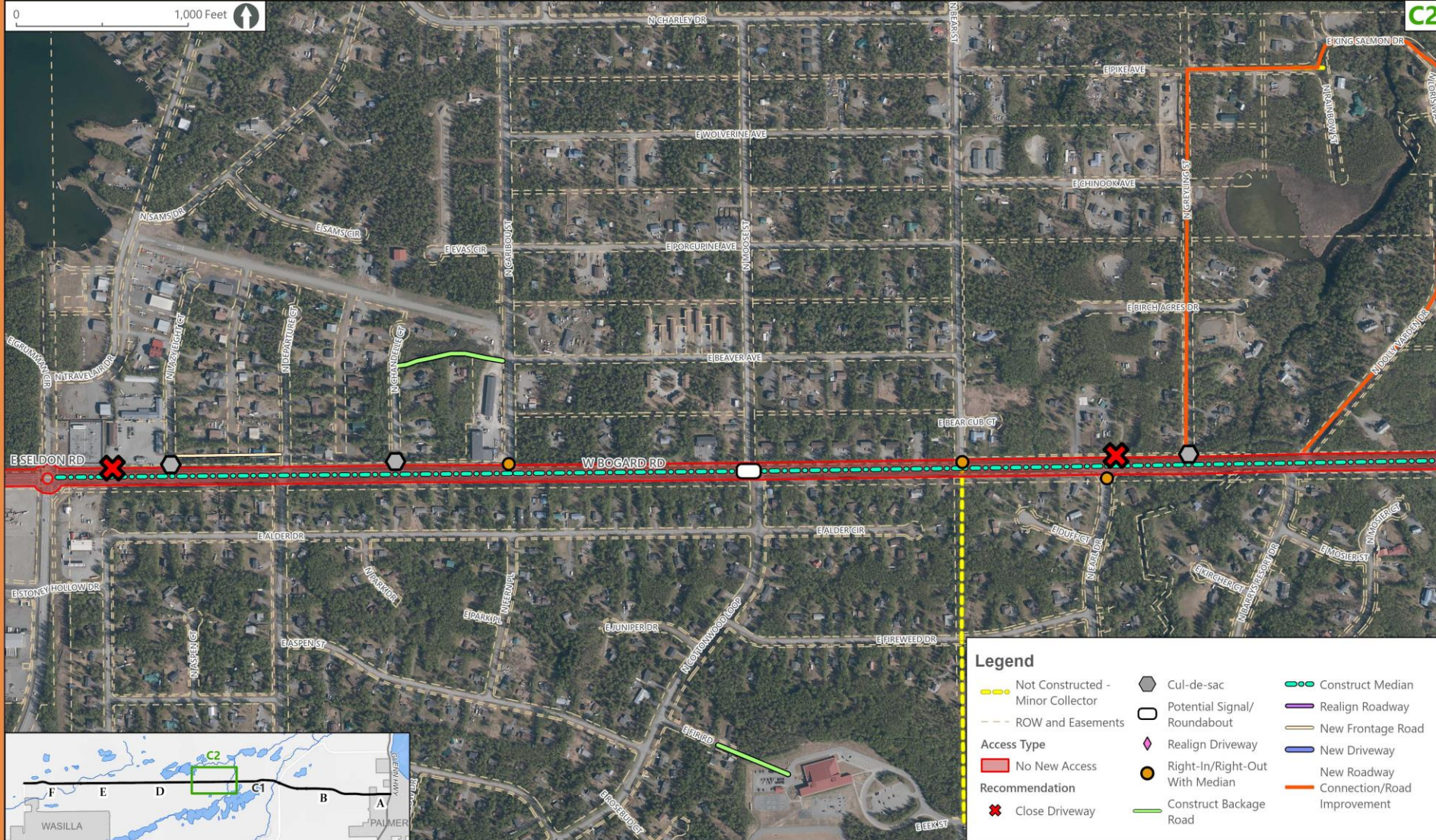


# Bogard-Seldon CAMP – Segment C2



**BOGARD-SELDON  
CORRIDOR ACCESS  
MANAGEMENT PLAN**

## Segment C: Trunk Road to Bogard-Seldon Intersection Recommendations



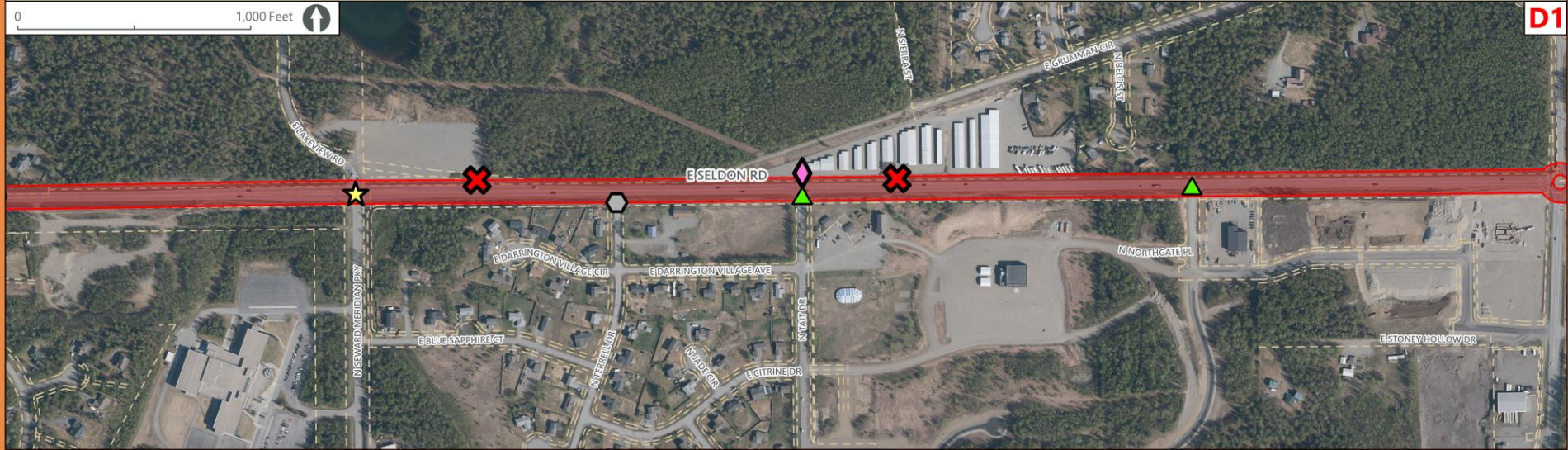
# Bogard-Seldon CAMP – Segment D



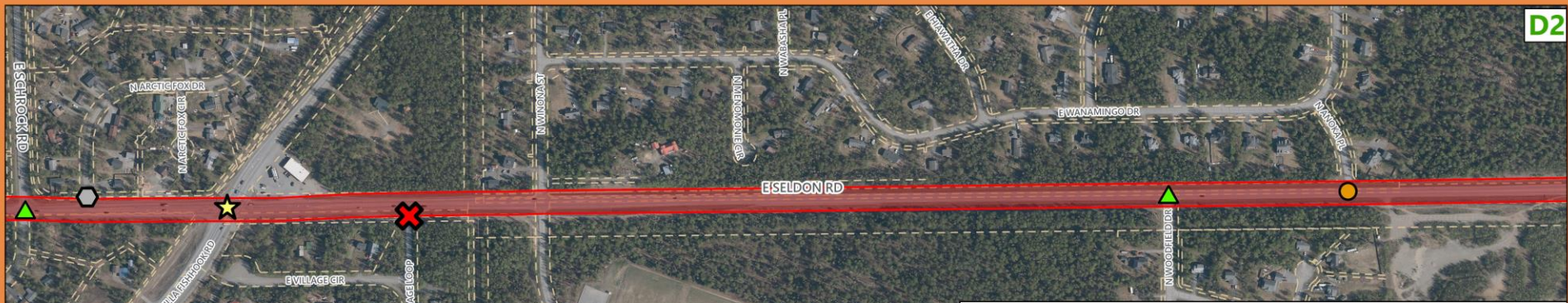
**BOGARD-SELDON  
CORRIDOR ACCESS  
MANAGEMENT PLAN**

## Segment D: Bogard-Seldon Intersection to Schrock Road Recommendations

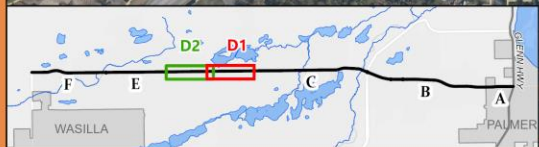
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D1



D2



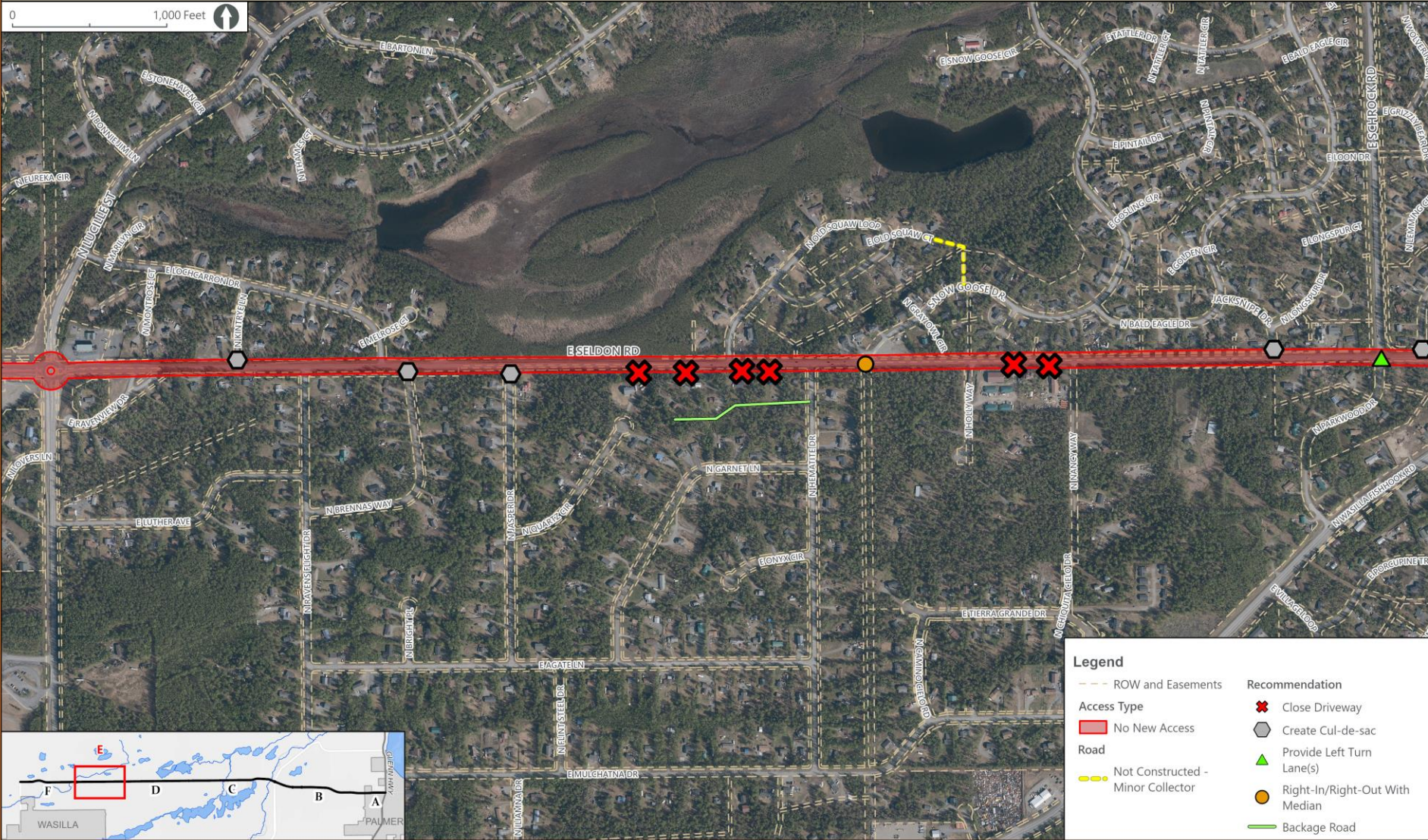
Legend					
	Not Constructed - Minor Collector		Existing Signalized Intersection		Provide Left Turn Lane(s)
	ROW and Easements		Future Driveway Realignment		Future Driveway Realignment
	No New Access		Close Driveway		New Right-In/Right-Out With Median
	Create Cul-de-sac		Existing Signalized Intersection		
			Close Driveway		
			Create Cul-de-sac		

# Bogard-Seldon CAMP – Segment E



## BOGARD-SELDON CORRIDOR ACCESS MANAGEMENT PLAN

### Segment E: Schrock Road to Lucille Street Recommendations



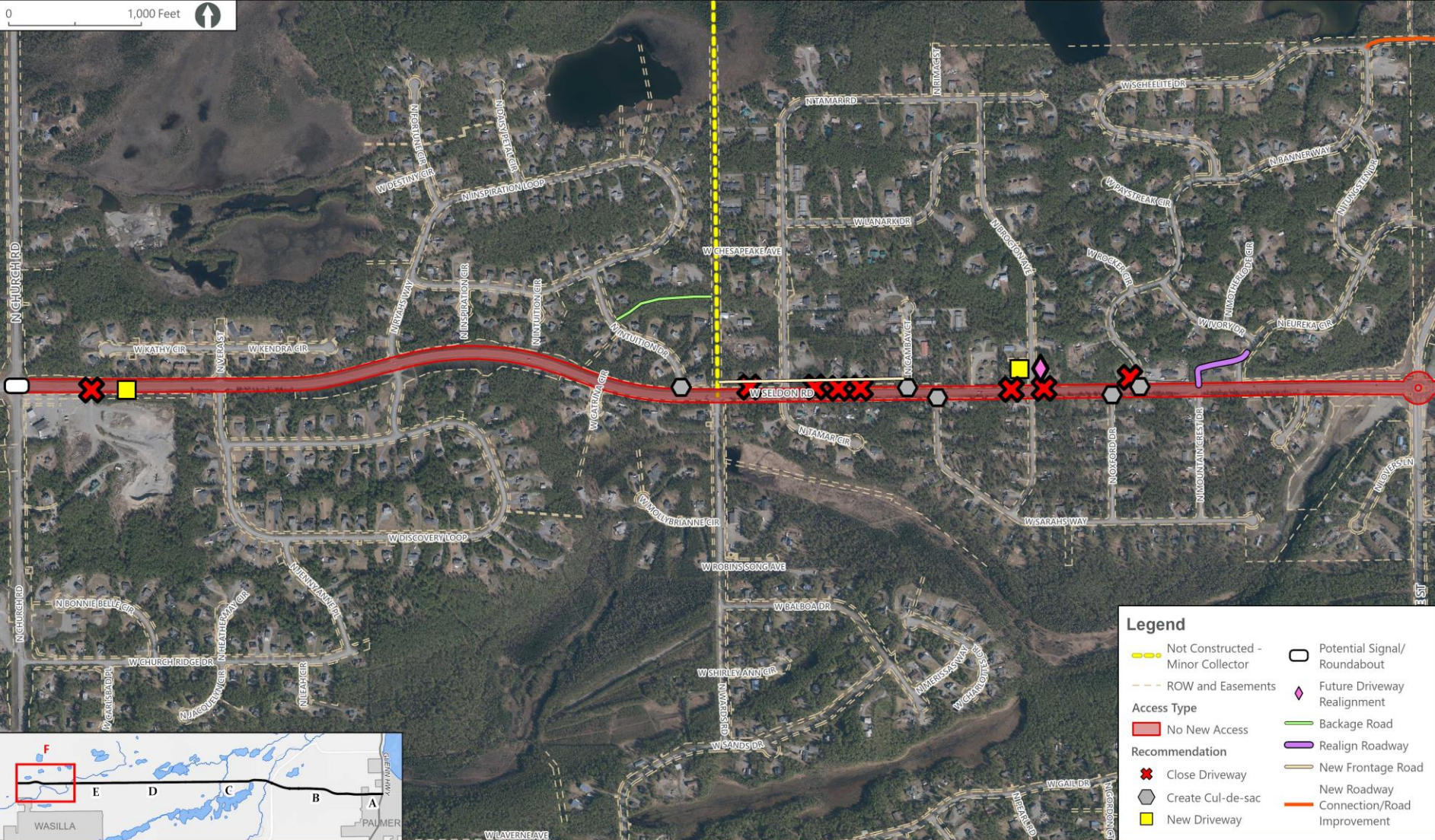
# Bogard-Seldon CAMP – Segment F



**BOGARD-SELDON  
CORRIDOR ACCESS  
MANAGEMENT PLAN**

## Segment F: Lucille Street to Church Road Recommendations

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## Upcoming Presentations

- North Lakes Community Council
- Gateway Community Council
- Mat-Su Valley Planning – Technical Committee
- Planning Commission & MSB Assembly

## Public Open House

- November 6, 2024 5:30-7:30PM
- Matsu-Career & Technical High School

## Project Website

- [bogardseldonaccess.matsugov.us](http://bogardseldonaccess.matsugov.us) (going LIVE on 10/9/24)



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**Thank you**





# Bogard/Seldon Road Corridor Access Planning



## Corridor Access Management Plan (CAMP)

### PROJECT DESCRIPTION:

The Matanuska-Susitna Borough (MSB) and Alaska Dept. of Transportation & Public Facilities (Alaska DOT&PF) are planning important safety improvements along the Bogard/Seldon road Corridor. If the plan is adopted by the Assembly, improvements could happen over the next 20 years. The plan will propose changing how driveways and streets connect into the corridor using a strategy called "Access Management". **The goal is to reduce conflict points and improve traffic flow, making it safer and easier for people to use the road corridor.**

**JOIN US AT THE OPEN HOUSE**  
Wednesday, 11/6/24  
5:30-7:30 p.m.  
Mat-Su Career & Tech High School  
2472 N. Seward Meridian  
Wasilla, AK

### CORRIDOR LOCATION:

- Bogard Rd. (Glenn Hwy to Seldon Rd.)
- Seldon Rd. (Bogard Rd. to Church Rd.)

### PROPOSED STRATEGIES:

- Change entry/exit points along Bogard or Seldon Roads
  - Minimize intersection conflicts
  - Improve driveway/intersection spacing
  - Re-route driveways to off-corridor streets where feasible
  - Close some side street intersections with Bogard/Seldon, re-routing traffic to safer, controlled intersections
  - Non-traversable median to reduce turning conflicts
  - Create frontage or backage roads where feasible
- Upgrade some feeder streets; improve corridor network
- Acquire new MSB right-of-way if needed

### VIEW THE PLAN:

- At the Open House (11/6/24)
- At MSB website
- At an upcoming meeting\*
- Request a printed copy

### COMMENT:

- At the Open House (11/6/24)
- At MSB website
- At a Planning Commission or Assembly meeting\*

For more information, contact:  
Julie Spackman, Long Range Planner  
PHONE: 907-861-7815  
EMAIL: julie.spackman@matsugov.us  
Or visit: [bogardseldonaccess.matsugov.us](http://bogardseldonaccess.matsugov.us)

### TIMELINE:



\*Meeting calendar available at: [bogardseldonaccess.matsugov.us](http://bogardseldonaccess.matsugov.us)





# Bogard/Seldon Road Corridor Access Planning



## Frequently Asked Questions (FAQs)



### WHY IS A CAMP NEEDED?

Over the years, this corridor has experienced significant population growth and land development which is increasing traffic volumes. Without an access management plan in place, the MSB has not had the tool needed to organize existing and new access points. As a result, there are simply too many entry and exit points along the corridor which create traffic conflicts. In addition, portions of the corridor are not built to the standard for arterial roads. In response to the issues on this corridor, community members are requesting improvements.

### WHEN WILL THE PLAN BE PUT INTO ACTION?

If the CAMP is adopted by the Assembly, changes to the road corridor will not happen overnight. Improvements will be made over the next 20 years. Permitting and platting decisions may be impacted in the near term. Improvements requiring design and construction often take longer since funding needs to be secured before road design and construction can take place.

### WHO IS DOING THE PLANNING?

The following partners below have been working together to draft the plan:

- MSB Planning Dept.
- MSB Public Works Dept.
- Alaska DOT&PF
- HDR, Inc. (contracted engineering firm)

The public, MSB Transportation Advisory Board, Mat-Su Valley Planning for Transportation, and MSB Planning Commission will help refine the plan before it is presented to the MSB Assembly.

### WHO WILL PAY FOR IMPROVEMENTS?

Improvements will be funded through a variety of sources: grants; in partnership with the Alaska DOT&PF; or through MSB transportation improvement projects.

### WHERE CAN I VIEW THE PLAN?

The complete plan is available as a document and also as an interactive map on the MSB website.

### WHAT DOES THIS MEAN FOR PROPERTY OWNERS?

- For parcels bordering Bogard or Seldon Roads, the CAMP may change driveway access onto the corridor over time, such as rerouting a driveway to a side street (not onto Bogard or Seldon Roads), new frontage road, or closing a driveway if the parcel has more than one.
- To build a new access road, the MSB may need to work with the property owner(s) to acquire right-of-way to make that new connection possible.

### IS THIS GOING TO CHANGE HOW I GET PLACES?

The traveling public may need to use new routes within the network as improvements are constructed. The CAMP includes upgrades to related road networks in order to handle the new travel patterns. Safety and the flow of traffic are expected to greatly improve.

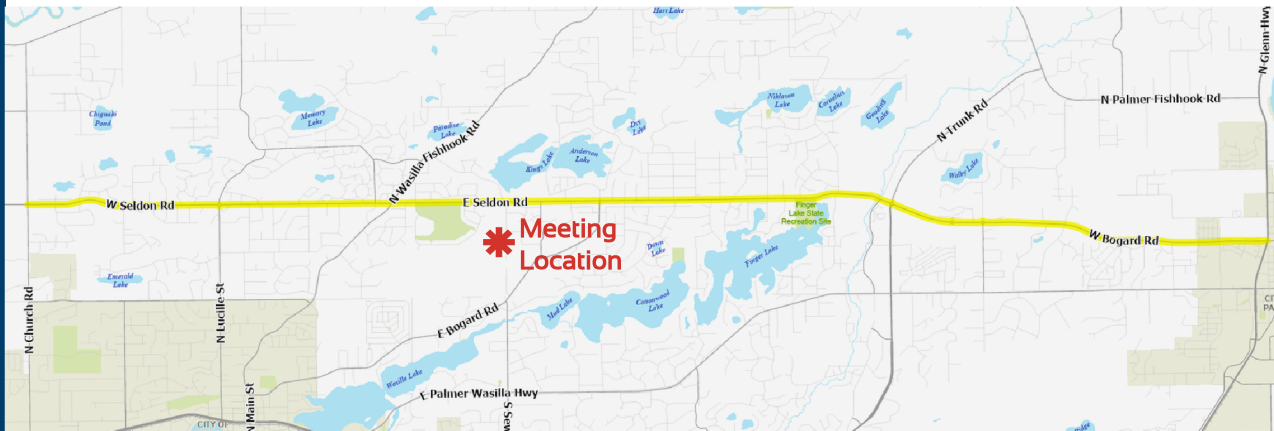
### HOW DO I PROVIDE PUBLIC COMMENT?

Public comments are encouraged! Attend an in-person meeting or submit comments online at the project website from 10/9/24 - 12/3/24. You may also provide testimony at any of the MSB boards or commission meetings. See the website for an up-to-date meeting schedule.



# Open House

## Bogard/Seldon Road Corridor Access Planning



### LOCATION:

Mat-Su Career & Tech. High School  
2472 N. Seward Meridian Pky.  
Wasilla, AK 99654

### MEETING DATE:

**Nov. 6**

**WEDNESDAY**  
5:30-7:30 PM

### TOPIC: Bogard/Seldon Road Corridor Access Management Plan (CAMP)

- View proposed plan
- Provide comment
- Ask questions
- Review timelines

Brief  
presentation  
offered at  
6:00 & 6:45pm

### PROJECT DESCRIPTION:

The Matanuska-Susitna Borough and Alaska Dept. of Transportation & Public Facilities are planning important safety improvements along the Bogard/Seldon Road Corridor to take place over the next 20 years. The plan will propose changing how driveways and streets connect into the corridor using a strategy called "Access Management". The goal is to reduce conflict points and improve traffic flow, making it safer and easier for people to use the road corridor.

The public is invited to view the proposed plan and provide comment. Public input will help to refine the drafted plan. Then the revised plan will be presented to the Transportation Advisory Board, Planning Commission, and Assembly.

Scan for more info:



For more information, contact:

Julie Spackman, Long Range Planner

PHONE: 907-861-7815 EMAIL: [julie.spackman@matsugov.us](mailto:julie.spackman@matsugov.us)

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