

MVP for Transportation MPO Special Policy Board Meeting and STIP Project Work Session

Representatives:

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



Microsoft Teams
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Meeting ID: 277 878 282 042
Passcode: JSKEVU

Meeting Location

Mat-Su Health Foundation Office
777 N Crusey Street, Wasilla AK 99654
Prevention Room

Agenda

Wednesday, May 22nd, 2024
1:00-2:30pm

- A. Meeting called to order
- B. Introduction of Members and Attendees
- C. Approval of the May 22nd, 2024, Agenda – **(Action Item)**
- D. Voices of the Visitors (Non-Action Items)
- E. New Business
 - 1. Program of Projects **(Action Item)**
 - i. Policy and Procedure: Local Match for Capital Improvement Projects
 - ii. Memorandum of Agreement for Local Match Contribution
 - iii. Work Session Presentation
- F. Policy Board Comments
- G. Adjournment



MatSu Valley Planning *for* Transportation Metropolitan Planning Organization

Date: May 16, 2024
To: MVP Policy Board
RE: Program of Projects

Attached is a draft Program of Projects that was developed in consultation with the State of Alaska Department of Transportation and Public Facilities' MVP Transportation Planner.

The following are the assumptions that were made during the development of the Program of Projects:

1. The MVP sub-allocations are as follows:
2. Surface Transportation Block Grant Program (STP)
 - a. FFY24 \$7,208,849 Carryover from FFY24 to FFY25: \$2,234,102
FFY25 \$7,945,396
3. Transportation Alternative Program (TAP)
 - a. FFY24 \$868,348 - \$272,910 transferred to STP
 - b. FFY25 \$448,114
4. Carbon Reduction Program (CRP)
 - a. FFY 24 \$1,444,123: Transferred to STP
 - b. FFY25 \$813,951: Transferred to STP
5. Obligations for FFY24 are particularly dependent on the ability to execute the necessary match and maintenance agreements and to forward the Authority to Proceed to FHWA by mid-August 2024.
6. To expedite the obligation of the FFY 24 – 26 MVP Improvement Program, the State will pay the non-federal share for the design phase only.
7. The State will fund the non-federal share of the Advance Project Definition project.
8. Transit funding breakdown between Valley Transit and ARRC is currently unknown; awaiting split letter from the state.
9. Commitment to fund additional phases of any of the capital projects is solely dependent on the development of the TIP and the priorities established by the Policy Board. Nothing in this program commits the Policy Board to future funding on the projects included herein.

**MVP for Transportation
Draft Program of Projects**

NID	IRIS	Project Description	Fund Code	Phase	FFY24	FFY25	FFY26	FFY27	Beyond
		Advance Project Definition	STP	Planning	\$ 181,940.00				
		Provide funding to the State and City to develop new estimates for MTP and TIP projects.	SM		\$ 18,060.00				
Project Total					\$ 200,000.00	\$ -	\$ -	\$ -	\$ -
34251		Inner and Outer Springer Loop Separated Path (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.	TAP	Design		\$ 187,744.00			
			SM		\$ 18,636.10				
			3PF	Right-of-Way					
			3PF	Utilities					
			3PF	Construction					
			3PF						
Project Total					\$ -	\$ 206,380.10	\$ -	\$ -	\$ -
34342		Bogard Road Reconstruction: North Earl Drive to North Engstrom Road (Parent) (CTP Award) This 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 a pathway, provide widened shoulders, construct turn lanes, address access management issues, improve intersections, as necessary, provide an improved clear zone,, drainage and signage.	STP	Design	\$ 2,274,250.00	\$ 727,760.00			
			SM		\$ 225,750.00	\$ 72,240.00			
			3PF	Right-of-Way					
			3PF	Utilities					
			3PF	Construction					
			3PF						
Project Total					\$ 2,500,000.00	\$ 800,000.00	\$ -	\$ -	\$ -

**MVP for Transportation
Draft Program of Projects**

NID	IRIS	Project Description	Fund Code	Phase	FFY24	FFY25	FFY26	FFY27	Beyond		
		FFY24 - 26 MVP Improvement Program	STP	Design	\$ 909,700.00						
		Perform gravel or asphalt surface maintenance and preservation activities on roads, sidewalks, and pathways. Work may also include new or upgraded illumination, signing, striping, storm drains, and intersection improvements including nonmotorized crossings, as well as ADA upgrades to sidewalks and curb ramps. <i>State pays the design match and local governments pay construction match, per agreement.</i> <i>FFY26 projects include: Lakeview Road, Earl Drive, Eek Street, and Gershmel Loop.</i>	SM			\$ 90,300.00					
			SM								
			STP	Construction							
			3PF								
Project Total					\$ 1,000,000.00	\$ -	\$ -	\$ -			
6234		Palmer-Fishhook Separated Pathway: Trunk Road to Edgertonb Parks Road (TAP Award) 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.	STP	Design							
			3PF			\$ 312,970.00	\$ 134,130.00				
			TAP			\$ 595,438.00	\$ 260,370.00				
			STP	Right-of-Way							
			3PF								
			STP	Utilities							
			3PF								
			STP	Construction							
3PF											
Project Total					\$ 908,408.00	\$ 394,500.00	\$ -	\$ -			
34243		Seldon Road Reconstruction: Wasilla-Fishhook Road to Snowgoose Drive (Parent) (CTP Award 2023) This project will upgrade Seldon Road, between Wasilla-Fishhook and Snowgoose Drive, to an arterial highway with a separate pathway to address geometry, safety and capacity issues.	STP	Design	\$ 2,871,000.00	\$ 1,230,750.00					
			3PF			\$ 319,000.00	\$ 136,750.00				
			STP	Utilities							
			SM								
			STP	Construction							
			SM								
3PF											
Project Total					\$ 3,190,000.00	\$ 1,367,500.00	\$ -	\$ -	\$ -		

**MVP for Transportation
Draft Program of Projects**

NID	IRIS	Project Description	Fund Code	Phase	FFY24	FFY25	FFY26	FFY27	Beyond
		MVP Sign Management Plan	STP	Planning	\$ 363,900.00				
		Devise and implement a system to assess all traffic signs within the Metropolitan Area Boundary on a regular basis and ensure they are maintained and replaced as needed to improve visibility and increase road safety. Use the sign assessment to track sign data and to maintain a minimum retroreflectivity level of all signs to increase their visibility at night.	3PF		\$ 36,100.00				
Project Total					\$ 400,000.00	\$ -	\$ -	\$ -	
		MVP Streetlight Intersection Management Plan	STP	Planning	\$ 363,900.00				
		Conduct an inventory of all the streetlights within the Metropolitan Planning Area boundary and develop a plan for converting the lights to LED. Examine each intersection to determine any additional lighting system work as required for electrical code compliance and proper operation of the LED fixtures. Additional work may include replacement of frayed wiring, grounding of light pole bases, repair of electrical connections, troubleshooting of lighting or load center	3PF		\$ 36,100.00				
Project Total					\$ 400,000.00	\$ -	\$ -	\$ -	
34302	CFHWY00622	Wasilla-Fishhook Road E Seldon to Tex-AI Drive	STP	Construction		\$ 7,641,480.00			
		The proposed project will reclaim the existing pavement structure in place, overlay with new pavement, and apply pavement markings to the roadway. Guardrail, roadway shoulder repairs, drainage improvements, sign replacements, and grubbing will be included as necessary. The project is working to extend the service life of Wasilla Fishhook Road, reduce ongoing maintenance costs, and adjust ditch grading and culverts such that the roadway will have proper drainage.	SM		\$ 758,520.00				
Project Total					\$ -	\$ 8,400,000.00	\$ -	\$ -	\$ -


**MVP for Transportation
Draft Program of Projects**

NID	IRIS	Project Description	Fund Code	Phase	FFY24	FFY25	FFY26	FFY27	Beyond
Funding (Revenue) Summary									
		Surface Transportation Program (includes CRP)	STP		\$ 8,925,882.00	\$ 10,993,449.00	\$ -	\$ -	
		Transportation Alternative Program	TAP		\$ 868,348.00	\$ 448,114.00	\$ -	\$ -	
		Total			\$ 9,794,230.00	\$ 11,441,563.00	\$ -	\$ -	
		<i>CRP funds transferred to STP, \$1,444,123 and \$813,951 in FFY 24 and 25, respectively.</i>							
		<i>STP funds of \$2,234,102 carryover from FFY24 to FFY25</i>					\$ -	\$ -	
		<i>TAP funds transferred to STP in FFY24 \$272,910</i>					\$ -	\$ -	
		<i>STP funds \$7,208,849 and \$7,945,396 in FFY 24 and 25</i>					\$ -	\$ -	
				<i>Match Total</i>	\$ -	\$ -	\$ -	\$ -	
				Funding (Revenue) Total	\$ 9,794,230.00	\$ 11,441,563.00	\$ -	\$ -	
Projected Obligations Summary									
		Fund Code Description	Fund Code		2024	2025	2026	2027	
Federal Summary									
		Surface Transportation Program	STP		\$ 6,964,690.00	\$ 9,599,990.00	\$ -	\$ -	
		Transportation Alternative Program	TAP		\$ 595,438.00	\$ 448,114.00	\$ -	\$ -	
					\$ -	\$ -	\$ -	\$ -	
					\$ -	\$ -	\$ -	\$ -	
				<i>Federal Subtotal</i>	\$ 7,560,128.00	\$ 10,048,104.00	\$ -	\$ -	
Federal Match Summary									
		State Match	SM		\$ 334,110.00	\$ 90,876.10	\$ -	\$ -	
		Local Government Match (currently all MSB)	3PF		\$ 704,170.00	\$ 270,880.00	\$ -	\$ -	
				<i>Match Subtotal</i>	\$ 1,038,280.00	\$ 361,756.10	\$ -	\$ -	
				Grand Total	\$ 8,598,408.00	\$ 10,409,860.10	\$ -	\$ -	

STP: Surface Transp. Prog., SM: State Match, 3PF: 3rd Party Funding, CRP - Carbon Reduction Program, TAP - Transportation Alternative Program

MVP for Transportation
Draft Program of Projects

NID	IRIS	Project Description	Fund Code	Phase	FFY24	FFY25	FFY26	FFY27	Beyond
FTA Projects within MSB MPO Planning Boundary									
Need ID	Project Description		Fund Code	Fund Type	FFY24	FFY25	FFY26	FFY27	Beyond
	Urbanized Area Formula Grant - Valley Transit		FTA	5307	\$ 1,845,938.00	\$ 1,901,316.14			
	Transit operating assistance		Match		\$ 1,845,938.00	\$ 1,901,316.14			
	Project Total				\$ 3,691,876.00	\$ 3,802,632.28	\$ -	\$ -	
	Urbanized Area Formula - ARRC		FTA	5307	\$ -	\$ -	\$ -	\$ -	
	State of Good Repair rehabilitation and replacement activities		Match	ARRC	\$ -	\$ -	\$ -	\$ -	
	Project Total				\$ -	\$ -	\$ -	\$ -	
	Enhanced Mobility for Seniors & Individuals with Disabilities		FTA	5310	\$ 128,944.99	\$ 128,944.99			
			Match		\$ 128,944.99	\$ 128,944.99			
	Project Total				\$ 257,889.99	\$ 257,889.99	\$ -	\$ -	
	Bus and Bus Facilities		FTA	5339	\$ 70,423.73	\$ 72,536.44			
			Match		\$ 70,423.73	\$ 72,536.44			
	Project Total				\$ 140,847.46	\$ 145,072.88	\$ -	\$ -	

 <p style="text-align: center;">STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES</p> <p style="text-align: center;">Policy and Procedure</p>	POLICY AND PROCEDURE NUMBER	PAGE
	09.01.040	1 of 4
EFFECTIVE DATE		July 1, 2005
SUBJECT		SUPERSEDES
Local Match for CIP		New
CHAPTER	SECTION	APPROVED BY
Planning, Budget and Research	Capital Budget	Signature on File

PURPOSE

To establish policy and procedures for highway project cost sharing with local project sponsors.

POLICY

It is the policy of the Department of Transportation and Public Facilities that state match should be used only on those projects that best serve state interests, and that local contributions of matching funds shall be required for surface transportation projects that serve local interests.

Background:

The governor reduced the FY 2003 capital budget for federal-aid highway state match by the amount needed to match lower level functional roads and projects serving a local purpose.

The legislative language in the FY 2006 capital budget supports the governor's policy to use state match funds on higher-function state roads. The language is as follows:

It is the intent of the legislature that the Department of Transportation and Public Facilities shall establish a policy that identifies the degree to which different classes of transportation project serve a state interest and shall limit the use of the federal-aid highway state match funds accordingly.

Policy Application:

This policy applies to every new project phase or cost increase to existing phases authorized by the legislative after June 30, 2003, however, the state will provide 100% match for projects with legislative authorization for *construction* prior to that date.

Most of Chapter 82, SLA 2003 appropriations are effective July 1, 2003, so local match for construction would apply. In addition, any cost overruns from any contingency

appropriation will invoke the local match policy. (Also see Table 1, *Use of State Match Funds – Surface Transportation Projects*)

PROCEDURE

A. When is local match required?

Ownership, functional classification, project type and sponsorship are factors used to determine whether local match is required. Table 1 shows how these factors apply.

The following guidelines are for calculating match according to Table 1:

- The Department's federally approved functional classification shall be used.
- Division of Program Development, when recommended by regional planning staff, may assign as interim functional classification to new routes and routes that should be reclassified.
- Match source must be eligible according to federal law.
- When components of the project include both local and DOT&PF purposes, the match shares will be pro-rated between the state and the local sponsor according to the estimated costs of the components.
- Donated match, transfers or donations used in lieu of local match may not have been used for credit in the project selection scoring process for the State Transportation Improvement Program.

B. What should the agreement address?

1. Prior to executing the federal-aid agreement with the Federal Highway Administration:
 - The Department and the local project sponsor must execute a master Memorandum of Agreement for the project scope, estimated project cost, schedule for completion, and method of payment of the required local contribution. The agreement will include:
 - for projects with a Department-developed cost estimate
 - 50% contingency prior to design completion

- 15% contingency after completed design
 - Unlimited contingency for projects without a Department-developed cost estimate
 - The Department must receive cash contributions at the startup of each phase per the project schedule. Delayed cash may cause project delays and impacts to future projects in the location.
2. The Department and the project sponsor will execute an amendment to the Memorandum of Agreement, if changes are needed to the scope, schedule and budget, that are beyond the Department's control. If the final cost is less than agreed, the Department will recalculate the local contribution and refund any excess cash to the project sponsor.
 3. The project sponsor's failure to comply with the terms of the executed Memorandum of Agreement can result in sanctions per 17 AAC 05. 175, including current and future project suspensions or closure.

C. How does a local sponsor appeal the local match requirement?

The Commissioner may approve, on a case-by-case basis, appeals of local match determinations that justify why the State's best interest is served to reduce the project sponsor match. The attached exemption template is the required format. The Commissioner's decision is final. Such exemptions are expected to be infrequent, well documented and based on exceptional circumstances.

D. What are some valid reasons for a local match exemption?

The Memorandum of Agreement will document the alternate arrangement, if an exemption is allowed.

1. **Transfer of Ownership and Maintenance.** The project sponsor may agree to take ownership and maintenance of the facility or another *comparable* facility in exchange for the state match. The project sponsor must be legally capable of owning and maintaining the facility per AS 29.04. An automatic exemption is granted but must be documented.
2. **Usable Materials or Right-of-Way Donations.** The donations must be of sufficient quality and quantity needed for the project. (Excess materials or right-of-way cannot be counted toward the required match.)

Donated materials may be used as match (unless donated by the state).
Donated right-of-way may be used for state match, however, the match

requirement is calculated on the total cost of the project, including the value of the right-of-way (23 USC 323).

The Department and the project sponsor will execute a value estimate and contract defining the terms for right-of-way or materials transfer. The project sponsor or donor is required to sign a waiver to the right to receive fair market value (23 CFR 710.505 – 710.507) for the donation. The construction phase of the project cannot be funded until the right-of-way ownership transfer is legally completed.

3. **Match by Other Program Funds.** The project sponsor may direct funds from other state and federal programs as match, where allowable by federal law, 23 USC 120(k) & (l). An automatic exemption is granted but must be documented.
4. **State Interest.** A bonifide state interest must be demonstrated, such as minimal preventive maintenance to preserve the state's investment on a state-owned facility or cost-effective reductions to the cost of other state services—health care, education, etc.

Attachments:

Table 1—Use of State Match Funds Surface Transportation Projects

Local Match Exemption Request

AUTHORITY

Commissioner's Policy Directive

IMPLEMENTATION RESPONSIBILITY

Regional Directors

DISTRIBUTION

All state employee via the DOT&PF website, Regional Directors, Director of Design and Engineering Services and Director of Program Development

Table 1--Use of State Match Funds - Surface Transportation Projects

Project FC or Type	100% DOT&PF match	50% DOT&PF match	0% DOT&PF match
DOT&PF Owned and Sponsored ⁽¹⁾ Projects			
Local Roads	A		X ⁽²⁾
Minor Collector	A		X ⁽²⁾
Urban or Major Collector (non NHS/non AHS)	X		
Minor Arterial (non NHS/non AHS)	X		
Other Principal Arterial (non NHS/non AHS)	X		
NHS, AHS or Highway Safety Improvement Program	X		
Improvements on DOT&PF roads to serve local needs, eg. frontage roads or intersection improvements for commercial areas, or local interests			X
Bridge projects eligible for Bridge Rehabilitation or Replacement Program	X		
TRAAK, ITS, Ferry System or Transit	X		
Scenic Byways Grants			X
Planning or other non-construction.	X		
CMAQ	C		X
Congressional earmark—DOT&PF Sponsored or DOT&PF supported only	X		
Non-DOT&PF Owned or Non-DOT&PF Sponsored Projects			
Local Roads		A	X
Minor Collector		A	X
Urban or Major Collector (non NHS)	A	X	
Minor Arterial (non NHS)	A	X	
Other Principal Arterial (non NHS)	A	X	
Highway Safety Improvement Program	A	X	
Sanitation or Health Facility Road Construction -- ANTHC or VSW managed projects that include village ownership agreements.	A		X
Other Sanitation Roads			X
TRAAK, ITS, Transit, Scenic Byways or Ferry Systems			X
Planning or other non-construction.			X
CMAQ	C		X
Congressional earmark—Not State Sponsored, regardless of Functional Class, category or ownership.		A	X

A -- Only with a transfer agreement that transfers ownership and maintenance of the road being upgraded OR another comparable state-owned road, ferry or airport to the project sponsor.

C -- Must be a Primary Committed Control Measure included in the State Implementation Plan (SIP) for Air Quality and in the appropriate transportation improvement program OR is a control measure required to implement a Primary Committed Control Measure. Primary control measures are programs that must be implemented within the timeframe of the SIP to attain or maintain the National Ambient Air Quality Standards. Contingency Control Measures outlined in the SIP are those deemed necessary to assure prompt correction of any violation of the health standards. If implemented, contingency measures will be granted match from the state. Priority for funding will be given to Primary Control Measures over Contingency Control Measures if funding limitations exist.

X -- Default match requirement.

(1) -- Without local match or transfer agreement, DOT&PF will contribute 100% match for only minimal/judicious preventive maintenance to protect the state's investment on these DOT&PF-owned local and minor collector roads.

(2) -- Those DOT&PF-owned road (not TRAAK) improvements included in a Metropolitan Planning Organization Transportation Improvement Program qualify as DOT&PF-Sponsored.

Local Match Exemption Request

Project Name:

Scope:

AKSAS #

CDS Route # and Milepost:

STIP ID#

Functional Class:

1. Who is the responsible local government or sponsor?
 - a. Have they exercised Road Powers? (under AS 29.04) If not, why?
 - b. Who currently owns the route/facility?
 - c. Who currently pays for maintaining the route/facility?
2. Explain how the project serves a broader state transportation interest more than a local or regional interest?
3. Explain how this project is being done in a cost effective manner:
 - a. What has been done to reduce the cost of the project?
 - b. What other alternatives were considered and why were they rejected?
 - c. What scope reductions were considered and why were they rejected?
4. If the local government or sponsor is willing to commit to some other arrangement beneficial to the State as compensation: Attach resolution or statement of intent.
 - a. Describe the arrangement
 - b. What is the dollar value of the compensation?
 - c. Will the local government contribute match for future project costs?

If not, attach a letter from the local government or project sponsor indicating why they are unwilling or unable to provide the match or another compensation agreement and why the state should provide the match.

5. Current Project Status

Phase	Expenditures to Date	Authority to Proceed Dates
2		Reconnaissance Plans, Specifications & Estimates
3		Environmental Document Appraisal & Acquisition
7		Utility Relocation
4		Construction
8		Planning

6. Future Project Costs and Current STIP Schedule

Phase	Latest Estimate	STIP FFY	STIP Estimate
2			
3			
7			
4			
8			

Program Development Verification

Regional Director Signature

Date

Recommended Yes? No?

Deputy Commissioner Signature

Date

Approved Yes? No?

Commissioner Signature

Date

Cc: Regional Director

Director, Division of Program Development

**Memorandum of Agreement
for the**

**Local Match Contribution
for the**

**FAST Area Surface Upgrades FFY2022
Design #NFHWY00506; Construction #NFHWY00603**

Between

The State of Alaska Department of Transportation and Public Facilities (DOT&PF)

and

The City of North Pole (CONP)

Local Match Contribution

The City of North Pole (CONP) hereby agrees to fifty six thousand nine hundred and seven dollars (\$56,907) to the State of Alaska Department of Transportation and Public Facilities (DOT&PF) to fulfill the CONP share of the local match contribution required for the construction of the FAST Area Surface Upgrades FFY2022. The local contribution shall be a lump sum payment made by the CONP to DOT&PF prior to obligation of federal funds for the construction phase of the project.

This project is part of the FAST Planning Improvement Program that was approved by the Policy Board in July 2021. DOT&PF has agreed to provide the local match on the design phase of the project.

The local match for construction of the CONP portion of the project is based on the amount of matching funds required for federal-aid highway funding participation and the estimated construction cost totaling \$548,000. The local match percentage is 9.03%, for a sum of \$49,484. A 15% contingency fee of \$7,423 is added to the local match amount. **The total local match contribution for this project is \$56,907.**

The DOT&PF and the CONP will execute an amendment to this Memorandum of Agreement (MOA) if changes are needed to the scope, schedule and budget. The CONP will be required to provide additional match funds associated with an increased budget. Upon project completion and final project closeout, if the final cost is less than the current estimated total cost, the local contribution will be recalculated and any excess local cash contribution will be refunded to the CONP.

DOT&PF hereby agrees to construct this project in accordance with the following project description and schedule:

“Keep Alaska Moving through service and infrastructure.”

Project Description:

Improvements to the City of North Pole Driveway Aprons may include the following: perform gravel or asphalt surface maintenance and preservation activities on roads, sidewalks and pathways. Work may also include new or upgraded illumination, signing and striping, storm drains and intersection improvements including non-motorized crossings, as well as ADA upgrades to sidewalks and curb ramps.

Schedule:

This project is scheduled for obligation of construction funds as follows:

Construction schedule: 2022

City of North Pole Driveway Aprons

PHASE	FFY	ESTIMATED PHASE NEEDS (TOTAL \$)	9.03% MATCH REQUIRED	15 % MATCH CONTINGENCY REQUIRED	TOTAL MATCH CONTRIBUTED
4	22	\$548,000	\$49,484	\$7,423	\$56,907

DOT&PF may alter this funding schedule for reasons that are beyond its control, including, but not limited to elimination or restriction of funds at the state and federal level. The CONP and the DOT&PF may amend this agreement by mutual consent.



Joe Kemp, Acting Northern Region Director
Alaska Department of Transportation & Public Facilities

1/6/2022

Date



Michael Welch, Mayor
City of North Pole

January 4, 2022

Date

**Memorandum of Agreement
for the
Maintenance
of the
FAST Area Surface Upgrades FFY2022
North Pole Driveway Aprons
Design # NFHWY00506; Construction # NFHWY00603**

Between

The State of Alaska Department of Transportation and Public Facilities (DOT&PF)

and

The City of North Pole (CONP)

1. **PURPOSE:**

- The purpose of this agreement is to provide for the management and maintenance of the North Pole driveway aprons that will be constructed under the FAST Area Surface Upgrades FFY2022 project.

2. **THE DOT&PF AGREES TO THE FOLLOWING:**

- Coordinate all funding for design and construction through the Fairbanks Area Surface Transportation (FAST) Planning Transportation Improvement Program (TIP).

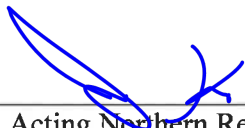
3. **THE CONP AGREES TO THE FOLLOWING:**

- The CONP maintains the driveway aprons in North Pole and after completion of this project, the CONP will continue to maintain all aprons.
- Improvements to the above facilities fall within the scope of work for the FAST Improvement Program which may include the following: perform gravel or asphalt surface maintenance and preservation activities on roads, sidewalks and pathways. Work may also include new or upgraded illumination, signing and striping, storm drains and intersection improvements including non-motorized crossings, as well as ADA upgrades to sidewalks and curb ramps.
- Federal Highway Administration funds are involved in this project. In accordance with 23 C.F.R. §645.209(g), the CONP will manage this facility in conformance with all Federal Highway Administration requirements including all applicable management responsibilities of rights of way and utilities.

“Keep Alaska Moving through service and infrastructure.”

4. IT IS MUTUALLY AGREED THAT:

- The above parties will coordinate and participate in the review of the final design plans prior to construction.
- The above parties will coordinate and participate in the final inspection of the construction project.



Joe Kemp, Acting Northern Region Director
Alaska Department of Transportation & Public Facilities

1/6/2022

Date



Michael Welch, Mayor
City of North Pole



Date

"Keep Alaska Moving through service and infrastructure."

MVP for Transportation
FFY 24 and 25 Sub-
Allocation Proposal:
Special Meeting



May 22, 2024

MVP Sub-Allocations

- Surface Transportation Block Grant Program (STP) Most flexible funding
 - FFY24 \$7,208,849
 - FFY25 \$7,945,396
 - FFY26 \$7,943,279
 - FFY27 \$8,330,398
- Transportation Alternative Program (TAP) Can be converted to STP
 - FFY24 \$868,348
 - FFY25 \$448,114
 - FFY26 \$470,238
 - FFY27 \$493,155
- Carbon Reduction Program (CRP) Can be converted to STP
 - FFY24 \$1,444,123
 - FFY25 \$813,951
 - FFY26 \$854,136
 - FFY27 \$895,762

*FFY = Federal Fiscal Year

STIP: Statewide Transportation Improvement Program

MVP Sub-Allocations: Where do these numbers come from? The STIP Ledger!

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

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

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

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

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

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

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

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

Notes on STIP/TIP Revenue Forecasts and Public Transit Operators

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

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

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

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

MVP Sub-Allocations: How are they determined? STBGP Example

6.1.2022 Guidance for the Surface Transportation Block Grant Program as revised by the Bipartisan Infrastructure Law

23 U.S.C. 133(d)(1)(A):

- Of the funds apportioned to a State under section 104(b)(2)
 - 55% shall be obligated under this section to their relative shares of the population of the State
 - In urbanized areas of the State with an urbanized population of over 200,000;
 - In urbanized areas of the State with an urbanized population of not less than 50,000 and not more than 200,000;
 - In urbanized areas of the State with a population not less than 5,000 and not more than 49,999, and
 - In other areas of the State with a population not less than 5,000; and
 - The remainder may be obligated in any area of the State.

If MVP had an MTP

- Metropolitan Transportation Plan
 - A long-range plan
 - Statement of the ways the region plans to invest in the transportation system over no less than 20 years
 - Includes both long-range (out to twenty years) and short-range (one-ten year) strategies, policies and projects
 - Includes a robust public involvement plan
 - Updated every five years
 - Projects listed in the MTP in the short-range are scored against evaluation criteria for consideration in the TIP

2017 MSB 2035 Long Range Transportation Plan: an example



Table 2. Roadway Recommendations 2016-2035

ID	Description	Purpose	Estimated Cost (millions)	Potential Funding Source
Short-Term (2016-2019)				
1a	Glenn Highway MP 34-42 Reconstruction Widen to 4 Lanes Parks Hwy to Palmer	Congestion Relief	\$56.0	FHWA
2	Glenn Highway - Erosion Protection MP 63 and MP 64	Safety, Asset Management	\$5.6	FHWA
3	Knik Goose Bay Road - Centaur Avenue to Vine Road Widen to 4 Lanes	Congestion Relief	\$83.2	FHWA
4	Knik Goose Bay Road - Vine Road to Settlers Bay Drive Widen to 4 Lanes	Congestion Relief	\$27.2	State Bond/FHWA
5	Parks Highway/Talkeetna Spur Road Pedestrian Improvements	Safety	\$3.17	FHWA
6	Parks Highway MP 43.5-48.3 - Lucus Road to Pittman Road Widen to 4 Lanes	Congestion Relief	\$15.1	FHWA
7a	Parks Highway MP 48.8 to 52.3 - Pittman Road to Big Lake Road Reconstruction Widen to 4 lanes	Congestion Relief	\$42.8	FHWA
8	Point MacKenzie Road Improvement, MP 21.8 to 23	Congestion Relief	\$1.23	FHWA
9	Seward Meridian Parkway - Palmer-Wasilla Highway to Seldon Road Widen to 5 Lanes	Congestion Relief	\$29.3	FHWA
10a	Vine Road Improvements - Knik Goose Bay Road to Hollywood Boulevard -	Congestion Relief	\$2.0	FHWA
11a	Wasilla Fishhook Road/Main Street (Yenlo Couplet)	Congestion Relief	\$5.7	FHWA
12	Palmer-Wasilla Highway - Widen to 3 Lanes	Safety	\$21.8	HSIP
13a	DOT&PF MSB Intersection Improvement Program	Safety	\$5.0	HSIP
14a	Glenn Highway MP 53-56 Reconstruction - Moose Creek Canyon	Asset Management	\$3.0	FHWA
15a	Glenn Highway MP 84.5-92 Rehabilitation - Long Lake Section	Asset Management	\$5.0	FHWA
16a	Glenn Highway Rehabilitation MP 79-84.5	Asset Management	\$7.7	FHWA
17a	Parks Highway Bridge Replacement - Montana and Sheep Creek	Asset Management, Safety	\$0.73	FHWA
18	Parks Highway MP 90-99 Rehabilitation (Trapper Creek)	Asset Management	\$21.0	FHWA
19	Parks Highway MP 99-123.5 Rehabilitation	Asset Management	\$35.76	FHWA
20a	Parks Highway MP 163-183 Rehabilitation	Asset Management	\$0.59	FHWA

If MVP had a TIP

- Transportation Improvement Program
 - Will be developed along side the MTP
 - Evaluation Criteria will be developed
 - The Technical Committee will score the projects and recommend those to fund in the TIP
 - The State will notify the MPO, in a Ledger in the STIP, their expected allocations for the period of the TIP to ensure fiscal constraint
 - A TIP will be produced by staff, sent out for public review and comment
 - Policy Board will approve the TIP
 - Match and Maintenance agreements will be drafted by the State for each project with the project's sponsor
 - Projects will receive authority to proceed with preliminary engineering and the environmental document

**FAST Planning FFY2023-2027 TRANSPORTATION IMPROVEMENT PROGRAM
Administrative Modification #2 - Approved 02.28.2024**

Example TIP page from FAST Planning

NID	IRIS	Project Description	Fund Code	Phase	FFY23	FFY24	FFY25	FFY26	FFY27	Beyond		
34123	TBD	Pioneer Park North Parking Lot & Boat Launch <small>Develop an improved entrance and parking area at the north end of Pioneer Park along the river to improve access to the boat launch, Chena Riverwalk, and general access for all park visitors. TAP funds for construction from FFY24 and FFY25.</small>	STP	Design		409.4	213.8					
			3PF			40.6	21.2					
			STP	Right-of-Way								
			3PF									
			STP	Utilities								
			3PF									
			STP	Construction						1,053.1		
			CMAQ							1,080.5		
TAP							587.3					
3PF							270.1					
Project Total					0.0	450.0	235.0	2,991.0	0.0	0.0		
34157	HFHWY00790	Transit Plan Updates <small>Update the Fairbanks North Star Borough Long & Short Range Transit Plan, Coordinated Human Services Transportation Plan, Fare Pricing & Integration Study, and Operational Efficiency Study using unspent FFY2019-22 Transit Planning Funds.</small>	TPL	Planning	457.7							
			3PF		45.4							
Project Total					503.2	0.0	0.0	0.0	0.0	0.0		
32178	NFHWY00448	Woll Road Resurfacing & Widening <small>Resurface and widen Woll Road from Bradway to Cowby Schut Road.</small>	STP	Design								
			SM									
			STP	Right-of-Way	181.9							
			SM		18.1							
			STP	Utilities								
			SM									
			STP	Construction			1,658.4	1,252.6				
			AC				1,252.6					
ACC					-1,252.6							
SM			289.0									
Project Total					200.0	3,200.0	0.0	0.0	0.0	0.0		
9939	NFHWY00139	Yankovich/Miller Hill Road Reconstruction <small>Reconstruct Miller Hill Road and Yankovich Road, and improve existing separated multi-use path as needed. Project work will include roadside hardware, drainage improvements, and utilities.</small>	STP	Design								
			SM									
			STP	Right-of-Way		297.1						
			SM		29.5							
			STP	Utilities								
			SM									
			STP	Construction				5,913.1				
SM					587.0							
Project Total					0.0	326.6	6,500.0	0.0	0.0	0.0		

STP - Surface Transportation Program, CMAQ - Congestion Mitigation & Air Quality, TAP - Transportation Alternatives Program, CRP - Carbon Reduction Program, MPL - Metropolitan Planning, TPL - Transit Planning, OFF - FAST Planning Offset Funds, SA - State Funding Appropriation, SM - State Match, 3PF - 3rd Party Funding, FM - FAST Planning Match, ILLU - Illustrative (Funding Placeholder), AC - Advanced Construction, ACC - Advanced Construction Conversion

**FAST Planning FFY2023-2027 TRANSPORTATION IMPROVEMENT PROGRAM
Administrative Modification #2 - Approved 02.28.2024**

Example TIP
Summary
page
from FAST
Planning

NID	IRIS	Project Description	Fund Code	Phase	FFY23	FFY24	FFY25	FFY26	FFY27	Beyond
Available Funding										
		Surface Transportation Program	STP	Federal	7,716.3	9,630.3	9,399.0	9,921.4	10,070.2	
		Congestion Mitigation/Air Quality	CMAQ	Federal	727.8	1,793.3	1,275.1	2,232.3	1,316.8	
		Transportation Alternatives Program	TAP	Federal	91.0	570.0	578.7	587.3	596.2	
		Carbon Reduction Program	CRP	Federal	887.0	1,929.2	1,051.1	1,066.8	1,082.8	
		Metropolitan Planning	MPL	Federal	584.9	532.6	587.9	596.8	605.7	
		Transit Planning	TPL	Federal	598.1	118.7	122.1	123.9	125.7	
		FAST Planning Offset Funds	OFF	Federal	123.7	62.2	0.0	0.0	0.0	
		State Funding Appropriation	SA	State	0.0	0.0	0.0	0.0	0.0	
					10,728.7	14,636.4	13,013.8	14,528.5	13,797.5	
		<i>Federal Match</i>								
		Surface Transportation Program	SM/3PF/FM	State/Local	765.9	955.9	933.0	984.8	999.6	
		Congestion Mitigation/Air Quality	SM/3PF/FM	State/Local	72.2	178.0	126.6	221.6	130.7	
		Transportation Alternatives Program	SM/3PF/FM	State/Local	9.0	56.6	57.4	58.3	59.2	
		Carbon Reduction Program	SM/3PF/FM	State/Local	88.0	191.5	104.3	105.9	107.5	
		Metropolitan Planning	SM/3PF/FM	State/Local	58.1	52.9	58.4	59.2	60.1	
		Transit Planning	SM/3PF/FM	State/Local	59.4	11.8	12.1	12.3	12.5	
		FAST Planning Offset Funds	SM/3PF/FM	State/Local	12.3	6.2	0.0	0.0	0.0	
					1,065.0	1,452.9	1,291.8	1,442.1	1,369.6	
		TOTAL			11,793.6	16,089.2	14,305.6	15,970.6	15,167.0	
Programmed Funding										
Federal										
		Surface Transportation Program	STP	Federal	7,716.3	9,629.4	9,381.4	4,484.8	2,242.3	
		Congestion Mitigation/Air Quality	CMAQ	Federal	727.8	1,793.3	1,275.1	1,080.5	0.0	
		Transportation Alternatives Program	TAP	Federal	91.0	454.9	305.1	587.3	0.0	
		Carbon Reduction Program	CRP	Federal	887.0	1,929.2	1,051.1	1,066.8	1,082.8	
		Metropolitan Planning	MPL	Federal	432.4	380.1	435.4	444.3	453.2	
		Transit Planning	TPL	Federal	598.1	118.7	122.1	123.9	125.7	
		FAST Planning Offset Funds	OFF	Federal	123.7	62.2	0.0	0.0	0.0	
					10,576.2	14,367.8	12,570.2	7,787.6	3,904.1	
		Advanced Construction	AC	Federal	3,059.1	1,444.4	2,020.4	1,819.4	0.0	
		Advanced Construction Conversion (Payback)	ACC	Federal	-4,861.9	-3,059.1	-1,444.4	-2,020.4	-1,819.4	
Federal Match										
		State Match	SM	State	95.0	615.1	674.1	112.9	13.5	
		Local Government Match	3PF	Local	666.2	385.9	200.1	431.5	13.5	
		FAST Planning Match	FM	State/Local	66.8	73.4	299.3	71.3	72.4	
					828.0	1,074.4	1,173.5	615.6	99.4	
State										
		State Funding Appropriation	SA	State	0.0	0.0	0.0	0.0	0.0	
Illustrative										
		Illustrative (Funding Placeholder)	ILLU	N/A	0.0	0.0	0.0	0.0	0.0	
		TOTAL			11,404.2	15,442.2	13,743.7	8,403.2	4,003.5	

STP - Surface Transportation Program, CMAQ - Congestion Mitigation & Air Quality, TAP - Transportation Alternatives Program, CRP - Carbon Reduction Program, MPL - Metropolitan Planning, TPL - Transit Planning, OFF - FAST Planning Offset Funds, SA - State Funding Appropriation, SM - State Match, 3PF - 3rd Party Funding, FM - FAST Planning Match, ILLU - Illustrative (Funding Placeholder), AC - Advanced Construction, ACC - Advanced Construction Conversion

Capital Project Development Authorizations

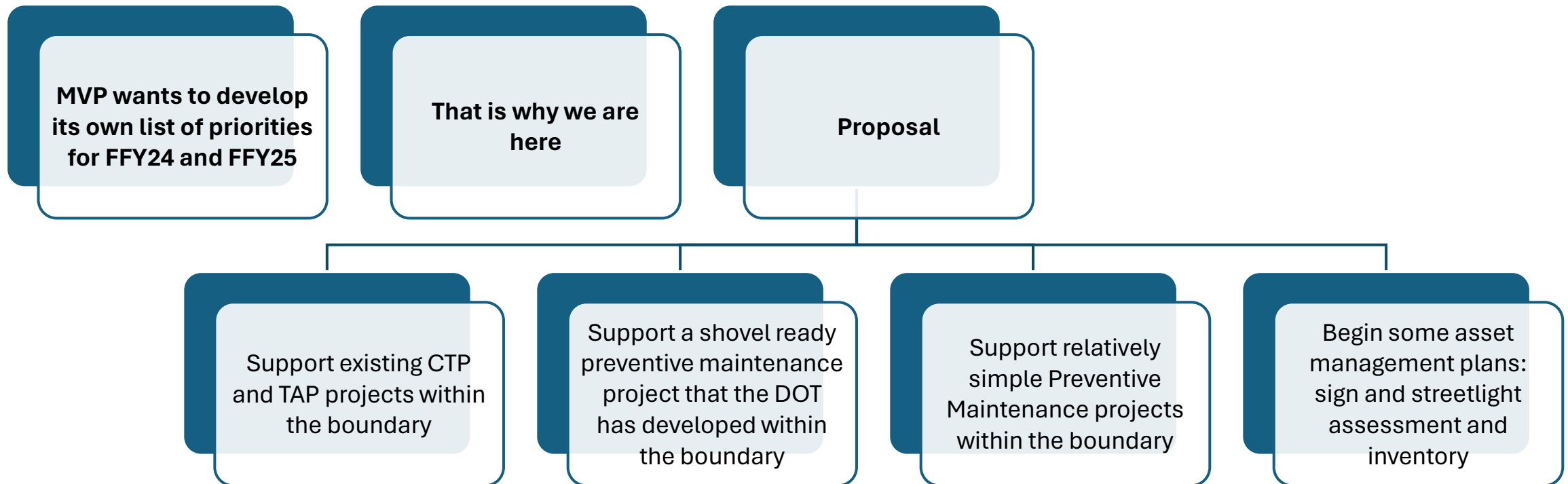
- Projects are authorized by each discreet phase
 - FHWA Authority to Proceed for Preliminary engineering through environmental document approval (PH 2)
 - FHWA Authority to Proceed for Preliminary Engineering through Final PS & E (Plans, Specifications and Estimates) (PH 2)
 - FHWA Authority to Proceed: Authority to Appraise and Acquire Right of Way, if necessary (PH 3)
 - FHWA Authority to Proceed: Authority for Utility Relocation, if necessary (PH 7)
 - FHWA Authority to Proceed for Construction (Ph 4)

Transportation Alternative Program	FFY2024	FFY2025
	\$424,760	\$439,563
Palmer-Fishhook Separated Pathway: Trunk Road to Edgerton Parks Road [TAP Award 2023]	\$595,438	\$260,370
Inner and Outer Springer Loop Separated Pathway [TAP Award 2023]		\$187,744
Total	\$595,438	\$448,114
Surface Transportation Block Grant	\$7,208,849	\$7,425,115
Pavement and Bridge Preservation Projects		\$1,640,587
Knik Goose Bay Road Reconstruction		\$5,160,750
Bogard Road Reconstruction: North Earl Drive to North Engstrom Road [Parent] [CTP Award 2023]	\$2,274,250	\$727,760
Seldon Road Reconstruction: Wasilla-Fishhook Road to Snowgoose Drive [Parent] [CTP Award 2023]	\$2,871,000	\$1,230,750
Total	\$5,145,250	\$8,759,847
Carbon Reduction Program	\$775,163	\$798,418

- The State developed a list of how they thought MVP's sub-allocations should be programmed

Since MVP does not have an MTP or TIP

Since MVP does not have an MTP or TIP



Preventive Maintenance



Limited design efforts so projects can be delivered for construction within a 1-2 year timeframe



No right-of-way impacts



Limited/no utility impacts



If the Policy Board desires, we can establish an ongoing PM program in the TIP to address simple but important projects



Examples

Perform gravel or asphalt surface maintenance and preservation activities on roads, sidewalks, and pathways. Work may also include new or upgraded illumination, signing and striping, storm drains, and intersection improvements including nonmotorized crossings, as well as ADA upgrades to sidewalks and curb ramps.

Carbon Reduction Program

Carbon Reduction Program	\$1,444,123	\$813,951
CRP Transfer to STBG	\$1,444,123	\$813,951
Total	\$1,444,123	\$813,951
Remainder	\$0	\$0

Surface Transportation Program and Transportation Alternative Program

See the Excel spreadsheet

Match and Maintenance Agreements

See the example in
the meeting packet

Match is determined
based on DOT Policy
and Procedure
Number 09.01.040

Use of State Match Funds – Surface Transportation Projects.

See the Policy in the meeting packet.

Approval of this two-year plan

DOT is planning on a
STIP Amendment to
be released on June 1

Recommend
approval on this
plan today



Questions?

Thank you!