

MVP for Transportation Pre-MPO Steering Committee Meeting

Tuesday, October 11th, 2022
2:00 - 3:30 pm

Microsoft Teams meeting

Join on your computer or mobile app

[Click here to join the meeting](#)

Or call in (audio only)

[+1 605-937-6140,,659364894#](#) United States, Sioux Falls

[\(844\) 594-6237,,659364894#](#) United States (Toll-free)

Phone Conference ID: 659 364 894#

Meeting Agenda

1. Call to Order
2. Introduction of Pre-MPO Steering Committee Members and other Attendees
3. Approval of the October 11th, 2022, Agenda – **(Action Item)**
4. Approval of the September 13th, 2022, Minutes – **(Action Item)**
5. Committee/Working Group Reports
 - a. Staff Report
6. Voices of the Visitors (Non-Action Items)
7. Old Business
 - a. MVP for Transportation Technical Committee composition **(Action Item)**
 - b. 2023-2024 Unified Planning Work Program (UPWP) Comments to-date
 - c. Draft Operating Agreement
 - d. Draft Bylaws
8. New Business
9. Other Issues
10. Informational Items
 - a. Resolutions of support for State funding request to support MPO formation/operations
11. Steering Committee Comments
12. Adjournment

Next Scheduled Pre-MPO Steering Committee Meeting – **Tuesday, November 8th, 2:00pm-3:30pm**, to be held via Microsoft TEAMS Meeting

MVP for Transportation Pre-MPO Steering Committee Meeting

Tuesday, September 13th, 2022
2:00 - 3:30 pm

Meeting Minutes

1. Call to Order

Meeting called to order with quorum at 2:16pm.

2. Introduction of Pre-MPO Steering Committee Members and other Attendees

Steering Committee Members Present:

- Kim Sollien, MSB Planning Services Manager (*Chair*)
- Kaylan Wade, Chickaloon Village Traditional Council (for Brian Winnestaffer)
- Joshua Shaver, Alaska Pioneer Homes Administrator
- Aaron Jongenelen, AMATS Transportation Planning Manager/MPO Coordinator
- Bob Charles, Knik Tribe IRR Roads Manager
- Archie Giddings, City of Wasilla Public Works Director, Retired
- Brad Sworts, MSB Pre-Design & Engineering Manager
- Brian Lindamood, ARRC VP of Engineering

Members Absent:

- Tom Adams, MSB Director of Public Works
- Todd VanHove, DOT&PF Central Region Chief of Planning
- Brad Hanson, City of Palmer Community Development Director
- Jim Beck, Mat-Su Health Foundation Senior Program Officer
- Anthony Weese
- Jennifer Busch, Valley Transit Executive Director
- Josh Cross, MSB TAB Representative (*Vice Chair, non-voting*)

Other attendees:

- Adam Bradway, MSB Planning
- Jewelz Barker, Catalyst Alaska
- Maija DiSalvo, MSB Planning
- Patrick Cotter, RESPEC
- Natalie Lyon, RESPEC
- Adeyemi Alimi, ADEC
- Clint Adler, DOT&PF
- Katherine Winger, FHWA

3. Approval of the September 13th, 2022, Agenda – **(Action Item)**

Approve the Agenda. **Sworts moved.** Seconded. No edits. Passed unanimously.

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4. Approval of the July 12th, 2022, Minutes – **(Action Item)**

Approve the minutes. **Sworts moved.** Seconded. No edits. Passed unanimously.

5. Committee/Working Group Reports

a. Staff Report

Kim Sollien and Donna Gardino met with Commissioner Anderson and James Marks and provided a quarterly update. They discussed several things including the census, boundary development, and status. They were happy with the progress. The bulk of the conversation covered seed funding and brainstormed how funding will be acquired since the MPO will be a non-profit. Request the participating governments in the creation of the MPO to provide letters of support and request funding from the state. The Assembly passed a resolution on September 6th to request \$1 million for seed money and approve MVP as the MPO. Knik Tribe also passed a resolution. Presentations will be held for the City of Wasilla and Chickaloon Village Traditional Council to get resolutions of support to be included in a packet to send to the governor. This will hopefully become part of the budget before the legislature goes into session next year. Kim put together a request for seed money to the legislature as well.

6. Voices of the Visitors (Non-Action Items) Clint Adler: The Transportation Research Board recently

published a report called “Metropolitan Planning Organizations, Strategies for Future Success”.

Believes the report would be interesting.

7. Old Business

a. 2023-2024 Unified Planning Work Program (UPWP) **(Action Item)**

The final draft of the UPWP is in the packet. We received notification from Juneau DOT that funding for MVP is in the budget.

Motion for a recommendation for Policy Board approval as drafted. **Charles moves.** Seconded. No discussion. Passed unanimously.

b. Membership dues **(Action Item)**

At the last Steering Committee, it was discussed what the fees and dues will be. A formula was proposed and example numbers were filled in.

Pat Cotter presented the example dues structure. Numbers are based on estimates since we don't have a population count yet. The original example is based on a 9-seat board and is population-based. The Bannock model would place a bigger burden on the smaller organizations which is a combination of population and seat-based modeling. The Flagstaff model is purely seat-based, and the dues are divided evenly between the seats.

We need seed funding to help with the operation since we are not going to be hosted by another organization.

MVP for Transportation Pre-MPO Steering Committee Meeting

Charles: Jackson Fox gave us a presentation and we determined that the structure is a good model which was population-based. It is much more reasonable and representative.

Motion to recommend to remain with the original dues structure that is population-based to the Policy Board. **Charles moved.** Seconded.

Giddings: this is more political than technical. Sticking with the original is as good as anything.

No other comments or discussion. Passed unanimously.

c. Operating Agreement

- Purpose and Tasks – Policy Board (**Action Item**)

Motion to recommend to the Policy Board Purpose and Tasks document to the Policy Board. **Lindamood moved.** Seconded.

We changed the document from a mission statement to a purpose statement. Rules of engagement were added specifically that proxy voting is not allowed. If approved, proxy voting will be allowed at the technical committee level.

Comments regarding verbiage on the first bullet were discussed. It was determined to remove “plans and studies” and change “point” to “makers”.

Vote to recommend to Policy Board Purpose and Tasks to the pre-Policy Board as amended. Passed unanimously

- Policy Board member recommendations – (**Action Item**)

Determined that we wanted a medium-sized board. The team brought up four options.

Patrick Cotter presented the options: 9-seat board with broad representation, 9-seat board second option, 7-seat with broad representation, 7-seat with government only representation.

Shaver: Likes the first option because it is not only government officials. How are the dues accounted for by the organizations that represent a group?

Cotter: We would have to come up with some math and allocate a portion of the population. There is some math to figure out.

Sollien: We can have a conversation regarding possibly waiving the fees if we choose that makeup. The borough manager is advocating getting three seats.

Lindamood: Seven is better than nine. At this level, too many people are distracting and more manageable.

Sworts moved to select the 7-seat board with only government only representation. Seconded.

Shaver: concerned about the lack of community advocacy.

Lindamood: other MPOs usually have committees with community members on them that are specific to a topic. A government-only group could operate a little more cleanly.

Charles: The 7-seat government-only option provides a more policy-directed decision-making board. Public voices can be made at the technical level when projects are being considered.

MVP for Transportation Pre-MPO Steering Committee Meeting

Vote to recommend to Policy Board the 7-seat board with government-only representation. Passed. Shaver opposed.

- Purpose and Tasks – Technical Committee (**Action Item**)

We want to have the meetings remain public. Several comments were acknowledged. Under rules of engagement, it was added proxy voting would be allowed.

Charles: would it be advisable to include regulatory issues for big projects?

Sollien: add to bullet point two, federal regulations.

Lindamood moved to recommend to the Policy Board the Purpose and Tasks for the Technical Committee as amended. Seconded. No further edits. Passed unanimously.

- Technical Committee member recommendations – (**Action Item**)

A trucking industry advocate was added to the Technical Committee Composition.

Sworts moved to recommend the MVP for Transportation Technical Committee Composition to the Policy Board. Seconded.

Lindamood: Like the representation in the list. There is a concern with quorum.

Sworts: make a recommendation to delete 7 and leave 17 as is.

Sollien: if in the future we do have issues making a quorum we can plead to the Policy board to amend the composition.

Cotter: Proxy voters are allowed in the Technical Committee.

Post: The Road Service Area (RSA) Advisory Board chair is the sister to the MSB Transportation Advisory Board (TAB) chair. Is there a benefit to having both when there is a lot of crossover between the two?

Sollien: the RSA board has been separated but there is an RSA member on the TAB.

Lindamood: the MSB does not have road powers. We rely on the RSA groups to fund the maintenance. The RSA board and the TAB serve different functions. Advocate for having both on the board.

Vote to recommend the MVP for Transportation Technical Committee Composition as amended to the Policy Board. Passed unanimously.

- Other issues

None

8. New Business

None

9. Other Issues

MVP for Transportation Pre-MPO Steering Committee Meeting

- a. Resolution of support for MVP for Transportation operating funds

The draft resolution is in the packet.

10. Informational Items

None

11. Steering Committee Comments

Sworts question for Giddings: Does the city have a draft resolution of support on their docket for an upcoming meeting?

Giddings: yes, the meeting is on the 26th.

Jewelz: ran through the MPO document Adler posted, and all looks good.

12. Adjournment

Winnestaffer motions to adjourn. Seconded. Meeting adjourned at 3:28pm.

Next Scheduled Pre-MPO Steering Committee Meeting – **Tuesday, October 11th, 2:00pm-3:30pm**, to be held via Microsoft TEAMS Meeting

EXTERNAL MEMORANDUM

To: Kim Sollien
Planning Services Manager
Mat-Su Borough
350 East Dahlia Avenue
Palmer, AK 99645

From: Patrick Cotter, AICP
Project Manager
RESPEC
1028 Aurora Drive
Fairbanks, AK 99709

Date: October 5, 2022

Subject: MVP for Transportation Technical Committee Composition

Kim:

The RESPEC team has modified the Technical Committee membership in accordance with the recommendations from the September 13 Steering Committee meeting.

1. MSB Transportation Advisory Board chair
2. Alaska Railroad Corporation
3. MSB School District operations
4. Public transit provider
5. Alaska Department of Transportation and Public Facilities – planning
6. Alaska Department of Transportation and Public Facilities – pre-construction
7. MSB – Planning
8. MSB – Public Works
9. Mobility advocate
10. Road Service Area Advisory Board chair
11. City of Wasilla
12. City of Palmer
13. Knik Tribe
14. Chickaloon Village Traditional Council
15. Trucking Industry Advocate
16. State of Alaska Department of Conservation Air Quality

Submission Time	First Name	Last Name	Email	Write a message
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I don't think this statement is correct - on page 18 it states- Upon designation as an MPO, the Mat-Su MPO transit providers will be eligible to apply for the urbanized FTA 5307 formula grants and other competitive grant programs.

2022-09-30T23:32:30Z Kim Sollien kim.sollien@matsugov.us

I think the MSB will be eligible as a direct recipient but the non-profits are not. The MSB is in the process of developing a program to make these funds available to providers but we don't know what that will look like at this time.

**Matanuska-Susitna Borough,
City of Palmer,
City of Wasilla,
Knik Tribe,
Chickaloon
Village
Traditional
Council,

State of Alaska**

**MATSU Valley Planning for Transportation (MVP for
Transportation)**

**INTER-GOVERNMENTAL OPERATING AGREEMENT
and
MEMORANDUM OF UNDERSTANDING
for
TRANSPORTATION PLANNING**

**In the Metropolitan
Area of the
Mat-Su Metropolitan Planning Organization**

Matanuska-Susitna Borough,
City of Palmer,
City of Wasilla,
Knik Tribe,
Chickaloon Village
Traditional Council, and
the
State of Alaska

MATSU VALLEY PLANNING FOR TRANSPORTATION
INTERGOVERNMENTAL OPERATING AGREEMENT
AND
MEMORANDUM OF UNDERSTANDING FOR TRANSPORTATION
PLANNING

In the Metropolitan Area of the Matsu Valley Metropolitan Planning
Organization

This Matsu Valley Planning for Transportation Intergovernmental Operating Agreement and Memorandum of Understanding is entered into this _____ day of _____, 2023, by and between the State of Alaska, the Matanuska Susitna Borough, the City of Wasilla, the City of Palmer, the Knik Tribe and the Chickaloon Village Traditional Council.

WITNESSED, THAT:

Whereas, the above referenced Parties have been working on developing the new Metropolitan Planning Organization since July 2020; and

Whereas, the Pre-MPO Policy Board was formed and met for the first time on September 15, 2021 and is made up of representatives of transportation stakeholders from the Matsu Valley including the Matanuska-Susitna Borough, the City of Palmer, the City of Wasilla, the State of Alaska, the Knik Tribe, Chickaloon Village Traditional Council, Valley Transit and; and

Whereas, the Pre-MPO Policy Board the agreed to name the Metropolitan Planning Organization for the Matanuska Susitna Valley, the *Matsu Valley Planning for Transportation (MVP for Transportation)* on October 20, 2021; and

Whereas, on October 20, 2021, the Pre-MPO Policy Board agreed to oversee the development of all federally required documents necessary to be designated by the Governor as the MPO of the Matsu Valley urbanized area and act as the interim leadership of the MPO in making decisions that will bind the new MPO; and

Whereas, on October 20, 2021, the Pre-MPO Policy Board approved a Metropolitan Planning Area (MPA) Boundary Development Strategy that was subsequently implemented to determine the MPA Boundary which is attached to this document; and

Whereas, the U.S. Department of Commerce, U.S. Census Bureau, announced the list of new urbanized areas on December xx, 2022, and a portion of the Matanuska-Susitna Borough is now considered urbanized; and

Whereas, the Infrastructure Investment and Jobs Act (IIJA) was passed into law on November 15, 2021 and requires, in designating MPO officials or representatives for the first time, subject to the bylaws or enabling statute of the metropolitan planning organization, the MPO shall consider the equitable and proportional representation of the population of the MPA; and

Whereas, the Pre-MPO Policy Board unanimously passed the MVP for Transportation Public Participation Plan and the 2022 Addendum for Pre-MPO Formation and used it as a guide to define the public participation efforts in forming the MPO; and

Whereas, the MVP for Transportation Pre-MPO Policy Board passed a motion to form a 501(c)3 nonprofit corporation on March 16, 2022; and

Whereas, the MVP for Transportation Pre-MPO Policy Board approved the membership of the Policy and Technical Committee on September 13, 2022; and

Whereas, the Matanuska-Susitna Borough, City of Palmer, City of Wasilla, Knik Tribe and Chickaloon Village Traditional Council all passed resolutions of support for MVP for Transportation as the future MPO and a request to the Governor for state funds for the startup of the MPO in September 2022; and

Whereas, the MVP Transportation Pre-MPO Policy Board passed a motion to adopt Articles of Incorporation, and adopted their Bylaws on xxxxxx; and

Whereas, the Pre-MPO Policy Board passed a resolution to initiate operation of MVP Transportation as an independent organization on xxxxxx; and

Whereas, the Pre-MPO Policy Board filed the Articles of Incorporation with the State of Alaska's Department of Commerce, Community, and Economic Development Division of Corporations, Business, & Professional Licensing to become a nonprofit corporation on xxxxxx.

Now, therefore, the above referenced Parties agree to the Inter-Governmental Operating Agreement and Memorandum of Understanding for Transportation Planning, as follows:

Matanuska-Susitna Borough,
City of Palmer,
City of Wasilla,
Knik Tribe,
Chickaloon
Village
Traditional
Council
and
State of Alaska

Matsu Valley Planning for Transportation
INTER-GOVERNMENTAL OPERATING AGREEMENT
AND
MEMORANDUM OF UNDERSTANDING
FOR
TRANSPORTATION PLANNING

In the Metropolitan Area of the Mat-Su Metropolitan Planning Organization

SECTION 1 – PARTIES TO THIS AGREEMENT

The Parties to this Agreement are the State of Alaska (State), Matanuska-Susitna Borough (MSB), Knik Tribe, Chickaloon Village Traditional Council, City of Palmer, and City of Wasilla.

SECTION 2 – PURPOSE

This Agreement is entered into in accordance with 23 USC § 134 – 135, 49 USC § 5303 – 5306, and 23 CFR 450.300 to provide the structure and process for the continuing, cooperative and comprehensive consideration, consultation, development and implementation of transportation plans and programs for intermodal transportation in the metropolitan planning area (MPA).

Metropolitan Planning Organizations (MPOs) are required to develop long-range transportation plans and Transportation Improvement Programs through a performance-driven, outcome-based approach to planning. The MPO will conduct the transportation planning process and provide for consideration and implementation of projects, strategies, and services that will address the planning factors outlined in 23 CFR 450.306 (b) and (c).

SECTION 3 – LEGAL AUTHORITY

3.1 Federal Transportation Planning Statutes

23 USC § 104(f), 23 USC § 134 and 49 USC § 5303 – 5306 provide funding and require designation of a metropolitan planning organization (MPO) for urbanized areas of at least 50,000 population to carry out a transportation planning process and receive federal funding. Those Statutes require the State and the local governments to coordinate the planning and construction of all urban transportation facilities with a continuing, cooperative, and comprehensive transportation planning process.

4.2 MPO Designation

On <insert month and day>, 2023, the Governor of the State of Alaska designated the MPO and identified the Matsu Valley Planning for Transportation (MVP) Policy Board as the body providing the direction of transportation planning in the MPA in accordance with Federal law.

SECTION 4 – DEFINED TERMS

"ADEC" means the State of Alaska Department of Environmental Conservation.

"ADOT&PF" means the State of Alaska Department of Transportation and Public Facilities.

"ARRC" means the Alaska Railroad Corporation

"AOR" means the Annual Obligation Report which includes all projects and strategies listed in the Transportation Improvement Program (TIP) for which Federal funds were obligated during the immediately preceding program year.

"ASSEMBLY" means the MSB Assembly, the legislative governing body of the MSB.

"CHICKALOON VILLAGE TRADITIONAL COUNCILS" means the Athabascan native village with members and land located within the MPA.

"CITY OF PALMER" means the home rule city, a political subdivision of the State of Alaska within the MPA.

"CITY OF WASILLA" means a first-class city, a political subdivision of the State of Alaska, and the most populated city located within the MPA.

"CONSULTATION" means that one or more parties confer with other identified parties in

accordance with an established process and, prior to taking action(s), considers the views of the other parties and periodically informs them about action(s) taken. This definition does not apply to the “consultation” performed by the States and the MPOs in comparing the long-range statewide transportation plan and the MTP, respectively, to State and tribal conservation plans or maps or inventories of natural or historic resources.

“COOPERATION” means that the parties involved in carrying out the transportation planning and programming processes work together to achieve a common goal or objective.

“COORDINATION” means the cooperative development of plans, programs, and schedules among agencies and entities with legal standing and adjustment of such plans, programs, and schedules to achieve general consistency, as appropriate.

“DBE” or “Disadvantaged Business Enterprise” means a for-profit small business concern (1) that is at least 51-percent owned by one or more individuals who are both socially and economically disadvantaged or, in the case of a corporation, in which 51 percent of the stock is owned by one or more such individuals; and (2) whose management and daily business operations are controlled by one or more of the socially and economically disadvantaged individuals who own it.

“DESIGNATED RECIPIENT” means : (i) an entity designated, in accordance with the planning process under Sections 5303 and 5304, by the governor of a state, responsible local officials, and publicly owned operators of public transportation, to receive and apportion amounts under Section 5336 to urbanized areas of 200,000 or more in population; or (ii) a state or regional authority, if the authority is responsible under the laws of a state for a capital project and for financing and directly providing public transportation.

“DIRECT RECIPIENT” means an eligible entity authorized by a designated recipient or state to receive Urbanized Area Formula Program funds directly from FTA. A state or designated recipient may authorize another public entity to be a “direct recipient” for Section 5307 funds. A direct recipient is a public entity that is legally eligible under federal transit law to apply for and receive grants directly from FTA. The designated recipient may make this authorization one time or at the time of each application submission, at the option of the designated recipient.

“FHWA” means the Federal Highway Administration, an operating agency of the United States Department of Transportation (USDOT).

“FINANCIAL PLAN” means documentation required to be included with a metropolitan transportation plan and TIP that demonstrates the consistency between reasonably available and projected sources of Federal, State, local and private revenues and the costs of implementing proposed transportation system improvements.

“FRA” means the Federal Railroad Administration, created by the Department of Transportation Act of 1966.

“FTA” means the Federal Transit Administration, an operating agency of the USDOT.

“Knik Tribe” means a federally recognized tribe with members and land located in the MPA.

“**MATSU VALLEY PLANNING FOR TRANSPORTATION (MVP)**” means the Matanuska-Susitna area Metropolitan Planning Organization, also known as MVP for Transportation

“METROPOLITAN PLANNING AGREEMENT” means a written agreement between the MPO, the State(s), and the providers of public transportation serving the metropolitan planning area that describes how they will work cooperatively to meet their mutual responsibilities in carrying out the metropolitan transportation planning process.

“MPA” or “METROPOLITAN PLANNING AREA” means the geographic area in which the MPO carries on metropolitan transportation planning process as described in Section 5.4 of this Agreement.

“MPO” or “METROPOLITAN PLANNING ORGANIZATION” means the policy board created by Section 5.2 of this Agreement to carry out the metropolitan transportation planning process.

“MSB” means the Matanuska-Susitna Borough, a second-class borough, a political subdivision of the State of Alaska that includes the City of Palmer, City of Wasilla, and MPA within its boundaries.

“MTP” or “METROPOLITAN TRANSPORTATION PLAN” means the official multimodal transportation plan addressing no less than a 20-year planning horizon that the MPO develops, adopts, and updates through the MTP process.

“PALMER CITY COUNCIL” means the legislative governing body of the City of Palmer.

“PERFORMANCE-BASED APPROACH” means the application of performance management within the planning and programming process to achieve desired performance outcomes for the multimodal transportation system.

“PERFORMANCE MEASURE” means an expression on a metric that is used to establish targets and to assess progress toward achieving the established targets.

“PERFORMANCE METRIC” refers to “Metric” as defined in 23 CFR 490.101 and means a quantifiable indicator of performance or condition.

“PERFORMANCE TARGET” refers to “Target” as defined in 23 CFR 490.101 and means a quantifiable level of performance or condition, expressed as a value for the measure, to be achieved within a time period.

“PL FUNDS” means the Federal Highway Administration Metropolitan Transportation Planning funds authorized under 23 USC 104 to carry out the requirements of 23 USC 134.

“POLICY BOARD” means the board established under Section 5.2 of the Agreement for cooperative decision-making in accordance with this Agreement.

“PUBLIC PARTICIPATION PLAN” means a documented process for providing citizens, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representative of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process.

“SECTION 5303 FUNDS” means the FTA funds made available under 49 USC 5305(g) to carry out the requirements of 49 USC 5303.

“SSOW” OR “SIMPLIFIED STATEMENT OF WORK” means a statement of work documenting metropolitan transportation planning activities performed with funds provided under title 23 U.S.C. and title 49 U.S.C. Chapter 53 in accordance with the provisions of 23 CFR 450.308 and 23 CFR part 420.

“STATE” means the State of Alaska.

“TECHNICAL COMMITTEE” means the Mat-Su MPO committee established in Section 5.3 of this Agreement for the cooperative decision-making in accordance with this Agreement.

“TIP” or the “TRANSPORTATION IMPROVEMENT PROGRAM” means a prioritized listing/program of transportation projects covering a period of four years that is developed and formally adopted by an MPO as part of the MTP process, consistent with the MTP, and required for projects to be eligible for funding under title 23 USC and title 49 USC chapter 53.

“TRANSIT” means public transportation systems, including buses subways, light rail, commuter rail, trolleys and ferries.

“UPWP” or “UNIFIED PLANNING WORK PROGRAM” means a statement of work identifying the planning priorities and activities to be carried out within an MPA. At a minimum, a UPWP includes a description of the planning work and resulting products, who will perform the work, time frames for completing the work, the cost of the work, and the source(s) of funds.

“URBANIZED AREA” means a geographic area with a population of 50,000 or more, as

determined by the Bureau of the Census.

“USDOT” means the United States Department of Transportation.

“WASILLA CITY COUNCIL” means the legislative governing body of the City of Wasilla.

SECTION 5 – ORGANIZATION AND RESPONSIBILITIES

5.1 MVP for Transportation

MVP for Transportation is the MPO’s staffed organization, in cooperation with the State, units of local government and public transportation operators.

5.1.1 In order to receive and expend federal funding for transportation in urbanized areas with a population of more than 50,000 individuals, there must be coordination between the State and the MPO as required by federal regulation. Therefore, the purpose of the MVP for Transportation is to provide the framework and mechanism for the MPO and the State to jointly develop and implement transportation plans and programs, which will assure compliance with State and Federal transportation planning.

5.2 Policy Board

The MVP for Transportation Policy Board (Policy Board) shall have as members, the Central Region Director of the ADOT&PF, MSB Mayor or member of the Assembly, MSB Manager, City of Palmer Manager, City of Wasilla Mayor, Knik Tribe Traditional Council President, Chickaloon Village Traditional Council Representative. Each member of the Policy Board shall have one vote. MVP for Transportation’s Executive Director will serve as Secretary to the Policy Board.

5.2.1 Powers and Duties of the Policy Board

The Policy Board shall have overall responsibility for the implementation of this Agreement, coordination of MVP for Transportation’s efforts and responsibilities of MVP for Transportation’s Technical Committee, and the ultimate development and adoption of the UPWP, TIP, and MTP.

5.3 Technical Committee

MVP for Transportation shall have a Technical Committee, which consists of representatives, such as planners, engineers, and other specialists from the City of Palmer, City of Wasilla, MSB Planning and Public Works, ADOT&PF Planning and Pre-construction, ADEC Air Quality division, Alaska Railroad Corporation, trucking

industry advocate, Mat-Su Road Service Area Advisory Board Chair, MSB Transportation Advisory Board Chair, Public Transit Provider, Mat-Su School District Operations, Knik Tribe, Chickaloon Native Village , and a non-motorized advocate. Each member of the MVP for Transportation’s Technical Committee (Technical Committee) shall have one vote and all actions of the Technical Committee, including recommendations to the Policy Board, shall be by a majority vote of the members present once a quorum is established.

5.4 Metropolitan Planning Area (MPA)

The MPA specified by 23 USC § 134(e) shall be the geographical area shown on Attachment #1 to the Agreement incorporated herein by reference. Provided such boundaries conform to the requirements of 23 USC § 134(e), the MPO and the Governor may mutually agree to change the boundaries of the MPA.

5.5 MPO Self-certification

Every four years the MPO will, in coordination with the ADOT&PF, self-certify to the FHWA and the FTA that the planning process is addressing the major issues facing the area and is being conducted in accordance with all applicable requirements of 23 CFR 450.336(a).

SECTION 6 – KEY PLANS and PROGRAMS

6.1 There are three primary planning or programming activities that the MPO is responsible for developing. This section summarizes these key plans and programs, which include the MTP, TIP, and UPWP.

6.1.1 MTP

The MPO, in cooperation with the State, is responsible for developing or updating an MTP. The MPO shall follow the latest federal planning requirements, as prescribed in 23 CFR 450.324. The MPO shall update the MTP every five (5) years as prescribed by 23 USC § 134(i).

6.1.2 Transportation Improvements Program (TIP)

The MPO, with full assistance from the State and all other cooperating agencies, is responsible for developing or updating the TIP. The MPO shall follow the latest federal planning requirements, as prescribed in 23 CFR 450.326 and 23 USC § 134(j).

6.1.3 Unified Planning Work Program (UPWP) or Simplified Scope of Work (SSOW)

- (1) The MPO, with full assistance from the State and all other cooperating agencies, is responsible for developing or adjusting the UPWP or SSOW, as prescribed by 23 CFR 450.308. The MPO shall:
 - (a) Describe all the transportation activities to be completed in a fiscal year.
 - (b) Ensure early coordination with FHWA and FTA.
- (2) No later than July 1 of each year, the ADOT&PF, in consultation with the MPO, will provide to the Policy Board in writing the amount of estimated Federal PL and Section 5303 funds, and required match ratios, to be made available to MVP for Transportation for the next fiscal year of October 1 through September 30. MVP for Transportation staff, working with member organizations, shall recommend work tasks with budgets for tasks in which it participates. MVP for Transportation staff shall develop and implement a UPWP or SSOW public involvement program, within a Public Participation Plan, and prepare a UPWP or SSOW with the full cooperation of all members and the MPO. Discussions between ADOT&PF and the MPO shall take place to determine how the proposed tasks can be accomplished in the most efficient and effective manner. The UPWP or SSOW shall be reviewed by the Technical Committee, approved by the Policy Board, and forwarded to ADOT&PF for concurrent approval by FHWA and FTA prior to any work being performed.

6.2 Changes/Amendments to Key Plans and Programs

6.2.1 Amendments to the MTP and TIP

The MPO, with its responsibility to maintain existing plans and programs, shall approve amendments, in accordance with its Public Participation Plan. An Amendment is triggered by the addition or deletion of a project or a major change in the project cost, project / project phase initiation dates, or a major change in design concept or design scope. An amendment is a revision that requires public review and comment periods consistent with the MPO public involvement policy and re-demonstration of fiscal constraint. Amendments require the concurrence of the MPO, ADOT&PF, FHWA, and FTA before becoming effective.

6.2.2 Administrative Modifications to the MTP and TIP

The MPO, with its responsibility to maintain existing plans and

programs, shall approve Administrative Modifications in accordance with the Public Participation Plan. An Administrative Modification is triggered by a minor revision to a metropolitan transportation plan or TIP that includes minor changes to project/project phase costs, minor changes to funding sources of previously included projects, and minor changes to project/project phase initiation dates. It is a revision that does not require public review and comment, or re-demonstration of fiscal constraint. Administrative Modifications require the concurrence of the MPO and the ADOT&PF before becoming effective. The FHWA and FTA will be notified as soon as possible of these changes.

6.2.3 Amendments/Changes to the UPWP or SSOW

Changes in work assignments and studies to be performed to meet transportation planning requirements may be made by the MPO at such times and to such extent as deemed necessary. Total funds to be made available for the performance of said work and services shall not exceed the amount specified in the UPWP or SSOW. Reimbursement will be made by ADOT&PF in accordance with procedures stated herein and shall be expended only on the UPWP or SSOW approved by the MPO, ADOT&PF, FHWA, and FTA.

- (1) Changes in funding levels for tasks, or changes in tasks, shall be requested as soon as possible after the need for such change is recognized.
 - (a) Amendment to the UPWP or SSOW
(No additional funding required)
An Amendment to the UPWP or SSOW is triggered when task budget amounts exceed 20 percent of the original approved program budget, when there are individual changes of \$35,000 or more to task budgets, or when there are significant scope changes. Amendments require the concurrence of the MPO, ADOT&PF, FHWA, and FTA before becoming effective. Amendments to the UPWP or SSOW require public review.
 - (b) Administrative Modifications to the UPWP or SSOW
(No additional funding required or no significant change to scope)
An Administrative Modification is triggered when task budget amounts do not exceed 20 percent of the approved program budget or when individual changes are for \$35,000 or less of a task budget. Administrative Modifications require the concurrence of the MPO and the ADOT&PF

before becoming effective. The FHWA and FTA will be notified as soon as possible of these changes.

SECTION 7 – CONSULTANT CONTRACTS

- 7.1 FHWA and FTA Approval: For all federally funded work to be done under a consultant contract, prior FHWA and/or FTA approval of a Project Development Authorization including the scope of work is required before a Request for Proposal (RFP) is issued. Early coordination is essential. The contracting agency will be the ADOT&PF which will coordinate review and approvals directly with FHWA and FTA.
- 7.2 ADOT&PF Approval: For solicitations over \$50,000, the contracting agency will be the ADOT&PF for review of the final RFP, scope of services, project budget, and project management plan. ADOT&PF shall also reserve the right to select members for the Selection Committees for all consultant contracts. ADOT&PF may provide opportunity to the MPO, as appropriate, to serve on the Selection Committees. The MPO will be the contracting agency for all solicitations under \$50,000 and will follow their approved procurement policies.
- 7.3 Work Products: ADOT&PF and the MPO will have an opportunity to review draft work products prior to review by the Technical Committee and Policy Board.
- 7.4 Inspection of Work: ADOT&PF and/or the owner of the facility shall always be accorded review and inspection of the work performed by consultants and shall at all reasonable times have access to the premises, to all data, notes, records, correspondence, and instruction memoranda or description which pertain to the work involved.

SECTION 8 – ADDITIONAL AND SEPARATE WORK PROJECTS

From time to time, ADOT&PF or the MPO may desire one of the other parties to perform additional work projects for services separate and apart from those set forth in the UPWP. At such times, the requesting party will notify the other party of the intention, including a request for the specific work and/or services desired. If the other party is willing and able to do the work or perform the services requested, written acceptance by the requesting party of the terms accepted shall constitute authority to proceed with the work and/or services requested. The requesting party shall pay for such work or services within a reasonable time after billing. Such billing shall be made pursuant to the terms agreed upon for each particular work project.

SECTION 9 – PROGRAM REPORTING REQUIREMENTS

- 9.1 Reporting: UPWP or SSOW

In accordance with 23 CFR 420.117, the ADOT&PF is responsible for monitoring the UPWP or SSOW supported activities to assure compliance with applicable Federal requirements and assure performance goals are being achieved. Monitoring must cover each program, function or activity. The reporting procedures shall include, but are not limited to, the following:

9.1.1 Quarterly Reports

All parties receiving federal planning funds pursuant to this Agreement shall prepare a quarterly financial statement and a narrative progress report, in a format provided by the ADOT&PF, for all tasks identified in the UPWP or SSOW for which they are responsible and submit to the ADOT&PF Central Region office no later than 30 days following the last day of each UPWP or SSOW fiscal quarter. The quarterly reports shall serve as the basis for quarterly reimbursements.

Within 40 days of the last day of the fiscal quarter, ADOT&PF will compile all reports and shall either, review and approve the reports, or request modifications. Upon approval, the ADOT&PF Central Region staff will forward the reports to the MPO.

If ADOT&PF requests modifications, the report will be forwarded to the MPO as a draft report. Within 50 days following the last day of each UPWP or SSOW fiscal year quarter, all requested report modifications shall be submitted to ADOT&PF Central Region. Upon approval, the ADOT&PF will re-submit the report to the MPO no later than 60 days following the last day of each UPWP fiscal year quarter.

This final UPWP or SSOW Quarterly Report shall consist of the following:

- (1) A financial statement which shall include task and program summary of the following data:
 - (a) Current quarterly expenditures
 - (b) UPWP fiscal year to date expenditures
 - (c) PL, Sec. 5303, and local funds / in-kind expended to date
 - (d) PL, Sec. 5303, and local funds / in-kind remaining

- (2) A narrative progress report which shall include:
 - (a) A description of work accomplished during the quarter
 - (b) Significant events (i.e. travel, training, conferences)
 - (c) Milestones reached in sufficient detail to justify the quarterly expenditures

For tasks consisting of a scheduled completion date, the progress report shall include each task's percentage complete, explanatory information on the progress, and any issues relating to the task such as schedule delays.

9.1.2 Annual Report

Upon receipt of the final (fourth quarter) UPWP or SSOW Quarterly Report, the ADOT&PF will draft the UPWP or SSOW Annual Report. The ADOT&PF will forward the UPWP or SSOW Annual Report to the MPO no later than 60 days following the last day of the UPWP or SSOW fiscal year. The ADOT&PF will submit the UPWP or SSOW Annual Report to FHWA and FTA to meet the reporting requirements of 23 CFR 420.117, as currently adopted or hereafter amended. DOT&PF may combine the UPWP or SSOW Annual Report with similar reports from other subrecipients of federal planning funds into a single report.

The Annual Performance and Expenditure Report for the UPWP or SSOW fiscal year will contain all information required by 23 C.F.R. 420.117.

9.1.3 Significant Events

Events that have significant impact on UPWP or SSOW work elements must be reported by the Parties to this Agreement to ADOT&PF as soon as they become known. The types of events or conditions that require reporting include: problems, delays, or adverse conditions that will materially affect the ability to attain program objectives. This disclosure must be accompanied by a statement of action taken, or contemplated, and any Federal assistance required resolving the situation.

9.1.4 Other Reports

Copies of formal reports, informal reports, and material emerging out of a task specified in the UPWP or SSOW shall be governed by Section 10 of this Agreement.

SECTION 10 – PLANNING REPORTS

10.1 Planning Reports

From time to time, ADOT&PF and the MPO may publish reports, documents, etc., upon completion of a portion and/or a phase of a particular planning element in the continuing transportation planning process. In order for the preparation and

publishing of such reports to be eligible for participation of Federal funds, the Technical Committee shall review the reports with final approval by the MPO Policy Board, as appropriate.

10.2 Publication

Publication, whether in hard copy or through the use of digital technologies such as via the World Wide Web, by any party to the Agreement shall give credit to other parties, FTA, and FHWA. However, if any party, FTA, or FHWA does not wish to subscribe to the findings or conclusions in the reports, the following statement shall be added:

“This report was funded in part through grant(s) from the Federal Highway Administration and/or the Federal Transit Administration, U.S. Department of Transportation. The views and opinions of MVP for Transportation expressed herein do not necessarily state or reflect those of the U.S. Department of Transportation.”

Furthermore, consultant logos are prohibited from the cover of all reports, documents, etc. that are approved by FTA and FHWA.

10.3 Copies

Copies of draft and final reports, documents, etc., will be provided as required to Federal and State Agencies. Parties to this Agreement will be provided copies as requested.

The FHWA reserves a royalty-free, non-exclusive, and irrevocable right to reproduce, publish, or otherwise use, and authorize others to use, the work for Government purposes.

SECTION 11 – DIVISION OF COST AND PAYMENT

11.1 Reimbursement

The maximum amount of Metropolitan Planning Funds available each year for reimbursement to the Parties shall not exceed the budget approved in the UPWP or as amended. ADOT&PF will make reimbursement in accordance with the following procedures:

- (1) The Parties shall submit to ADOT&PF quarterly narrative progress reports and financial statements, as defined in Section 10 of this Agreement.

- (2) Reimbursement will be made within 30 days after ADOT&PF receives and approves the quarterly narrative progress reports and financial statements, subject to Federal planning funds being made available and received for the allowable cost.
- (3) Within 60 days of ADOT&PF's approval of the last quarter narrative progress report and financial statement for the fiscal year, ADOT&PF will close the UPWP or SSOW account and request that an audit be performed.
- (4) The audit will be completed, and final payment adjustments made within 120 days of the last quarter or as soon thereafter as reasonably possible.

11.2 ADOT&PF Tasks

The Parties may agree that ADOT&PF can most efficiently and effectively perform a task or a portion of a task to be funded with PL funds in the approved UPWP. In such cases, ADOT&PF shall:

- (1) Provide the MPO with all necessary documentation in order to permit the preparation of the reports required in Section 10 of this Agreement.
- (2) Upon ADOT&PF approval of the quarterly, ADOT&PF shall submit a billing to FHWA for direct payment to ADOT&PF for approved UPWP or SSOW costs.
- (3) ADOT&PF shall be reimbursed at the rate contained in the applicable UPWP or SSOW.
- (4) ADOT&PF shall promptly provide the MPO with copies of its billings and statements.

11.3 Overruns

When expenditures are anticipated to overrun in any UPWP or SSOW work element, the procedures for budget changes as outlined in Section 6.2 must be followed.

11.4 Cost Limitations

Reimbursement of administrative and operational costs will be made without profit or markup. These costs shall be limited to:

- (1) Direct salaries and wages, with payroll taxes and fringe benefits at actual costs, or if prorated to be allocated on an equitable basis;
- (2) Telephone charges and necessary travel limited to program specific charges;
- (3) Overhead or indirect costs as approved annually in the respective UPWP or SSOW line item budget and verified by audit. Eligibility shall conform to the provisions of 23 CFR 420.113;
- (4) Training as approved specifically in the UPWP or SSOW or otherwise specifically approved by ADOT&PF, FHWA or FTA.

11.5 Rate of Reimbursement

Reimbursement shall be at the rate specified and contained in the applicable UPWP.

11.6 Financial Accounting Level

The expended funds will be accounted for at the task level (100, 200, 300 etc.).

11.7 Fiscal Year

The UPWP or SSOW fiscal year will be October 1 to September 30.

SECTION 12 – PROCUREMENT, MANAGEMENT, AND DISPOSITION OF PROPERTY

Procurement and management of property acquired for the program, including disposition of property if the program is discontinued, will be in accordance with 23 C.F.R. 420.121(f) and any other regulatory requirements applicable to the expenditure of federal funds made available for the implementation of this Agreement.

SECTION 13 – AUDIT PROCEDURES

13.1 In addition to the requirements stated in this section, requirements for audit as defined in 23 CFR 420 will be used as guidelines.

13.2 Each participating party will maintain complete records of all manpower, materials and out-of-pocket expenses, and will accomplish all record keeping in accordance with the following procedures:

13.2.1 Each participating party will furnish ADOT&PF copies of all certified

payrolls which shall include the hourly rate for each employee working on the project during the reporting period. In addition, a loaded rate factor will be shown in a manner compatible with existing approved local procedures. The load rate factor is subject to adjustment based upon audits occurring during the life of this Agreement.

13.2.2 Time Sheets

Individual time sheets will be maintained reflecting the daily total amount of hours worked and amount of time spent on each task within the program. It is imperative that the hours be traceable to the task.

13.2.3 Materials

Copies of invoices shall support costs of any purchased materials utilized on this project.

13.2.4 Out-of-Pocket Expenses

Copies of receipts shall support all expenses.

13.2.5 Record System

The record system will be such that all costs can be easily traceable from all billings through the ledgers to the source document. Each expenditure must be identified with the task within the current approved UPWP or SSOW.

13.3 Each consultant contract or professional services agreement, in which any party engages, may require a specific audit for that project or agreement. The award of any such construction related engineering design services contract must be made in conformity with applicable Federal and ADOT&PF contracting procedures including ADOT&PF Procedure 10.02.010, and related Professional Services Agreement Handbook, or based on acceptable alternative contracting procedures approved by ADOT&PF and FHWA. This requirement is in addition to any agency-wide audit conducted pursuant to OMB Circular A-133 (Single Audit Requirements).

13.4 MVP for Transportation may be audited every year by ADOT&PF Internal Review auditors for compliance and to insure adequate coverage. MVP for Transportation will additionally hire an independent Certified Public Accountant (CPA) to conduct an annual audit of all revenues and expenditures, as well as participate in a state and/or federal single audit as requested. All Parties and/or their subcontractors under this Agreement shall maintain all records and accounts relating to their costs and expenditures for the work during any fiscal

year for a minimum of three (3) years following receipt of the final payment and shall make them available for audit by representatives of ADOT&PF, FHWA, and FTA at reasonable times. All Parties shall maintain records in a form approved by ADOT&PF. Final payment is defined as the final voucher paid by FHWA to ADOT&PF based on an audit. A request to close out a fiscal year or project account does not constitute final payment.

- 13.5 Any review, which does not meet Federal requirements, will be resolved between ADOT&PF and the other party. The financial records relating to a UPWP or SSOW year may be closed out once FHWA accepts the audit and final payment adjustments have been made.

SECTION 14 – COMPLIANCE WITH TITLE VI, CIVIL RIGHTS ACT OF 1964

All Parties hereby agree as a condition to receiving any Federal financial assistance from USDOT, to comply with Title VI of the Civil Rights Act of 1964 and all requirements imposed by or pursuant to Title 49 CFR, Part 21, Nondiscrimination in Federally Assisted Programs of the USDOT, Effectuation of Title VI of the Civil Rights Act of 1964.

SECTION 15 – DBE PROGRAM REQUIREMENTS

15.1 Compliance

The Parties, their agents and employees shall comply with the provisions of 49 CFR 26 and Title VI of the Civil Rights Act of 1964. 49 CFR 26 requires that all parties shall agree to abide by the statements in paragraphs 15.2 and 15.3 and shall include these statements in all Parties' USDOT financial assistance agreements and in all subsequent agreements between any party and any sub-grantees and any contractor.

15.2 Policy

It is the policy of the USDOT that DBEs, as defined in 49 CFR 26.5, shall have an equal opportunity to participate in the performance of contracts financed in whole or part with Federal funds under this Agreement. Consequently, the DBE requirements of 49 CFR 26 apply to this Agreement.

15.3 DBE Obligation

The Parties to this Agreement agree to ensure that DBEs, as defined in 49 CFR 26.5, have an equal opportunity to participate in the performance of contracts and sub-contracts financed in whole or part with Federal funds provided under this Agreement. In this regard the Parties to this Agreement and/or

their contractors shall not discriminate on the basis of race, color, national origin, or in the award and performance of USDOT assisted contracts.

SECTION 16 - AMENDMENTS

This Agreement may be amended only in writing and must be done prior to undertaking changes or work resulting therefrom or incurring additional costs or any extension of time. Said amendments are subject to approval by the MPO and the State.

SECTION 17 – LIMITATION OF LIABILITY

No liability shall be attached to any party to this Agreement by reason of entering into this Agreement, except as expressly provided herein.

SECTION 18 – COMPLIANCE WITH LAWS

In addition to the laws, statutes, regulations and requirements stated herein, all Parties to this Agreement shall be knowledgeable of and comply with all Federal, State and local laws and ordinances applicable to the work to be done under this Agreement.

SECTION 19 – TERMINATION OF AGREEMENT

This Agreement will continue in force until or unless the Parties terminate the Agreement in writing.

SECTION 20 – NON-APPROPRIATION CLAUSE

Nothing in this agreement shall obligate any party to expend monies if there are insufficient or other lack of funds lawfully appropriated by their respective legislative bodies for performance under this Agreement.

SIGNATURES

Mayor – Matanuska-Susitna Borough

Date

Mayor – City of Palmer

Date

Mayor – City of Wasilla

Date_

Chickaloon Village Traditional Council

Date

Knik Tribe

Date

Governor – State of Alaska

Date

Attachment #1

Matsu Valley for Transportation Metropolitan Planning Area Boundary Map

**Matsu Valley for Transportation (MVP for Transportation)
POLICY BOARD
BYLAWS**

ARTICLE I

Metropolitan Planning Organization

- SECTION 1 The Matsu Valley for Transportation (MVP for Transportation) Policy Board is designated to be the Metropolitan Planning Organization (MPO) for the Matanuska-Susitna Metropolitan Planning Area (MPA) by the Governor of the State of Alaska. As the MPO, the Policy Board is responsible for carrying out the transportation planning process in the metropolitan planning area and to serve as the Board of Directors for the MVP for Transportation MPO. The MPO Coordinator shall serve as the Executive Director of the MPO.
- SECTION 2 The MVP for Transportation Policy Board and committee meetings are subject to AS 44.62.310, Government Meetings Public.

ARTICLE II

Members and Officers

- SECTION 1 In accordance with Section 5 of the MVP for Transportation Inter-Governmental Operating Agreement and Memorandum of Understanding for Transportation, the MPO Policy Board, hereafter referred to as the "Policy Board", shall have as voting members the Central Region Director of the State of Alaska Department of Transportation and Public Facilities (DOT&PF), the Matanuska-Susitna Borough (MSB) Mayor or Assembly Representative, the MSB Manager, the City Manager of the City of Palmer, the Mayor of the City of Wasilla, Tribal Council President of the Knik Tribe and, a representative of the Chickaloon Village Traditional Council. Each member is authorized one vote.
- SECTION 2 The Policy Board shall elect a board Chair and Vice-Chair from its members annually at its regularly scheduled meeting no later than the end of December.
- SECTION 3 The Policy Board shall appoint an Executive Director, who shall serve as Secretary of the Policy Board and perform other duties as described by these Bylaws or directed by the Policy Board. The Secretary shall provide all administrative support for the Policy Board. The Transportation Planner/Assistant of the MPO shall be designated as Assistant Secretary to serve in the absence of the Executive Director and to provide additional support to the Policy Board and Technical Committee.
- SECTION 4 The Chair, or in their absence or disability, the Vice-Chair, shall preside at all meetings and hearings of the Policy Board. In the absence or disability of both the board Chair and Vice-Chair, an acting Chair shall be selected by the members present for the meeting.

- SECTION 5 The Chair shall decide on all points of order and procedure in accordance with Robert's Rules of Order, Newly Revised, unless changed and adopted by the rules agreed upon by the Policy Board.
- SECTION 6 The Chair shall nominate, except for the Technical Committee, which is established by the Bylaws, all committee members and their respective chairs found necessary for the purpose of expediting the work of the Policy Board. All members nominated shall be confirmed by a majority vote of the Policy Board.
- SECTION 7 The Chair shall report on activities taking place that have not come to the attention of the Policy Board at the next regularly scheduled or special meetings of the Policy Board.
- SECTION 8 When required, the Chair shall execute on behalf of the Policy Board all documents it authorizes or approves.

ARTICLE III

Policy Board Meetings

- SECTION 1 All Meetings must be noticed according to A.S. 44.62.310 Government Meetings Public, which shall be strictly adhered to in conduct of the meeting and agenda schedule.
- SECTION 2 Regular meetings of the Policy Board shall be held monthly at a time to be determined by the Policy Board.
- SECTION 3 All regular or special meetings shall be open to the public. An agenda schedule for each meeting of the Policy Board shall be prepared by the Secretary to ensure Policy Board business is conducted in an efficient manner.
- SECTION 4 Special meetings shall be held at the call of the Chair issued upon his/her own initiative or at the request of one (1) or more members of the Policy Board, when necessary, to act upon matters before the Policy Board, providing notice is given in accordance with all applicable open meeting laws.
- SECTION 5 A quorum shall consist of four (4) members of the Policy Board. Four supporting votes are required to approve any action. Proxy voting is not allowed.
- SECTION 6 In the absence of a quorum no meeting shall be held.
- SECTION 7 A roll-call vote will be called for on all matters being voted on by the Policy Board unless it passes without objection.

ARTICLE IV

Agenda

- SECTION 1 The Secretary shall prepare for each meeting of the Policy Board or its Committees, when appointed, an agenda of the items to be considered.
- SECTION 2 Any member of the Policy Board may instruct the Secretary to add any matter to the agenda for discussion or action by the Policy Board.
- SECTION 3 All agenda items to be considered by the Policy Board must be submitted no later than the close of business one week before the meeting.
- SECTION 4 Informational items not on the agenda may be presented to the board, so long as no action is taken until the next meeting of the Policy Board.

ARTICLE V

Order of Business

- SECTION 1 The order of business of meetings shall be as follows:
- A. Meeting called to order
 - B. Introduction of Members and Attendees
 - C. Approval of the Agenda
 - D. Approval of the Minutes of the previous meeting
 - E. Staff/Committee/Workgroup Reports (including the Chair's report)
 - F. Voices of the Visitors (items not on the agenda)
 - G. Old Business
 - H. New Business
 - I. Other Issues
 - J. Informational Items
 - K. Committee Comments
 - L. Adjournment
- SECTION 2 Public Comment shall be accepted for all old business and new business items.
- SECTION 3 The length of the public comment period, per speaker, may be determined at the discretion of the Chair at the beginning of any public meeting. The public comment period will be closed when all speakers have had an opportunity to comment on the item before the Policy Board.

ARTICLE VI

Records

- SECTION 1 The minutes of all Board and Committee meetings shall be recorded by the MPO staff and maintained as a public record in the MPO office and shall be accessible to the public during regular office hours.

ARTICLE VII

Committees

- SECTION 1 All Committees shall consist of at least three (3) members each.
- SECTION 2 Members of the Policy Board shall be a non-voting member of each Committee.
- SECTION 3 Committee meetings may be called at the request of the Committee Chair or at the request of two (2) members. A written or verbal report of Committee business shall be made at the next meeting of the Policy Board by any Committee member or the Executive Director.
- SECTION 4 All Committee meetings must be noticed according to AS 44.62.310, which shall be strictly adhered to in conduct of the meeting.

ARTICLE VIII

Technical Committee Purpose and Duties

- SECTION 1 The MPO shall have a standing Technical Committee to review items of a technical nature and act as an advisory body to assist the Policy Board.
- SECTION 2 The purpose of the Technical Committee shall be to evaluate the technical feasibility of proposed plans and projects, provide technical data and information, and make recommendations to the Policy Board.
- SECTION 3 The Technical Committee shall have approval authority during construction of projects as outlined in the Policies and Procedures.
- SECTION 4 Membership of the Technical Committee shall consist of representatives, such as engineer, planner, or other specialist, from the following agencies or transportation organizations and groups:
- Mat-Su Borough Transportation Advisory Board Chair
 - Mat-Su Borough School District Operations
 - Public Transportation provider
 - City of Palmer
 - City of Wasilla
 - Mat-Su Borough Planning
 - Mat-Su Borough Public Works
 - Nonmotorized Advocate
 - State of Alaska Department of Transportation & Public Facilities Planning Chief
 - State of Alaska Department of Transportation & Public Facilities Preconstruction Engineer

- Road Service Area Advisory Board Chair
- Alaska Railroad Corporation
- Knik Tribe
- Chickaloon Village Traditional Council
- Trucking Industry Advocate
- State of Alaska Department of Conservation Air Quality

- SECTION 5 The Technical Committee shall elect a Chair and Vice-Chair from its regular members or Staff, including the Executive Director, annually at its regularly scheduled meeting no later than the end of November.
- SECTION 6 The Chair shall decide on all points of order and procedure in accordance with Robert's Rules of Order, Newly Revised, unless changed and adopted by the rules agreed upon by the Committee.
- SECTION 7 The Chair, or in their absence or disability the Vice-Chair, shall preside at all meetings and hearings of the Policy Board. In the absence or disability of both the Chair and Vice-Chair, an acting Chair shall be selected by the members present for the meeting.
- SECTION 8 The Executive Director shall serve as Secretary of the Technical Committee. The Secretary shall provide all administrative support for the Technical Committee. The Transportation Planner of MVP for Transportation is designated as Assistant Secretary to serve in the absence of the Executive Director and to provide additional support to the Technical Committee.
- SECTION 9 All committee members shall be entitled to one vote each. The Executive Director and Transportation Planner will not be considered as members and will not get a vote. Proxy voting is allowed if written notification identifying the proxy is received from the Technical Committee member by the Executive Director prior to the meeting.
- SECTION 10 A quorum of voting members must be present for a vote to take place. A quorum will consist of nine (9) or more voting members of the Technical Committee. A majority of the voting members present at a meeting are required for an affirmative vote.
- SECTION 11 Voting members of the Technical Committee will comply with Article IX and X of the Policy Board Bylaws regarding conflict of interest and ethics decisions.
- SECTION 12 The Technical Committee may adopt the use of appointed workgroups, if deemed necessary for the continuing transportation planning process. The workgroups will be appointed by the Technical Committee Chair and ratified by the Technical Committee. Workgroup appointments will usually be temporary in nature and will be terminated at the conclusion of the specific project concerned.
- SECTION 13 Regular meetings of the Technical Committee shall be held monthly. The Committee Chair may call special meetings provided public notice is given as provided by AS 44.62.310. Roberts Rules of Order, Newly Revised shall govern the conduct of all

meetings of the Committee, except for rules set forth or adopted by the Technical Committee.

SECTION 14 The Technical Committee shall have the following duties and all additional duties assigned by the Policy Board:

- A. Develop the Draft Unified Planning Work Program (UPWP) for the Policy Board. This includes recommendation of tasks and task priority.
- B. Develop and prioritize transportation projects for inclusion in the Metropolitan Transportation Plan (MTP) and the Transportation Improvement Program (TIP).
- C. Monitor the development of projects included in the TIP. This includes reporting on the status of projects and recommendations if a project is delayed.
- D. Approve changes during construction in accordance with the Matsu for Transportation Policies and Procedures.

ARTICLE IX

Conflict of Interest

Section 1 Declaration of policy. The Policy Board declares that members operate as a State and Federally mandated Policy Board; and any effort to realize personal gain through official conduct is a violation of that trust. Policy Board and committee members shall not only be impartial and devoted to the best interests of the Policy Board's jurisdiction but also shall act and conduct themselves both inside and outside the Policy Board and committee's service as not to give occasion for distrust of their impartiality or of their devotion to the best interests of the citizens they represent.

Section 2 Definitions. As used in this article:

Conflict of Interest shall mean every member shall vote on all questions unless he has a direct or substantial indirect financial or personal interest in the matter being discussed.

Financial Interest shall mean any interest that shall yield, directly or indirectly, a monetary or other material benefit for services to the Policy Board and committee's jurisdiction to the member or other person retaining the services of the member.

Personal Interest shall mean any direct or substantial indirect interest arising from blood or marriage relationships or from close business or political associations, whether any financial interest is involved.

Confidential Information shall mean all information pertaining to City, Borough or State interests that is not available to the public in general including but not limited to information pertaining to any claims or lawsuits pending against the Board and personnel matters.

Section 3 Disclosure of interest. No member who has a direct or indirect financial or personal interest in any matter before the Policy Board or assigned Committees shall use his/her office or position to exert influence on such matter.

If known by the member, a member who participates in the discussion or expresses an opinion to the Policy Board on any matter before it shall disclose the nature and extent of any direct or indirect financial or other personal interest, he/she has in such matter to the Policy Board. The Chair will determine whether the member has a conflict of interest and whether the member must recuse him/herself from the discussion and vote on the matter.

If a member has reasonable cause to believe another member has failed to disclose actual or possible conflicts of interest, the member shall inform the Policy Board of the basis for such belief and afford the other member an opportunity to explain the alleged failure to disclose. If, after hearing the member's response and after making further investigation as warranted by the circumstances, the Policy Board determines the member has failed to disclose an actual or possible conflict of interest, the Policy Board shall take appropriate disciplinary and corrective action.

Section 4 Disclosure of information. No member shall disclose any confidential information acquired by him/her in the course of his/her official duties or use such information to further his/her or others' financial, personal, or political interests. This section shall not prohibit any such member from acquiring and utilizing any information which is available to the public in general so long as such information is obtained in the same manner as it would be obtained by an ordinary citizen.

Section 5 Compensation. No member of the Policy Board or assigned Committees whose jurisdiction includes compensation matters and who personally receives compensation, directly or indirectly, receives compensation, individually or collectively, from <insert name> MPO for services may provide information or vote on matters pertaining to that member's compensation.

Section 6 Securing special privileges. No member shall use or attempt to use the member's position to secure privileges, financial gain or exemption for him/herself or others.

No member shall grant any special consideration, treatment, or advantage to any citizen beyond that which is available to every other citizen.

Section 7 Post-Membership Activities. No member, after the termination of service with the Policy Board, shall appear before the Policy Board in relation to any case, proceeding or application in which he personally participated during the period of his service, or which was under his active consideration.

Section 8 Annual statements. Each active member of the Policy Board shall annually sign a statement which affirms he/she has read and understands the conflicts of interest policy within this Article, agrees to comply with the policy, and understands that the Matsus Valley for Transportation MPO is a charitable organization and in order to maintain its

federal non-profit tax exemption it must engage primarily in activities which accomplish one or more of its tax-exempt purposes.

ARTICLE X

Policy Board Code of Ethics

- Section 1 The Policy Board shall adopt the “American Planning Association (APA) Ethical Principles in Planning” dated May 1992 as broad, general guidelines for the ethical conduct of its members. The guidelines, while directed to AICP and APA members, reflect the ethics of MVP for Transportation and its members will use to guide their efforts. This statement is attached and hereby made a part of these bylaws (Attachment #1).

ARTICLE XI

Miscellaneous

- Section 1 **Minor Changes to Documents.** In instances when documents are approved by the Policy Board and signed by the Chair which are subsequently discovered to contain unintended or incorrect information or language, and when, in the opinion of the Chair, the document submitted to accomplish their correction will not alter the intent of the Policy Board in its original approval, the Chair is authorized to sign such a document, provided that the Secretary provides written concurrence with this action. The Secretary documents, which have been approved by a legislative body (i.e. City Council or the Borough Assembly), must be corrected by amended documents or in accordance with applicable State statutes regarding scrivener's errors.
- Section 2 **Standards of Conduct.** The Policy Board shall adopt and maintain a written policy prescribing a standard of conduct for its involvement in litigation or potential litigation.
- Section 3 **Attendance.** Attendance shall be in person or telephonically. If any member, except ex-officio members, has three consecutive unexcused absences, it shall be cause for an alternative representative to be designated from their organization. If for any reason an alternative representative is not designated, the Policy Board shall instruct the Chair of the Policy Board to inform the proper legislative body of the requirements of this section of the by-laws.

The only exception to the above procedures and requirements shall be in cases of illness or conditions beyond the control of the individual member, as judged by the majority of the Policy Board members. Any member seeking an exception should request an item be placed on the agenda. Said judgment or ruling on the condition beyond the control of a member shall be voted on at a regular meeting or special called meeting for this particular purpose.

Section 5 Legislative Policy Board Member Appointment. Upon appointment to the Policy Board and confirmation by the respective Council or Assembly, the members so confirmed will be seated at the next regular or special meeting.

ARTICLE XII

Amendments

Section 1 In accordance with Article II, Section 5, these rules may be amended, rescinded or supplemented by the Policy Board provided such amendments are presented in writing at a regular meeting or special meeting called for this particular purpose and action taken thereon at a subsequent regular meeting.

These Bylaws were passed and approved by a duly constituted quorum of the <insert name> MPO Policy Board on _____.

, Chair

ATTEST:

, Secretary

PASSED
Yes:
No:
Absent:

Attachment #1

Ethical Principles in Planning (As Adopted May 1992)

This statement is a guide to ethical conduct for all who participate in the process of planning as advisors, advocates, and decision-makers. It presents a set of principles to be held in common by certified planners, other practicing planners, appointed and elected officials, and others who participate in the process of planning.

The planning process exists to serve the public interest. While the public interest is a question of continuous debate, both in its general principles and in its case-by-case application, it requires a conscientiously held view of the policies and actions that best serve the entire community.

Planning issues commonly involve a conflict of values and, often, there are large private interests at stake. These accentuate the necessity for the highest standards of fairness and honesty among all participants.

Those who practice planning need to adhere to a special set of ethical requirements that must guide all who aspire to professionalism.

The Code is formally subscribed to by each certified planner. It includes an enforcement procedure that is administered by AICP. The Code, however, provides for more than the minimum threshold of enforceable acceptability. It also sets aspirational standards that require conscious striving to attain.

The ethical principles derive both from the general values of society and from the planner's special responsibility to serve the public interest. As the basic values of society are often in competition with each other, so do these principles sometimes compete. For example, the need to provide full public information may compete with the need to respect confidences. Plans and programs often result from a balancing among divergent interests. An ethical judgment often also requires a conscientious balancing, based on the facts and context of a particular situation and on the entire set of ethical principles.

This statement also aims to inform the public generally. It is also the basis for continuing systematic discussion of the application of its principles that is itself essential behavior to give them daily meaning.

The planning process must continually pursue and faithfully serve the public interest.

2. Strive to give citizens (including those who lack formal organization or influence) full, clear and accessible information on planning issues and the opportunity to have a meaningful role in the development of plans and programs;

3. Strive to expand choice and opportunity for all person, recognizing a special responsibility to plan for the needs of disadvantaged groups and person;
4. Assist in the clarification of community goals, objectives and policies in plan-making;
5. Ensure that reports, records and any other non-confidential information which is, or will be, available to decision makers is made available to the public in a convenient format and sufficiently in advance of any decision;
6. Strive to protect the integrity of the natural environment and the heritage of the built environment;
7. Pay special attention to the interrelatedness of decision and the long range consequences of present actions.

Planning process participants continuously strive to achieve high standards of integrity and proficiency so that public respect for the planning process will be maintained.

Planning Process Participants should:

1. Exercise fair, honest and independent judgment in their roles a decision makers and advisors;
2. Make public disclosure of all ;personal interests: they may have regarding any decision to be made in the planning process in which they serve, or are requested to serve, as advisor or decision maker (see also Advisory Ruling “Conflicts of Interest when a Public Planner Has a Stake in Private Development”);
3. Define “personal interest” broadly to include any actual or potential benefits or advantages that they, a spouse, family member or person living in their household might directly or indirectly obtain from a planning decision;
4. Abstain completely from direct or indirect participation as an advisor or decision maker in any matter in which they have a personal interest, and leave any chamber in which such a matter is under deliberation, unless their personal interest has been made a matter of public record; their employer, if any, has given approval; and the public official, public agency or court with jurisdiction to rule on ethics matters has expressly authorized their participation;
5. Seek no gifts or favors, nor offer any, under circumstances in which it might reasonably be inferred that the gifts or favors were intended or expected to influence a participant’s objectivity as an advisor or decision maker in the planning process;
6. Not participate as an advisor or decision maker on any plan or project in which they have previously participated as an advocate;
7. Serve as advocates only when the client’s objectives are legal and consistent with the public interest.
8. Not participate as an advocate on any aspect of plan or program on which they have previously served as advisor or decision maker unless their role as advocate is authorized by applicable law, agency regulation, or ruling of an ethics officer or agency; such participation as an advocate should be allowed only after proper disclosure to, and approval by, their affected client or employer; under no circumstance should such participation commence earlier that on year following termination of the role as advisor or decision maker;
9. Not use confidential information acquired in the course of their duties to further a personal interest;
10. Not disclose confidential information acquired in the course of their duties except when required by law, to prevent a clear violation of law or to prevent substantial injury to third persons; provided that disclosure in the latter two situations may not be made until after

verification of the facts and issues involved and consultation with other planning process participants to obtain their separate opinions’

11. Not misrepresent facts or distort information for the purpose of achieving a desired outcome (see also Advisory ruling “Honesty in the Use of Information”);
12. Not participate in any matter unless adequately prepared and sufficiently capacitated to render thorough and diligent service;
13. Respect the rights of all persons and not improperly discriminate against or harass other based on characteristics which are protected under civil rights laws and regulation (see also Advisory “Sexual Harassment”).

APA members who are practicing planner continuously pursue improvement in their planning competence as well as in the development of peers and aspiring planners. They recognize that enhancement of planning as a profession leads to greater public respect for the planning process and thus serves the public interest.

APA Members who are practicing planners:

1. Strive to achieve high standards of professionalism, including certification, integrity, knowledge, and professional development consistent with the AICP Code of Ethics;
2. Do not commit a deliberately wrongful act which reflects adversely on planning as a profession or seek business by stating or implying that they are prepared, willing or able to influence decisions by improper means;
3. Participate in continuing professional education;
4. Contribute time and effort to groups lacking adequate planning resources and to voluntary professional activities;
5. Accurately represent their qualification to practice planning as well as their education and affiliations;
6. Accurately represent the qualifications, views, and findings of colleagues;
7. Treat fairly and comment responsibly on the professional view of colleagues and members of other professions;
8. Share the results of experience and research which contribute to the body of planning knowledge;
9. Examine the applicability of planning theories, methods and standards to the facts and analysis of each particular situation and do not accept the applicability of a customary solution without first establishing its appropriateness to the situation;
10. Contribute time and information to the development of students, interns, beginning practitioners and other colleagues;
11. Strive to increase the opportunities for women and members of recognized minorities to become professional planners;
12. Systematically and critically analyze ethical issues in the practice of planning. (See also Advisory Ruling “Outside Employment or Moonlighting”).



MATANUSKA-SUSITNA BOROUGH

Planning and Land Use Department

Planning Division

350 East Dahlia Avenue • Palmer, AK 99645

Phone (907) 861-7833

October 4, 2022

The Honorable Mike Dunleavy
Governor of Alaska
State Capitol
Juneau, Alaska 99801

Dear Governor Dunleavy:

MatSu Valley Planning for Transportation (MVP for Transportation) is the Matanuska-Susitna (MSB) Pre-Metropolitan Planning Organization, whose development is currently being supported by the MSB and the Alaska Department of Transportation and Public Facilities (ADOT&PF). It is anticipated that the U.S. Census will designate a portion of the MSB core area as urbanized in December 2022. Once urbanized, an MPO must be formed and designated by the Governor within one year to receive federal transportation funding.

MVP for Transportation is requesting \$1,000,000 in funding from the Governor of Alaska in the FY 2024 budget to support the formation of MVP for Transportation. Seed funding for the newly formed MPO is necessary because federal funding for planning projects for the MPO will come through the State of Alaska as a reimbursable grant. As a new non-profit organization, MVP for Transportation will need to pay for initial operating expenses and cover the lag time between ADOT&PF grant reimbursements, which can take up to six months. Funds may also be used to:

- Initiate the development of the short-term Transportation Improvement Program (TIP) and long-term Metropolitan Transportation Plan (MTP), as well as other plans as determined by the Policy Board of the MPO;
- Hire an Executive Director to manage the organization in anticipation of receipt of annual federal Planning funds;
- Provide membership fees and annual maintenance dues for the State of Alaska ADOT&PF, and others, to become members of the decision-making body of the MPO as members of the Policy Board;
- Provide the non-federal share for Planning Funds and possibly capital funds into the future; and
- Operate the MPO.

On behalf of MVP for Transportation, we appreciate your continued support of the transportation needs in our growing community.

Sincerely,

Kim Sollien
Interim MPO Coordinator
Planning Services Manager
Matanuska-Susitna Borough

Providing Outstanding Borough Services to the Matanuska-Susitna Community.

By: Mayor's Office
Adopted: September 26, 2022
Yes: Brown, Graham, Johnson, Rubeo, Sullivan-Leonard, Velock
No: None
Absent: None

**City of Wasilla
Resolution Serial No. 22-14**

A Resolution Of The Wasilla City Council Authorizing A State Funding Request In The Amount Of \$1 Million For The Formation, Organization, And Operation Of The Mat-Su Valley Planning (MVP) For Transportation As The Metropolitan Planning Organization For The Mat-Su Borough In The State's Fiscal Year 2024 Capital Budget.

WHEREAS, the Mat-Su Valley Planning (MVP) for Transportation is the group that has been planning for nearly two years the development of a new Metropolitan Planning Organization (MPO) within the Mat-Su Borough; and

WHEREAS, through Action Memorandum No. 21-17, the Wasilla City Council authorized the Mayor of Wasilla to support this planning effort as a Pre-MPO Policy Board member; and

WHEREAS, in March 2022, the Pre-MPO Policy Board unanimously voted to adopt the formation of an independent non-profit 501(c) (3) organization for MVP for Transportation that will provide the federally required transportation planning for the proposed Mat-Su metropolitan planning area; and

WHEREAS, as a new non-profit organization, MVP for Transportation will need initial funding to start up as the federal funding for this planning group will be on a reimbursable basis; and


WHEREAS, this funding request is intended to provide the initial funding to support MVP for Transportation in the Mat-Su Valley once the organization is authorized by the Governor.

NOW, THEREFORE, BE IT RESOLVED, that the Wasilla City Council supports the designation of MVP for Transportation as the MPO of the Mat-Su metropolitan planning area.

BE IT FURTHER RESOLVED, that the Wasilla City Council supports the allocation of \$1 million from the State of Alaska to support the formation, organization, and operation of the MPO for the Mat-Su Valley in the State's fiscal year 2024 Capital budget.

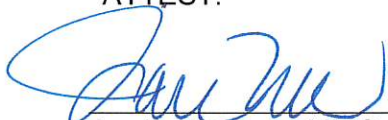
Effective Date. This resolution takes effect upon adoption.

ADOPTED by the Wasilla City Council on September 26, 2022.



Glenda D. Ledford, Mayor

ATTEST:



Jamie Newman, MMC, City Clerk

[SEAL]



KNIK TRIBAL COUNCIL

KNIK, THE OLDEST VILLAGE IN COOK INLET

RESOLUTION 22-125

A RESOLUTION OF THE KNIK TRIBAL COUNCIL IN SUPPORT OF THE DESIGNATION OF MATSU VALLEY PLANNING FOR TRANSPORTATION AS THE METROPOLITAN PLANNING ORGANIZATION FOR THE MATSU BOROUGH; AND SUPPORTING ALLOCATING \$1 MILLION IN STATE FUNDING FOR THE FORMATION, ORGANIZATION, AND OPERATION OF MATSU VALLEY PLANNING FOR TRANSPORTATION.

WHEREAS, 49 U.S.C. § 5303 as amended by the Infrastructure and Investment Jobs Act, which section is identical to 23 U.S.C. § 134 of the Federal Aid Highway Act, requires the designation of a Metropolitan Planning Organization (MPO) for each urbanized area within the country of at least 50,000 population; and

WHEREAS, USC § 104(f), 23 USC § 134 and 49 USC § 5303 – 5306 are the Federal Transportation Planning Statutes that require the designation of an MPO for urbanized areas with a population of 50,000 or greater to carry out a transportation planning process to receive federal funding; and

WHEREAS, those Statutes require the state and the local governments to coordinate the planning and construction of all transportation facilities within the urbanized area with a continuing, cooperative, and comprehensive transportation planning process; and

WHEREAS, an MPO is generally comprised of representatives from local governments, transportation stakeholders and governmental transportation authorities that together represent at least 75 percent of the affected population; and

WHEREAS, an MPO has the purpose of ensuring regional cooperation in the transportation planning process and for providing a conduit for the federal funding of transportation projects and programs; and

WHEREAS, designation or selection of officials or representatives to serve on the MPO Board is not set by federal law or regulation, and the State of Alaska is silent on who is to serve on small MPO (less than 200,000 persons) Boards; and

WHEREAS, a yet-to-be-defined core area of the MSB will assuredly be included when the Census Bureau publishes a Federal Register Notice in December 2022, announcing the qualifying urban areas based on the results of the 2020 Decennial Census; and

WHEREAS, under 23 U.S.C. § 134, via an agreement with the Governor of the State of Alaska an MPO shall be designated within one year of the release of the Federal Register Notice announcing the qualifying urban areas; and

P.O. BOX 871565
WASILLA, AK 99687

(907) 373-7991
(907) 373-7993

FAX: (907) 373-2161

E-MAIL: RPORTER@KNIKTRIBE.ORG

WHEREAS, in July 2020, a consultant team was retained by the Matanuska-Susitna Borough (MSB) to coordinate the planning for a new MPO funded by federal transportation planning funds; and

WHEREAS, in October 2020, a Steering Committee was established, made up of transportation stakeholders of the region, whose mission is to guide the MPO formation process as it relates to presenting recommendations to the Pre-MPO Policy Board regarding the organizational and operational structure and the Matanuska-Susitna Borough is represented on this committee; and

WHEREAS, in September 2021, a Pre-MPO Policy Board was established and made up of local government officials including Knik Tribe and Chickaloon Native Village, the State of Alaska Department of Transportation and Public Facilities, and multi-modal advocates to oversee the development of all federally required documents necessary to be designated by the Governor as the MPO of the Mat-Su urbanized area and the Matanuska-Susitna Borough is represented on this board; and

WHEREAS, the planning effort for the establishment of the new MPO has progressed in earnest since July 2020, conducting monthly public meetings and developing a website, annual work plans, Public Participation Plan, Public Participation Plan for Pre-MPO designation efforts, MPO Boundary Development Strategy, Metropolitan Transportation Plan Scope of Work, draft organizational Bylaws and Operating Agreement; and

WHEREAS, the Pre-MPO Policy Board, in October 2021, approved the name of the new MPO to be Matsu Valley Planning for Transportation (MVP for Transportation); and

WHEREAS, the Pre-MPO Policy Board, in March 2022, unanimously voted to adopt the formation of an independent 501(c)(3) organization for MVP for Transportation; and

WHEREAS, the federal funding for planning projects will come through the State of Alaska as a reimbursable grant; and

WHEREAS, as a new non-profit organization, MVP for Transportation will need seed funding to start up the organization and pay for expenses; and

WHEREAS, MVP for Transportation intends to submit an Operating Agreement to the Governor shortly after the Urbanized Area is officially designated by the U.S. Census; and

WHEREAS, upon designation by the Governor as the new MPO for the Mat-Su urbanized area, MVP for Transportation will need to establish its office, hire staff, open a bank account, file Articles of Incorporation with the State of Alaska Department of Commerce Community and Economic Development Division of Corporations, obtain Business and Professional Licensing to become a non-profit corporation, and negotiate intergovernmental agreements to establish participation by member agencies and associated dues, so that transportation planning work can begin on behalf of the MPO; and

WHEREAS, In 2006, the Alaska Legislature appropriated five million dollars in capital and operational funding for the Fairbanks Metropolitan Planning Organization (FMATS) to cover organizational costs, planning activities, and match requirements for capital costs.

NOW, THEREFORE, BE IT RESOLVED that the Knik Tribe supports the designation of MVP for Transportation as the MPO of the Mat-Su metropolitan planning area.

BE IT FURTHER RESOLVED that the Knik Tribe supports the allocation of \$1,000,000 in capital funds from the State of Alaska to support the formation, organization, and operation of the MPO.

CERTIFICATION

This certifies that the foregoing resolution of the Knik Tribal Council was adopted by the Knik Tribe. The Council is made up of 5 members with a quorum of 5 established. The foregoing resolution was adopted on this 8th day of Sep, 2022, by a vote of 5 in favor, 0 opposed, and 0 abstaining.

ATTEST



Knik Tribe President



Knik Tribe Secretary

**City of Palmer
Resolution No. 22-029**

Subject: A Resolution of the City of Palmer Encouraging the State of Alaska to Support the Designation of the MATSU Valley Planning for Transportation as the Metropolitan Planning Organization for the Matanuska-Susitna Borough Urbanized Area; And Allocate \$1 Million in State Funding for the Formation, Organization, and Operation of the MATSU Valley Planning for Transportation

Agenda of: September 27, 2022

Council Action: **Approved** **Amended:** _____
 Defeated

Originator Information:

Originator: John Moosey, City Manager

Department Review:

Route to:	Department Director:	Signature:	Date:
_____	Community Development	_____	_____
_____	Finance	_____	_____
_____	Fire	_____	_____
_____	Police	_____	_____
_____	Public Works	_____	_____

Certification of Funds:

Total amount of funds listed in this legislation: \$ _____

This legislation (√):

- Creates revenue in the amount of: \$ _____
- Creates expenditure in the amount of: \$ _____
- Creates a saving in the amount of: \$ _____
- Has no fiscal impact

Funds are (√):

- Budgeted Line item(s): _____
- Not budgeted

Director of Finance Signature: _____

Approved for Presentation By:

	Signature:	Remarks:
City Manager	_____	_____
City Attorney	_____	_____
City Clerk	_____	_____

Attachment(s):

1. Resolution No. 22-029

Summary Statement/Background:

The Mat-Su Pre-Metropolitan Planning Organization, MatSu Valley Planning for Transportation (MVP for Transportation), is seeking funding from the Governor of Alaska in the FY 2024 budget to support the formation and operations of the new Mat-Su Metropolitan Planning Organization (MPO).

MVP for Transportation is the group that has been planning for almost two years for the development of a new MPO within the Mat-Su Valley.

An MPO carries out the metropolitan (transportation) planning activities for the urbanized area. It is anticipated that the U.S. Census will designate some portion of the Mat-Su Borough core area as an urbanized area in December 2022.

With the urbanized area designation, an MPO must be formed and designated by the Governor within one year to receive federal transportation funding.

This will be the third designation of an MPO within the State; AMATS in Anchorage and FAST Planning in Fairbanks are the other two MPOs.

After many meetings and analysis of various organizational structures, the Pre-MPO Policy Board (listed below) unanimously supported the formation of the new MPO as a non-profit organization, like FAST Planning in Fairbanks.

This resolution is in support of a funding request to the State of Alaska to form and operate this new non-profit organization. Seed funding for the newly formed MPO is necessary because federal funding for planning projects for the MPO will come through the State of Alaska as a reimbursable grant.

As a new non-profit organization, MVP for Transportation will need to pay for initial operating expenses and cover the lag time between ADOT&PF reimbursements. These reimbursements can take up to six months. As a new organization, it will not have the resources to operate without seed funding.

The MVP for Transportation steering committee and the Pre-Policy board is requesting seed money from the Alaska Legislature in the amount of \$1,000,000 to support the formation of MVP for Transportation and to: Initiate the development of the short-term Transportation Improvement Program (TIP) and long-term Metropolitan Transportation Plan (MTP), as well as other plans as determined by the Policy Board of the MPO

- Hire an Executive Director to manage the organization in anticipation of receipt of annual federal Planning funds
- Provide membership fees and annual maintenance dues for the State of Alaska ADOT&PF, and others, to become members of the decision-making body of the MPO as members of the Policy Board
- Provide the non-federal share for Planning Funds and possibly capital funds into the future; and
- Operate the MPO

Administration's Recommendation:

Approve Resolution No. 22-029 supporting the formation of the MPO and for seed funding by the State of Alaska.

LEGISLATIVE HISTORY

Introduced by: Manager Moosey
Date: 9/27/2022
Action: Adopted
Vote: Unanimous

Yes:	No:
Mayor Carrington	
Melin	
Best	
Tudor	
Anzilotti	
Alcantra	
Ojala	

CITY OF PALMER, ALASKA

Resolution No. 22-029

A Resolution of the Palmer City of Palmer Encouraging the State of Alaska To Support the Designation of the MATSU Valley Planning for Transportation as the Metropolitan Planning Organization for the Matanuska-Susitna Borough Urbanized Area; And Allocate \$1 Million in State Funding for the Formation, Organization, and Operation of the MATSU Valley Planning for Transportation

WHEREAS, Federal Statutes require the state and the local governments to coordinate the planning and construction of all transportation facilities within the urbanized area with a continuing, cooperative, and comprehensive transportation planning process; and

WHEREAS, an MPO is generally comprised of representatives from local governments, transportation stakeholders and governmental transportation authorities that together represent at least 75 percent of the affected population; and

WHEREAS, an MPO has the purpose of ensuring regional cooperation in the transportation planning process and for providing a conduit for the federal funding of transportation projects and programs; and

WHEREAS, in October 2020, a Steering Committee was established, made up of transportation stakeholders of the region, whose mission is to guide the MPO formation process as it relates to presenting recommendations to the Pre-MPO Policy Board regarding the organizational and operational structure; and

WHEREAS, in September 2021, a Pre-MPO Policy Board was established and made up of local government officials, the State of Alaska Department of Transportation and Public Facilities, and multi-modal advocates to oversee the development of all federally required documents necessary to be designated by the Governor as the MPO of the Mat-Su urbanized area; and

WHEREAS, the Pre-MPO Policy Board, in October 2021, approved the name of the new MPO to be Matsu Valley Planning for Transportation (MVP for Transportation); and

WHEREAS, the Pre-MPO Policy Board, in March 2022, unanimously voted to adopt the formation of an independent 501(c)(3) organization for MVP for Transportation; and

WHEREAS, MVP for Transportation intends to submit an Operating Agreement to the Governor shortly

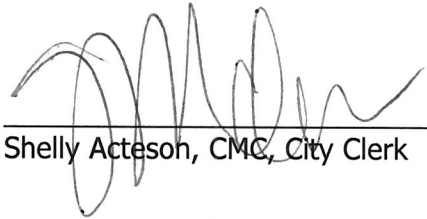
after the Urbanized Area is officially designated by the U.S. Census; and

WHEREAS, upon designation by the Governor as the new MPO for the Mat-Su urbanized area, MVP for Transportation will need to establish its office, hire staff, open a bank account, file Articles of Incorporation with the State of Alaska Department of Commerce Community and Economic Development Division of Corporations, obtain Business and Professional Licensing to become a non-profit corporation, and negotiate intergovernmental agreements to establish participation by member agencies and associated dues, so that transportation planning work can begin on behalf of the MPO; and

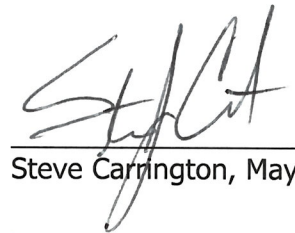
NOW, THEREFORE, BE IT RESOLVED that the City of Palmer supports the designation of MVP for Transportation as the MPO of the Mat-Su metropolitan planning area.

BE IT FURTHER RESOLVED that the City of Palmer supports the allocation of \$1,000,000 in capital funds from the State of Alaska to support the formation, organization, and operation of the MPO.

Approved by the Palmer City Council this 27th day of September, 2022.



Shelly Acteson, CMC, City Clerk



Steve Carrington, Mayor



Adopted: 09/06/22

**MATANUSKA-SUSITNA BOROUGH
RESOLUTION SERIAL NO. 22-078**

A RESOLUTION OF THE MATANUSKA-SUSITNA BOROUGH IN SUPPORT OF THE DESIGNATION OF MATSU VALLEY PLANNING FOR TRANSPORTATION AS THE METROPOLITAN PLANNING ORGANIZATION FOR THE BOROUGH; AND ALLOCATING \$1 MILLION IN STATE FUNDING FOR THE FORMATION, ORGANIZATION, AND OPERATION OF MATSU VALLEY PLANNING FOR TRANSPORTATION.

WHEREAS, 49 U.S.C. § 5303 as amended by the Infrastructure and Investment Jobs Act, which section is identical to 23 U.S.C. § 134 of the Federal Aid Highway Act, requires the designation of a Metropolitan Planning Organization (MPO) for each urbanized area within the country of at least 50,000 population; and

WHEREAS, USC § 104(f), 23 USC § 134 and 49 USC § 5303 - 5306 are the Federal transportation planning statutes that require the designation of an MPO for urbanized areas with a population of 50,000 or greater to carry out a transportation planning process to receive federal funding; and

WHEREAS, those statutes require the state and the local governments to coordinate the planning and construction of all transportation facilities within the urbanized area with a continuing, cooperative, and comprehensive transportation planning process; and

WHEREAS, an MPO is generally comprised of representatives from local governments, transportation stakeholders and

governmental transportation authorities that together represent at least 75 percent of the affected population; and

WHEREAS, an MPO has the purpose of ensuring regional cooperation in the transportation planning process and for providing a conduit for the federal funding of transportation projects and programs; and

WHEREAS, designation or selection of officials or representatives to serve on the MPO Board is not set by federal law or regulation, and the state of Alaska is silent on who is to serve on small MPO (less than 200,000 persons) Boards; and

WHEREAS, a yet to be defined core area of the Borough will assuredly be included when the Census Bureau publishes a Federal Register Notice in December 2022, announcing the qualifying urban areas based on the results of the 2020 Decennial Census; and

WHEREAS, under 23 U.S.C. § 134, via an agreement with the Governor of the state of Alaska, an MPO shall be designated within one year of the release of the Federal Register Notice announcing the qualifying urban areas; and

WHEREAS, in July 2020, a consultant team was retained by the Borough to coordinate the planning for a new MPO funded by federal transportation planning funds; and

WHEREAS, in October 2020, a steering committee was established, made up of transportation stakeholders of the region, whose mission is to guide the MPO formation process as it relates

to presenting recommendations to the Pre-MPO Policy Board regarding the organizational and operational structure and the Borough is represented on this committee; and

WHEREAS, in September 2021, a Pre-MPO Policy Board was established and made up of local government officials, the Alaska State Department of Transportation and Public Facilities, and multimodal advocates to oversee the development of all federally required documents necessary to be designated by the Governor as the MPO of the Borough urbanized area and the Borough is represented on this board; and

WHEREAS, the planning effort for the establishment of the new MPO has progressed in earnest since July 2020, conducting monthly public meetings and developing a website, annual work plans, public participation plan, public participation plan for Pre-MPO designation efforts, MPO boundary development strategy, Metropolitan Transportation Plan scope of work, draft organizational bylaws and operating agreement; and

WHEREAS, the Pre-MPO Policy Board, in October 2021, approved the name of the new MPO to be Matsu Valley Planning for Transportation (MVP for Transportation); and

WHEREAS, the Pre-MPO Policy Board, in March 2022, unanimously voted to adopt the formation of an independent 501(c)(3) organization for MVP for Transportation; and

WHEREAS, the federal funding for planning projects will come through the state of Alaska as a reimbursable grant; and

WHEREAS, as a new nonprofit organization, MVP for Transportation will need seed funding to start up the organization and pay for expenses; and

WHEREAS, MVP for Transportation intends to submit an operating agreement to the Governor shortly after the Urbanized Area is officially designated by the United States Census; and

WHEREAS, upon designation by the Governor as the new MPO for the Mat-Su urbanized area, MVP for Transportation will need to establish its office, hire staff, open a bank account, file Articles of Incorporation with the Alaska State Department of Commerce Community and Economic Development Division of Corporations, obtain Business and Professional Licensing to become a nonprofit corporation, and negotiate intergovernmental agreements to establish participation by member agencies and associated dues, so that transportation planning work can begin on behalf of the MPO; and

WHEREAS, in 2007, with the understanding that starting a new MPO requires significant resources, the Alaska Legislature appropriated five million dollars in capital and operational funding to the Fairbanks Metropolitan Planning Organization.

NOW, THEREFORE, BE IT RESOLVED that the Matanuska-Susitna Borough Assembly supports the designation of MVP for Transportation as the MPO of the Mat-Su metropolitan planning area.

BE IT FURTHER RESOLVED that the Borough supports the allocation of \$500,000 to \$1,000,000 in capital funds from the state of Alaska to support the formation, organization, and operation of the MPO.

ADOPTED by the Matanuska-Susitna Borough Assembly this 6 day of September, 2022.


EDNA DeVRIES, Borough Mayor

ATTEST:


LONNIE R. McKECHNIE, CMC, Borough Clerk

(SEAL)



PASSED UNANIMOUSLY: Hale, Nowers, McKee, Yundt, Tew, Sumner, and Bernier



Chickaloon Village Traditional Council (Nay'dini'aa Na' Kayax)

Chief Gary Harrison,
Chairman/Elder

Philip Ling,
Vice-Chair

Cheryl Sherman
Secretary

Doug Wade,
Treasurer/Elder

Emily Ling,
Member

Lisa Wade,
Executive Director

Serena Martino,
Executive Assistant

RESOLUTION FOR SUPPORTING THE DESIGNATION OF MATSU VALLEY PLANNING FOR TRANSPORTATION AS THE METROPOLITAN PLANNING ORGANIZATION FOR THE MATANUSKA-SUSITNA BOROUGH AND FOR THE ALLOCATION OF \$1 MILLION IN STATE OF ALASKA FUNDING FOR THE FORMATION, ORGANIZATION, AND OPERATION OF MATSU VALLEY PLANNING FOR TRANSPORTATION.

RESOLUTION 220928-01

WHEREAS, Chickaloon Village Traditional Council is an Indigenous Government with full power and authority to act for the Chickaloon Native Village, Chickaloon Traditional Village, and/or Chickaloon Village (Nay'dini'aa Na'); and

WHEREAS, Chickaloon Village is part of the Athabaskan Nation and is a distinct, independent political community, and as such is qualified and exercises powers of self-government by reason of its original tribal sovereignty as passed down from its ancestors since time immemorial; and nothing in this resolution shall be in conflict therewith; and

WHEREAS, Chickaloon Village is a Federally-recognized Tribal Government in Alaska (Federal Register, Volume 67, Number 134, Friday, July 12, 2002, Notices, page 46332), with full power and authority to negotiate with the Federal Government; and

WHEREAS, Chickaloon Village Traditional Council did not cede, terminate, extinguish, or relinquish their original, possessory and aboriginal rights; and

WHEREAS, Chickaloon Village Traditional Council is the governing body of Chickaloon Village as recognized by the Chickaloon tribal citizens; and has a responsibility to provide a government for the good health and welfare of its tribal citizens, address any needs in its community; and

WHEREAS, Chickaloon Village Traditional Council has reviewed the Tribal Transportation Safety Plan created for the Tribal Transportation Plan (TTP); and

NOW THEREFORE BE IT RESOLVED, that Chickaloon Village Traditional Council hereby supports: the designation of Matsu Valley Planning for transportation as the metropolitan planning organization for the Matanuska-Susitna Borough; and;

THEREFORE BE IT FURTHER RESOLVED, that Chickaloon Village Traditional Council supports the allocation of \$1 million in State of Alaska funding for the formation, organization, and operation of Matsu Valley Planning for transportation; and

THEREFORE BE IT FURTHER RESOLVED, that Chickaloon Village Traditional Council authorizes and delegates authority to the Traditional Chief and Chairman, and/or Vice-Chairman, and/or the Executive Director to act on behalf of the Chickaloon Village Traditional Council for this program.

It is hereby certified that this resolution was duly considered and unanimously approved this 28th of September 2022.

Philip Ling, Vice-Chair

Cheryl Sherman, Secretary