

MVP for Transportation Pre-MPO Steering Committee Meeting

MEMBERS

Ben White, ADOT&PF
Brad Hanson, City of Palmer
Erich Schaal, City of Wasilla
Brian Winnestaffer, Chickaloon Native Village
Jim Beck, Health and Human Services
Bob Charles, Knik Tribe
Tom Adams, MSB
Kim Sollien, MSB
Brad Sworts, MSB
Jillian Morrissey, MSB TAB
Joshua Shaver, AK Pioneer Homes
Brian Lindamood, ARRC
Jennifer Busch, Valley Transit



NON-VOTING MEMBERS

Adeyemi Alimi, ADEC
Jackson Fox, FAST Planning
Aaron Jongenelen, AMATS
Josh Cross, TAB
Vacant, City of Houston
Vacant, LRSAAB
Adam Bradway, ADOT&PF

Microsoft Teams meeting

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Agenda

Tuesday, June 13th, 2023
2:00 - 3:30pm

1. Call to Order
2. Introduction of Pre-MPO Steering Committee Members and other Attendees
3. Approval of the June 13th, 2023 Agenda – **(Action Item)**
4. Approval of the April 11th, 2023 Minutes – **(Action Item)**
5. Committee/Working Group Reports (Including the Staff Report)
 - a. Staff Report
6. Voices of the Visitors (Non-Action Items)
7. Old Business
 - a. Policy Board Membership & Dues Structure discussion
 1. MPO Development Timeline
 - b. Boundary development update
8. New Business
 - a. MPO Funding and Unified Planning Work Program (UPWP) update
9. Other Issues
10. Informational Items
11. Steering Committee Comments
12. Adjournment

Next Scheduled Pre-MPO Steering Committee Meeting – **July 11th, 2023, from 2:00pm-3:30pm** to be held via Microsoft TEAMS Meeting

MVP for Transportation Pre-MPO Steering Committee Meeting

MEMBERS

Todd Vanhove, ADOT&PF
Brad Hanson, City of Palmer
Erich Schaal, City of Wasilla
Brian Winnestaffer, Chickaloon Native Village
Jim Beck, Health and Human Services
Bob Charles, Knik Tribe
Tom Adams, MSB
Kim Sollien, MSB
Brad Sworts, MSB
Vacant, MSB TAB
Joshua Shaver, AK Pioneer Homes
Brian Lindamood, ARRC
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NON-VOTING MEMBERS

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Josh Cross, TAB
Vacant, City of Houston
Vacant, LRSAAB
Adam Bradway, ADOT&PF

Minutes

Tuesday, April 11th, 2023
2:00 - 3:30 pm

1. Call to Order

Quorum reached at 2:03pm

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

Members Present:

Kim Sollien, MSB
Adam Bradway, ADOT&PF
Todd Vanhove, ADOT&PF
Brian Winnestaffer, Chickaloon Native Village
Josh Shaver, AK Pioneer Homes
Aaron Jongenelen, AMATS
Bob Charles, Knik Tribe
Josh Cross, TAB
Jackson Fox, FAST
Alimi Adeyemi, ADEC
Brad Sworts, MSB
Tom Adams, MSB

Members Absent:

Brad Hanson, City of Palmer
Erich Schaal, City of Wasilla
Jim Beck, Health and Human Services
Brian Lindamood, ARRC
Jennifer Busch, Valley Transit

Visitors Present:

Donna Gardino, Gardino Consulting Services
Patrick Cotter, RESPEC
Natalie Lyon, RESPEC
Elise Blocker, RESPEC
Kaylan Wade, Chickaloon Native Village
James Starzec, ADOT&PF
Maija DiSalvo, MSB
Kelsey Anderson, MSB

MVP for Transportation Pre-MPO Steering Committee Meeting

3. **Approval of the April 11th, 2023 Agenda – (Action Item)**

Motion to approve the April 11th, 2023 Agenda (Winnestaffer), seconded. No edits. Passed unanimously.

4. **Approval of the March 14th, 2023 Minutes – (Action Item)**

Motion to approve the March 14th, 2023 Minutes (Vanhove), seconded. No edits. Passed unanimously.

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

a. **Staff Report**

The staff report will be included in the discussion topics later in the meeting.

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

None

7. **Old Business**

a. **Boundary Development Update**

The public meeting was hosted on March 29th with about 35 people in attendance. Several people were in attendance and the meeting was well received. The comments and questions were documented. During the May meeting, all the comments and questions from the developer meeting, the public meeting, and those received on the comment map will be tabulated and addressed. An FAQ was developed and put on the website.

Erich Schaal: Will the urbanized area affect USDA grants? Will the expansion of the metropolitan planning area (MPA) boundary affect any of that?

Kim Sollien: Agencies like USDA will use the urbanized area boundary that was determined by the Census, and the MPO will use the larger metropolitan planning area (MPA) boundary. They are two different boundaries.

When the comment map was made available to the public, the content of the comments was hidden and only the location of the comment was viewable. The comment map has since been changed so the comments are now viewable by all but none of the commenters' information can be seen publicly. Additionally, both the urbanized area boundary and the draft metropolitan planning area (MPA) boundary can be toggled on and off.

b. **Membership Dues - (Action Item)**

Research and example dues were presented to the Steering Committee in September 2022. A dues structure will need to be selected for the MPO. The population was used to determine how much each organization will be responsible for.

Patrick Cotter presented an overview of the dues structures.

Donna Gardino: We don't know how much money the MPO will receive which is why three levels are presented. The assumption during the first year is that MPO will not have a full staff. The state will be the contract manager for large procurements and will pay those bills and the MPO will not have to carry the load of these procurements as they will be the project manager.

Kim Sollien: Since the MPO will be a non-profit, the MPO will need operating reserves while waiting for reimbursements. In the event the MPO dissolves, the membership fees will be given back to the member organizations.

MVP for Transportation Pre-MPO Steering Committee Meeting

Erich Schaal: In the green column, what is the difference between the State of Alaska population and the Mat-Su Borough population?

Kim Sollien: Each area has its own distinct population and some of the population is double-counted.

Erich Schaal: Where would someone be that they would not be in the borough?

Donna Gardino: The state population is not separate from the borough population; the population is double counted so we get funding from all organizations. The borough population excludes the city populations.

Jackson Fox: The state is ultimately responsible for standing up the MPO and for FAST Planning, they are responsible for approximately half of the dues.

Kim Sollien: The operating agreement and boundary development packet are being put together to be sent to the governor. The next piece is the Memorandum of Agreement (MOA) or a resolution between all the participating organizations that commit to pay the membership fee and the annual dues.

Tom Adams: The calculation shows per person, does that mean the \$5 per person would be paid by the population like an additional tax?

Kim Sollien: No, the borough and the tribes would have to determine how to cover their membership dues and annual fees. The MPO does not have taxing authority.

Objections to move option A forward to the Pre-Policy Board?

Brad Hanson: Object. Reluctant to make a recommendation as the pre-policy board are more in tune with their respective bodies and the recommendation should be more of a function of that board.

Kim Sollien: The Steering Committee will make a recommendation, but the Pre-Policy Board will make the decision.

Todd Vanhove: Object. The Pre-Policy Board should make this decision.

Tom Adams: It is this group's responsibility to present a recommendation.

Roll Call Vote to recommend Proposal A to the Pre-Policy Board

Yay: 6 Nay: 3 Abstain: 1

Motion Passes

Brad Sworts: Just to clarify, all three options will be presented to the Pre-Policy Board with our recommendation, and they have the choice to pick or not pick our recommendation, correct?

Donna Gardino: Correct and they could pick something else entirely.

c. **Operating Agreement Update**

February 16th, 2023 the operating agreement was sent to the State DOT&PF for review and then to the Attorney General's office for review and we have not received any comments yet. The operating agreement and the bylaws are with the DOT&PF Commissioner. They are working their way through DOT&PF.

8. **New Business**

MVP for Transportation Pre-MPO Steering Committee Meeting

9. Other Issues

10. Informational Items

a. Mat-Su Borough Transit Plan Update

Maija DiSalvo provided a summary update.

Brian Lindamood summarized funding for the railroad.

Brian Winnestaffer: Chickaloon wants to be included in the conversation to determine how to report riders.

Aaron Jongenelen summarized how AMATS distributes certain funding.

Jackson Fox summarized transit funding for FAST.

Maija DiSalvo provided a summary of the Coordinated Human Services Plan.

b. Mat-Su Borough Bike and Pedestrian Plan Update

Kelsey Anderson presented the MSB Bike and Pedestrian Plan.

c. Updated MPO Development Timeline

Kim Sollien presented the Development Timeline.

Adam Bradway: The PL funding pays for staff. It was previously distributed only to FAST and AMATS. A new formula will need to be developed to figure out the allocation of funds for fair distribution among the three MPOs.

11. Steering Committee Comments

No comments

12. Adjournment

13. Motion to adjourn (**Shaver**), seconded. Meeting adjourned at 3:32 pm.

**MVP For Transportation Pre-MPO Steering
Committee Action Items
April 11, 2023**

Motion: To approve the April 11, 2023 Agenda. **Motion by Winnestaffer.** Passed unanimously.

Motion: To approve the March 14, 2023 minutes. **Motion by VanHove.** Passed unanimously.

Motion: To recommend for consideration by the Pre-MPO Policy Board Proposal A for the membership dues structure. **Motion by Charles.** Six in favor, three opposed, one abstention.

MVP for Transportation Dues Proposal A
March 16, 2023

MVP for Transportation Proposal			
Government	Population	Membership Fee (\$5/person)	Annuals Dues (\$.45/person)
State of Alaska	56,194	\$ 280,970	\$ 25,287
MatSu Borough	32,696	\$ 163,480	\$ 14,713
City of Wasilla	9,098	\$ 45,490	\$ 4,094
City of Palmer	5,978	\$ 29,890	\$ 2,690
Chickaloon	3,078	\$ 15,390	\$ 1,385
Knik Tribe	5,344	\$ 26,720	\$ 2,405
	112,388	\$ 561,940	\$ 50,575

FAST Planning Comparison		
FAST Planning (\$4.85/person)	Government	Annual Dues (\$.25/person/annually)
\$348,300	State	\$17,956
\$178,700	FNSB	\$9,210
\$158,800	Fairbanks	\$8,188
\$10,800	North Pole	\$558
\$ 696,600		\$ 35,912

\$5.00	0.45
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* MPA population minus City populations

[Under 23 USC § 134 – Metropolitan Transportation Planning, Section 11201, requires:](#)

(a) Policy (3) “In designating official or representatives under paragraph (2) **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.”

Additional Considerations:

First Year	Estimates	Match Required If Federally funded
Obligate MTP	\$500,000+	\$49,632
Transcad Modeling	\$200,000	\$19,853
		\$69,485

Will not be full staffed in FFY24

Transit Planning may not be by the MPO, which may lessen match burden

State funding: will it be available for some of the startup expenses and MTP/Modeling

Additional Considerations:

Population based on 143,648 persons

4 governments and Fairbanks has significantly more population

MTP and modeling needs were updates to existing plan

FY2023 Current Federal Funding for Transportation Planning

Fund Source	Total	9.03% Match
PL Funds	\$ 529,344	\$ 52,545
STP Funds	\$ 50,000	\$ 4,963
FTA 5303	\$ 140,318	\$ 13,928
Total*	\$ 719,662	\$ 71,436

Data source: FAST Planning FFY23 UPWP

*does not include supplemental amounts

Example Calculation to Determine Match Requirement

(\$529,344/.9097)-\$529,344=\$52,545

MVP for Transportation Dues Proposal B
March 16, 2023

Government	MVP for Transportation Proposal		
	Population	Membership Fee (\$4.85/person)	Annuals Dues (\$.35/person)
State of Alaska	56,194	\$ 272,541	\$ 19,668
MatSu Borough	32,696	\$ 158,576	\$ 11,444
City of Wasilla	9,098	\$ 44,125	\$ 3,184
City of Palmer	5,978	\$ 28,993	\$ 2,092
Chickaloon	3,078	\$ 14,928	\$ 1,077
Knik Tribe	5,344	\$ 25,918	\$ 1,870
	112,388	\$ 545,082	\$ 39,336

\$4.85	0.35
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* MPA population minus City populations

[Under 23 USC § 134 – Metropolitan Transportation Planning, Section 11201, requires:](#)

(a) Policy (3) “In designating official or representatives under paragraph (2) **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.”

Additional Considerations:

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Obligate MTP		\$500,000+	\$49,632
Transcad Modeling		\$200,000	\$19,853
			\$69,485

Will not be full staffed in FFY24

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FAST Planning Comparison		
FAST Planning (\$4.85/person)	Government	Annual Dues (\$.25/person/annually)
\$348,300	State	\$17,956
\$178,700	FNSB	\$9,210
\$158,800	Fairbanks	\$8,188
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\$ 696,600		\$ 35,912

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*does not include supplemental amounts

Example Calculation to Determine Match Requirement

(\$529,344/.9097)-\$529,344=\$52,545

MVP for Transportation Dues Proposal C
March 16, 2023

MVP for Transportation Proposal			
Government	Population	Membership Fee (\$6/person)	Annuals Dues (\$.5/person)
State of Alaska	56,194	\$ 337,164	\$ 28,097
MatSu Borough	32,696	\$ 196,176	\$ 16,348
City of Wasilla	9,098	\$ 54,588	\$ 4,549
City of Palmer	5,978	\$ 35,868	\$ 2,989
Chickaloon	3,078	\$ 18,468	\$ 1,539
Knik Tribe	5,344	\$ 32,064	\$ 2,672
	112,388	\$ 674,328	\$ 56,194

FAST Planning Comparison		
FAST Planning (\$4.85/person)	Government	Annual Dues (\$.25/person/annually)
\$348,300	State	\$17,956
\$178,700	FNSB	\$9,210
\$158,800	Fairbanks	\$8,188
\$10,800	North Pole	\$558
\$ 696,600		\$ 35,912

\$6.00	0.5
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* MPA population minus City populations

[Under 23 USC § 134 – Metropolitan Transportation Planning, Section 11201, requires:](#)

(a) Policy (3) "In designating official or representatives under paragraph (2) **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."

Additional Considerations:

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Will not be full staffed in FFY24

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State funding: will it be available for some of the startup expenses and MTP/Modeling

Additional Considerations:

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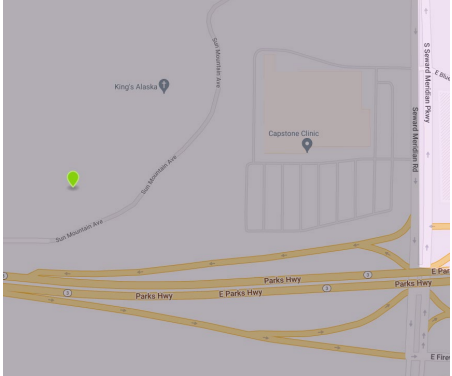
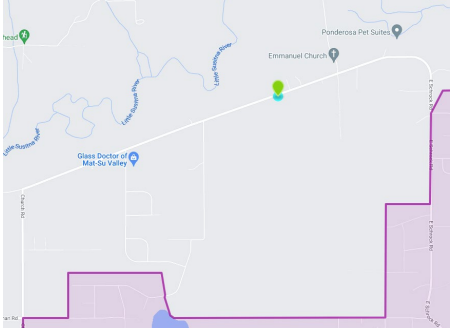
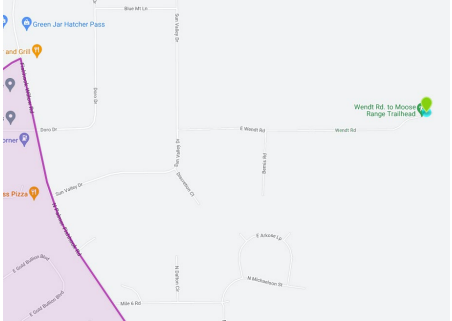
Example Calculation to Determine Match Requirement

(\$529,344/.9097)-\$529,344=\$52,545

MVP For Transportation 2023 Adjusted Timeline

ACTION	DUE DATE	REVISED DATE	COMMENTS
Resolutions of support for MVP Board of Directors	May 2023	August 2023	Received from Knik Tribe. Awaiting from other entities.
Finalize Operating Agreement Document	May 2023	July 2023	Still being reviewed by the State DOT&PF.
Finalize MVP Bylaws	May 2023	July 2023	Still being reviewed by the State DOT&PF.
Finalize Boundary Map	May 2023	July 2023	Staff/team in process of compiling public comments and revised map for presentation to Steering Committee and Pre-MPO Policy Board.
Submit Operating Agreement Packet to the Governor	June 2023	September 2023	Must include completed Resolutions of support, approved Operating Agreement, Bylaws, and final MPA Boundary Map.
MVP for Transportation Designation by Governor	August 2023	December 2023	Funds originally expected to be appropriated October 2023.
File Non-Profit Articles of Incorporation with the State, complete IRS Form SS-4 for EIN, obtain city and state business licenses, open bank account	September 2023	TBD	Needs to be completed before funds are received.
MVP for Transportation Ready to Receive Federal Operations Funding	October 2023	TBD	Needs to occur after articles of incorporation are filed with state, EIN is received, business licenses obtained, and bank account opened.
Hire Staff and open the MVP office	Winter 2023	TBD	Need to be approved/officially designated by Governor and have funds first.
File IRS Form 1023 for tax exempt status	Within 27 months of official formation (assumed Sept 2023) December 2025	TBD	In general, an organization must file its exemption application within 27 months from the end of the month in which it was formed. If it does so, it may be recognized as exempt back to the date of formation.

MVP for Transportation Boundary Development
Public Comments and Responses
DRAFT June 6, 2023

Comment	Comment	Location	Response
1	TRANSPORTATION HUB- the old Sears/Walmart location- Use this location as a bus station/rail system/transportation hub for users of connectivity to all of the Matsu. Its location creates a flow of transportation on and off main roads and Parks Highway. Then, create future plans and upgrades to the nearby intersection. We need to improve and support public transportation		Great suggestion and we will include a discussion of this in the Metropolitan Transportation Plan.
2	Might want to include all of Shrock Road since most of it is in already.		May be useful for planning access. This is a state-owned road. Check on the ag land status (Gerrit).
3	I think the boundary should be expanded to include Wendt Road. parking area for the Moose Range.		Wendt Road is super narrow and there are biking and walking pressures already. Is the RSA looking at upgrading this road?

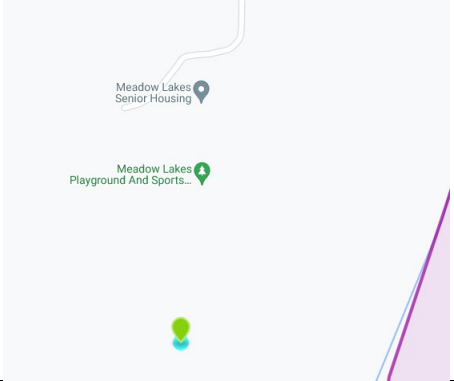
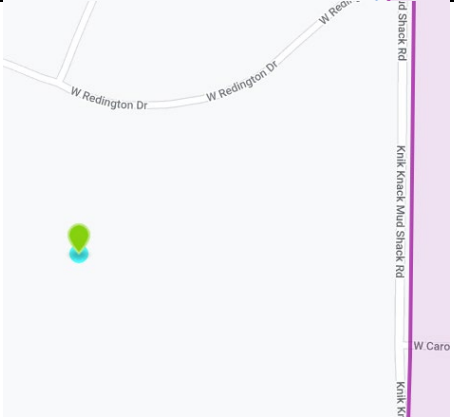
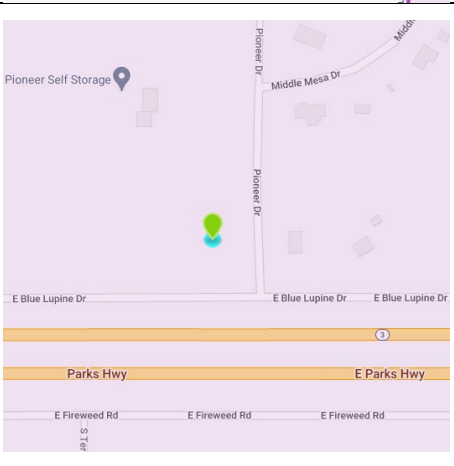
MVP for Transportation Boundary Development
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<p style="text-align: center;">4</p>			<p>Map editing error; comment removed.</p>
<p style="text-align: center;">5</p>	<p>Why is this a discontinuous island for urbanization in a residential neighborhood?</p>		<p>The U.S. Census identified a jump that they identified as urban. This must be included in the boundary of the MPO.</p>
<p style="text-align: center;">6</p>	<p>Add this area? Otherwise, it's an island that's not included in an area where everything else is.</p>		<p>This area north of the hay flats will be included if the hay flats are used as the southern boundary of the MPA. This would also make it so a lot of the RSAs will have their roads included in the boundary.</p>

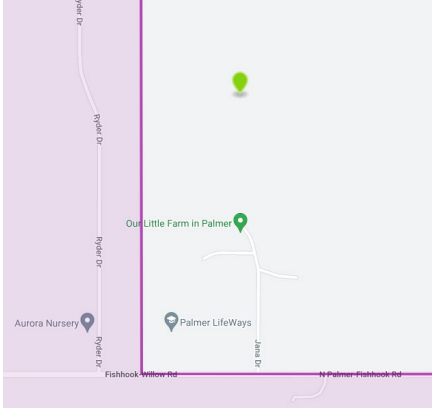
MVP for Transportation Boundary Development
Public Comments and Responses
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<p style="text-align: center;">7</p>	<p>Why not just a straight line here?</p>		<p>Including this area is not necessary as it is primarily agricultural land and they connect to areas that are not going to be included in the MPA.</p>
<p style="text-align: center;">8</p>	<p>These two pieces seem isolated. Either exclude them or include more of the area around them.</p>		<p>These areas are identified as urban in the census but the other land surrounding it is mostly agricultural and will not likely be developed in the next 10 years. Proposed addition of Jana Dr. to make the boundary more regular in this area.</p>
<p style="text-align: center;">9</p>	<p>Consider using the Matanuska River as the southern boundary, and therefore include this area.</p>		<p>It is logical to use the Matanuska River as the southern boundary. This adjustment will be made.</p>

MVP for Transportation Boundary Development
Public Comments and Responses
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<p style="text-align: center;">10</p>	<p>Consider including the Meadow Lakes Sports Fields and public trail system.</p>		<p>The roads that connect to that area are not included in the minimum boundary. Nearby lands are industrial as opposed to residential.</p> <p>Projected development does not show that this area will meet urbanized status within the next decade. This area can be reconsidered for inclusion in 10 years at the next Census and MPA boundary update.</p>
<p style="text-align: center;">11</p>	<p>Right next to these schools, should include them since they generate most of the traffic in this neighborhood.</p>		<p>Schools are major traffic generators in this area. Knik Knack Mud Shack Road and Alex Drive will be included to improve access to the school facilities.</p>
<p style="text-align: center;">12</p>	<p>Reroute traffic flow- Parks Highway is becoming too congested. Wasilla is only continuing to grow, let's treat it the way it is, as a "City", create a couple of new passage roads/main roads for commuters to travel around Wasilla and use the highway as a means to get you to the "city center". I'd say for Knik Road commuters start somewhere near the flats, maybe the Nelson Road area and connect it into Knik Road. And then, a new route to just "get through" Wasilla, definitely something like a pass-through</p>		<p>Great feedback for the MTP. There is a Parks Highway Alternative PEL study right now where these discussions are occurring.</p>

MVP for Transportation Boundary Development
Public Comments and Responses
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	<p>road, you'd need to research the traffic patterns to get a good idea of this.</p>		
<p style="text-align: center;">13</p>	<p>Any farmland that is not in a permanent farmland protection status should be considered for inclusion in the Metropolitan Planning Organization, especially those close to Palmer.</p>		<p>The Musk Ox farm will never be developed. The Spring Creek Farm also has a conservation easement. The conservation easements are not all documented at this time. There are several farms that have a protected status within the Mat-Su. Each area will be considered on an individual basis for potential inclusion in the MPA.</p>

MVP for Transportation Boundary Development
Public Comments and Responses
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Comment Number	Comment	Response
14	Rapid growth & increased traffic is happening in the Fishhook community. The core area around Turner’s Store needs to be included as an urban area, especially with the number of detached 4-plexes in the area as well as increased traffic for recreation. The Fishhook Comprehensive Plan should be considered regarding the community’s future since one of the key land use goals in the Comprehensive Plan is to maintain the rural lifestyle of the area.	This area is already included. The area to the north may be developing and we will look at including that area when we reevaluate the boundary in ten years.
15	I’m interested in ideas about shared infrastructure in the Government Peak Recreation Area/Hatcher Pass Village area.	This boundary formation exercise will not be discussing potential shared infrastructure ideas.
16	Does the creation of the Metropolitan Planning Organization bring an increase in extra funds?	The State receives a PL (Metropolitan Planning Fund) fund that is divided among all the MPOs in the state. A new MPO does not garner additional federal PL funds. Through consultation with the MPOs, the state will determine Mat-Su Valley Planning for Transportation’s (MVP) share. The PL funds for Federal Fiscal Year 2024 is estimated at \$430,000.
17	What is the definition of urbanized?	Continuous neighborhoods where a Census block has 200 houses per square mile are considered urbanized. In the case of the Mat-Su, areas with about 3.2 acres per household qualify as urbanized. This is less dense than many would picture as ‘urban.’
18	Do you want to talk about choosing the population forecast?	The Steering Committee, on April 12 th , 2022, recommended the use of the 2019 DOL (Department of Labor) Forecast for future growth, and this was approved by the Pre-MPO Policy Board on April 20 th , 2022. Please see the background Mat-Su Borough Forecast Memo dated February 25, 2022 .
19	Did we back out properties with agriculture restrictions and development rights in trusts from the model?	The model did not include larger parcels that are not undergoing platting action. Most of the forecast didn’t include those lands.
20	Did we calculate for the extension of water and sewer service?	The forecast assumes ‘business as usual’ type of development for the Mat-Su. Water and sewer would

MVP for Transportation Boundary Development
Public Comments and Responses
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Comment Number	Comment	Response
		likely have the effect of concentrating population more strongly into areas where these services are available. Water and sewer would likely have the effect of concentrating population more strongly into areas where these services are available.
21	Does having the boundary delineated help with federal funding for water and sewer services?	Relocation of existing utilities can be funded with a Highway project if the project construction interferes with their existing location. Upgrades or new utilities are the responsibility of the utility provider if they desire that work to be incorporated into a Highway project.
22	Federal funds are limited, and we have to compete Statewide.	Recommend not selecting the entire borough as the Metropolitan Planning Area (MPA) because MVP only expects to receive about \$10 million annually. Areas outside the MPA can compete for transportation funds in the statewide program.
23	Do mega projects come out of the pot of money? 40 million, Glenn Highway, Moose Creek Bridge?	Projects on the National Highway System are funded in the State Transportation Improvement Program (STIP) through another funding source, the National Highway Performance Program (NHPP), which is allocated by the state.
24	Does this boundary match Municipal Separate Storm Sewer System (MS4) match the Metropolitan Planning Organization?	No, not unless the decision to do so is made. The boundary for the Metropolitan Planning Area (MPA) must include the area that is expected to be urbanized in the next twenty years while that is not a requirement for the Municipal Separate Storm Sewer Systems (Ms4) boundary.
25	Do the funds have the same requirements and restrictions once we are a Metropolitan Planning Organization? If DOT builds it what is the difference?	Federal highway projects must be developed using the requirements under Title 23. DOT&PF will design and construct the projects under those design and construction standards. This will occur whether the project is an MPO-led project or a DOT-led project.

MVP for Transportation Boundary Development
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26	Federal roads have 8' shoulders where Mat-Su Borough has 2' shoulders. Will this drive up the cost?	DOT does not have 8' shoulders for all roads. The typical section is determined by many factors including the functional class of the roadway. However, any projects funded with federal dollars must follow Title 23 for project development and tends to increase the cost of the project.
27	How many Metropolitan Planning Organizations are not profit organizations?	<p>In 1962, most Metropolitan Planning Organizations were run by the State.</p> <p>In 2016, there are approximately 31% independent MPOs and 69% hosted but very few by the State.</p>
28	There is non-federal share (match) requirement for planning and capital projects? Can state funds be used?	Yes, state funds are eligible to be used as the non-federal share, or match. Typically, local funds are used as match and provided by the owner of the facility. Typically, the non-federal share portion is 9.03% on most plans and projects. The amount of match and who must pay is determined by the DOT&PF Policy and Procedure: Local Match for CIP . Who pays the match is determined by several factors including the functional class of the road, and ownership and maintenance of the road after construction.
29	Are there any projects that are not eligible under the federal program? Smaller Projects? Paving? Rehabilitation? Paving? Drainage? We spend a lot of money on maintenance and dirt roads cost more to maintain than paved.	Creating a Preventive Maintenance Program is a cost-effective way to address rehabilitation and smaller improvement projects. You can package 4-6 simpler projects into one project to achieve economies of scale. This has been one of the most valuable programs to the member communities of the Fairbanks MPO.
30	How often do we update the boundary map?	A re-evaluation of the MPA is required after every Census, which is conducted every ten years. Boundary

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		modifications may be made more frequently but require a modification to the Operating Agreement.
31	If it's the same \$10 million, why aren't we doing these projects already?	Currently, the only way to receive CTP (Community Transportation Program) project funds is through the competitive process run by the State for inclusion in the STIP (Statewide Transportation Improvement Program). The current area CTP projects in the STIP include Wasilla Fishhook Road/Main Street, Knik Goose Bay Road, Vine to Settlers Bay, Vine Road Improvements, Hemmer Road Upgrade and Extension, Hermon Road Extension and Upgrade, Seldon Road Ext Phase II, Seward Meridian Road, PH II, Trunk Road Extension South.
32	How was it decided who would have a seat at the table? Is the goal to have a demographic representation, Do you think 2 seats is enough?	The MPO Steering Committee recommended on September 13 th , 2022 to the Pre-MPO Policy Board for a 7-seat board with government-only representation. After several discussions at the Pre-MPO Policy Board, they decided on the current board membership on February 21 st , 2023.
33	Representation isn't in line with the percentage of roads.	The minimum representation on the Policy Board is the Mat-Su Borough, the City of Wasilla and the State of Alaska Department of Transportation and Public Facilities. Representation on the Policy Board is not dictated by the state or federal government and is at the discretion of the MPO.
34	Who is making the decisions on behalf of the MPO?	The Pre-MPO Policy Board is making the recommendations to include in the Operating Agreement that will be signed by all Policy Board members with final authority by the Governor. Once the Operating Agreement is approved, the Policy

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		Board, as outlined in that agreement, is the decision-making authority.
35	<p>Do the Tribes have funds?</p> <p>Do the tribes have as much interest in funding roads if they don't have roads in the area?</p>	The tribes receive Indian Reservation Road funds that can be used as match for Federal Highway Funds.
36	<p>There is a concern that the Policy Board will be a non profit, and seats on the board are not elected officials as some of the participant are non-profits.</p>	<p>In the effort to have a comprehensive planning environment while developing the MPO, the local agencies decided to have a larger, more inclusive board of stakeholders making the MPO formation decisions.</p> <p>Federal law does not dictate who sits on the Policy Board of a small Metropolitan Planning Organization. Thus, it is not limited to elected or governmental officials. Who ultimately sits on the Policy Board is up to the local stakeholders which currently include some non-governmental agencies. However, that group has decided that only governmental agencies will sit on the final, official Metropolitan Planning Organization Policy Board.</p>
37	<p>Is most of the work done by the steering committee, i.e. making recommendations, formal?</p>	<p>The Steering Committee meets monthly at a set scheduled time and follows Roberts Rules of Order in making recommendations to the Pre-MPO Policy Board. The Pre-MPO Policy Board may agree with the recommendations or modify them as they seem fit, using Roberts Rules of Order as their process.</p> <p>The Steering Committee meets monthly at a set scheduled time and follows Roberts Rules of Order in making recommendations to the Pre-MPO Policy</p>

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		Board. The Pre-MPO Policy Board may agree with the recommendations or modify them as they seem fit, using Roberts Rules of Order as their process.
38	It looks like steering will roll into technical committee and policy board.	There are two distinct groups: The Steering Committee and Pre-Policy board. The Steering committee will roll into the Technical Committee (governments and transportation-related organizations) and the Pre-Policy Board (officials and non-profits) seats will change to Policy Board once formal. The final membership list of positions on the Technical Committee and Policy Board will be included in the Operating Agreement and Bylaws for approval by the Governor.
39	Were projected, Master planned communities and subdivisions considered. South of Fairview, Glacier View etc.	Yes
40	Extend Boundary South to Hay flats, Parks Hwy Alternative Corridor might come through this area. (South of Fairview Loop)	This is a logical boundary.
41	Include Sky Ranch and Outer Springer area. Would make sense for the boundary to go to edge of development to the south and not exclude small areas. (South of Inner Spring)	The boundary will likely be expanded to the Mat-Su River to the south.
42	Extend west boundary crossing Parks Hwy west of Sylvan. (Western Boundary)	The boundary will be reevaluated in ten years when we consider extending the boundary to Sylvan. With limited funding, project priorities will more likely be in the core area of the MPA as opposed to in Meadow Lakes. The western boundary should abut the Meadow Lakes Sports Complex.
43	Should consider the density of the Meadow Lakes area and eventual potential for meeting the criteria. Consider development in the Meadow Lakes area. Builders could mine peat and make buildable lots. (Northwest)	Yes, we will consider that density as it grows in the next ten years and be reevaluate.
44	Consider the OSHP, traffic volumes and road classification/function when drawing the boundary.	The OSHP overlay was used in the analysis.

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45	Consider Mental Health Trust Land as a constraint where development is not imminent. (Western Boundary)	We have considered the land ownership factor when drawing the initial boundary and did not consider Mental Health Trust land as developing in the next twenty years. Only private land is being considered developable in the near term.
46	Consider using the Little Susitna as a Northern Boundary for administrative convenience. (North Boundary)	We have discussed using the Little Susitna as the northern boundary on the section line north but that picks up quite a few large parcels that are not meeting the urbanized criteria.
47	Boom in development East of the Fishhook Triangle and limited by the lack of connectivity to the Soapstone area. (NE Boundary)	There are a lot of new subdivisions in this area that have not been built as well as major collector roads that have not yet been constructed. All of the Soapstone neighborhood is still in a rural standard and is not projected to become urbanized before the next Census/boundary update.
48	Consider recreational draws such as GPRA and Moose Range and the need for access. (Northern Boundary)	Access to recreational areas such as GPRA and the Moose Range is being considered in the boundary development process since these are major traffic generators in the Mat-Su. Alternatives are being explored.
49	Does this tie into social issues? i.e., school busing, maintenance, housing etc.	This is strictly transportation and transit planning.
50	Anchorage and Fairbanks are MPO's do they get the same amount of money?	Anchorage (AMATS) is a large MPO whereas Fairbanks (FAST) is a small MPO similar sized to MSB. The funds are based on a formula with consultation of the MPOs.
51	If FAST gets \$600K what about the \$10 million?	The \$600 is for the planning and the \$ 10 million comes in the form of surface transportation block grants etc. The \$ 10 million is for capital projects (construction).
52	How far back does the MPO program go?	The first MPOs were started in 1962. The purpose was to let local communities have input on transportation

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		planning and use of federal transportation funds in their communities.
53	Have we considered looking at agriculture lands?	Restricted versus unrestricted agricultural lands are being considered in the boundary development process. Large restricted agricultural parcels are not anticipated to impact the population distribution significantly.
54	Does this address the impacts of urban designation for USDA funding?	We have no control over the urban designation from the U.S. Census Bureau. MPOs must consider a 20-year projection in establishing its boundary. Each federal program uses the urban census designation according to its own regulations.
55	Is funding tied to the urban area?	Federal funding is based on a formula in the Infrastructure Investment and Jobs Act (IIJA) and is broken down by population size categories. The MPO will only be able to expend funds within the metropolitan planning area (MPA) boundary. Additionally, there are many more discretionary and competitive funding programs available now through the IIJA than before.
56	Is there a reason not to make the MPA too large.	The areas outside the MPO still have access to CTP funds that are available in other rural areas of the state. It is important to make sure that available MPO funds are well matched to the MPA area to best address urban transportation issues and associated performance measures.
57	Would we expand the MPA to capture RSAs or adjust RSAs to match?	It might make sense to adjust the RSA boundaries due to funding. It may also make sense to include an entire RSA for continuity purposes. One needs to consider road powers and the current method of bonding projects and how well the RSA services the

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		transportation needs of the area. Boundaries may and will change, both RSA and MPO boundaries.
58	(The Model) appears to be 1-acre single family lots. Is this reactionary or directing where growth happens?	The model assumes business as usual and backed out commercial ratios at 1/20 of all projected development.
59	Have you looked at high-density housing?	If high-density development happens within the urban area, it would reduce the outward growth of the area. It is a challenge to guide land use in the MSB. Without sewer and water services, density is limited. Residents can't find affordable housing where the jobs and services are.
60	The boundary that is decided would hold until the next census?	Generally, yes, however, it may be adjusted if there is a major change in development patterns.
61	Could we have 2 MPOs due to distinction between Palmer and Wasilla and get 2 x the funds.	The Mat-Su does not have the population to create two MPOs. The purpose of an MPO is to coordinate federal transportation funds to match local priorities across an urbanized area. Urbanized areas often extend across jurisdictional boundaries, so the MPO helps different levels of government and adjacent governments coordinate since transportation infrastructure (roads, trails, bike paths, transit lines) also cross those jurisdictional boundaries.
62	Do we anticipate this boundary moving west with development in the Meadow Lakes area?	Due to several large undeveloped parcels, this area is not very likely to be considered urbanized within the next 10 years. This extension could be considered at the next Census/boundary update.
63	Consider leaving recreational areas and trailheads out due to public support and alternate funding sources.	This is a major consideration in the boundary development process.
64	Include areas south of the Glenn Hwy. (Sky Ranch etc.) due to potential for water sewer service. (Southeast)	It would be logical to include this area and simplify the inclusion of nearby RSA roads as well. The boundary will be extended to include Sky Ranch and adjacent

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		areas with potential for water and sewer service, using the river as the boundary.
65	Keep the MPA area concentrated to focus funds where there is the most need.	This is a major consideration in the boundary development process.
66	There is a lot of development South of Schrock. Consider making Schrock north boundary. (North)	It is not estimated that this area will meet the urban criteria in the next twenty years.
67	Large farm parcels around Carney Road area are in 3rd generation and are likely to be subdivided. (North Central)	This was considered in the boundary development process and is not expected to develop enough to be considered urbanized before the next Census in ten years. This area can be reevaluated for inclusion at the next Census/boundary update.
68	Large parcels south of Fairview Loop (Davis Rd. area) are being developed. (South Central)	The southern boundary will be extended to run along the Palmer Hay Flats boundary. This aligns the MPA with RSA boundaries and makes sense administratively.
69	There are large areas of multifamily north of the Fishhook triangle and we should look at these. (North)	This area is not expected to become urbanized before the next Census (in ten years) and is quite far from the existing urbanized boundary. It can be reevaluated for inclusion in the future.
70	Would Edgerton area connect to area if growth creates hop and jump? (North)	Our analysis indicates that the Edgerton area would not connect under the current definition of hops and jumps. This area can be reevaluated for inclusion in the future if sufficient growth occurs.
71	Have we looked at new driveway permits to gauge growth that wasn't captured in the 2020 census? (MPA)	Driveway permits have not yet been looked at for the boundary development process. Assessments and new building construction data has been considered, which likely captures the same growth-related data/patterns.
72	Consider traffic volumes as related to density and need for upgrade. (MPA)	Traffic volumes will be considered, to the extent they are available, when analyzing needs and deficiencies in the network.

	Appropriation	General	Other
	Allocations	Funds	Funds
	Items		
1			
2			
3	Authority and Development (HD 40)		
4	City of Palmer - Reconstruction of	5,000,000	5,000,000
5	Public Library (HD 25)		
6	City of Pilot Station - New Heavy	269,410	269,410
7	Equipment Bulldozer Purchase (HD 39)		
8	City of Wasilla - Airport Runway	5,000,000	5,000,000
9	Extension (HD 27)		
10	Kenai Peninsula Borough - Solid Waste	670,525	670,525
11	Department - Hope Transfer Site		
12	Relocation (HD 8)		
13	Matanuska-Susitna Borough -	1,000,000	1,000,000
14	Metropolitan Planning Organization		
15	Support (HD 25-30)		
16	Matanuska-Susitna Borough - Talkeetna	4,750,000	4,750,000
17	Water and Sewer Line Repairs and		
18	System Upgrades (HD 28)		
19	Municipality of Anchorage - Chugiak/	1,000,000	1,000,000
20	Birchwood/Eagle River Rural Road		
21	Service Area - Starner Bridge Road &		
22	Drainage (HD 24)		
23	Municipality of Anchorage - Hillside	200,000	200,000
24	Fire Prevention/Mitigation (HD 11)		
25	Municipality of Anchorage - Hillside	447,500	447,500
26	Limited Road Service Area/Rural Road		
27	Service Area - Drainage and Ditching		
28	(HD 11)		
29	Municipality of Anchorage - Lower	420,000	420,000
30	Virgo Avenue Emergency Egress		
31	Improvements (HD 9)		
32	Municipality of Anchorage - Mary	2,000,000	2,000,000
33	Avenue Area Storm Drainage (HD 10)		