

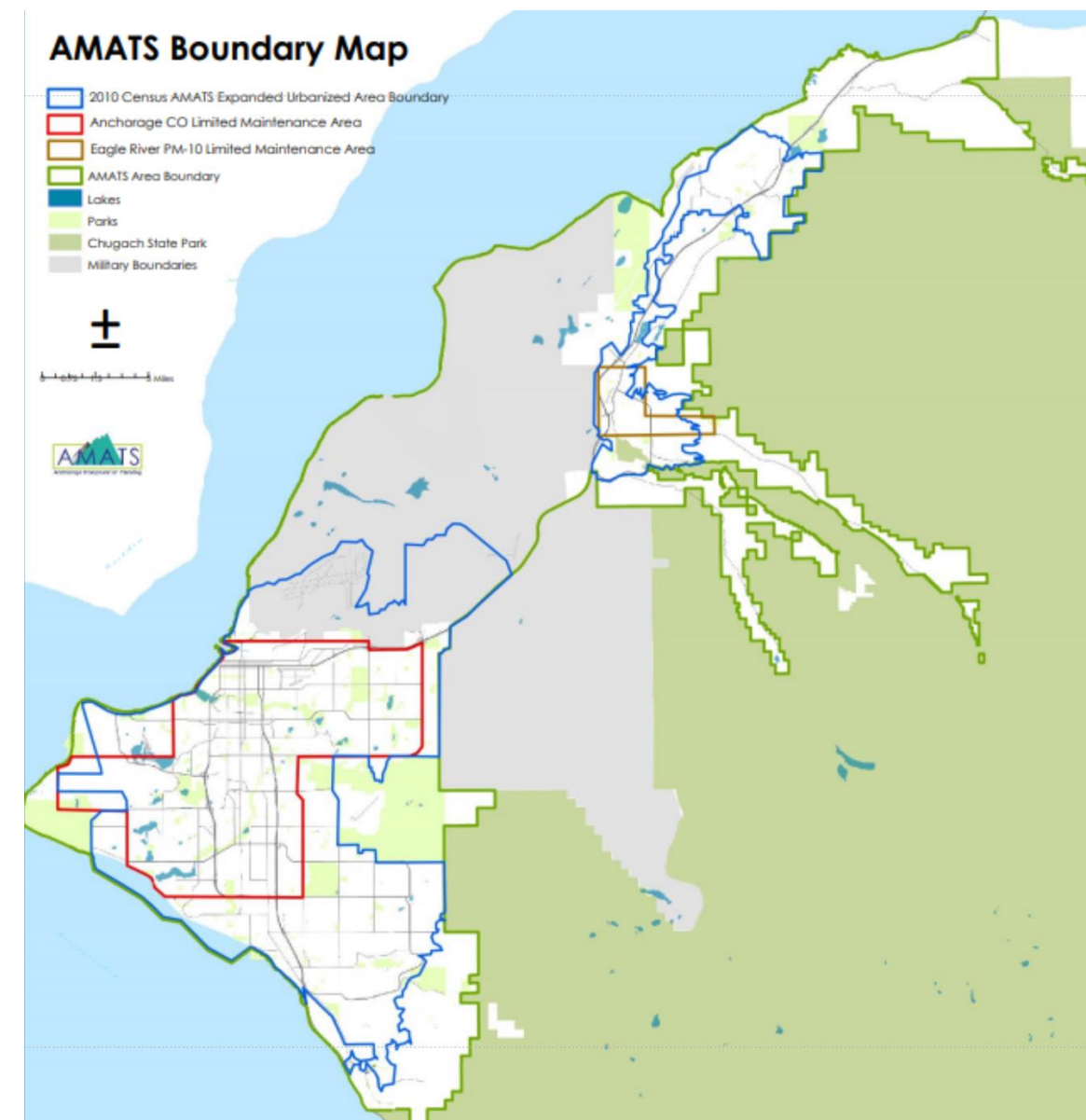
# 2024-2027 STIP

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# AMATS

MPO for the  
Anchorage/Chugiak/Eagle  
River/Native Village of  
Eklutna Area



# AMATS

- Areas with populations of 200,000 or more are a type of MPO called a Transportation Management Area (TMA) which have additional planning requirements.
- AMATS is the only TMA in Alaska.
- MPO staff is housed in the MOA as staff, but we report to the Policy Committee.

# STIP Comments from AMATS

- AMATS submitted two letters to DOT&PF with comments:
  - First letter was submitted on August 25<sup>th</sup>, 2023, on the original draft STIP released for public comment.
  - Second letter was submitted on July 18<sup>th</sup>, 2024, on STIP Amendment #1 released for public comment.
- AMATS provided a letter of support for the extension of 2020-2023 STIP.

# COORDINATION

## **Original STIP:**

“Per 23 CFR 450.218 (b) “For each metropolitan area in the State, the State shall develop the STIP in cooperation with the MPO designated for the metropolitan area.”

There was no coordination with AMATS prior to the draft document being released for public comment.”

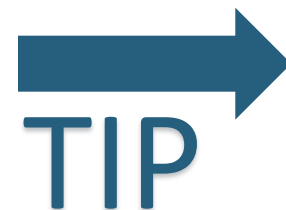
# PROJECTS IN THE STIP NOT IN THE MTP AND TIP

## Original STIP:

### “Code

Per 23 CFR 450.218 (k) “Each project or project phase included in the STIP shall be consistent with the long-range statewide transportation plan developed under § 450.216 and, in metropolitan planning areas, consistent with an approved metropolitan transportation plan developed under § 450.324”.

- The following projects in the 2024-2027 STIP and are not included in the approved AMATS 2050 MTP:
  - a. #34164 Seward Highway Milepost 98.5-110 Reconstruction
  - b. #34191 Port of Alaska Tract-J Access Road
  - c. #34171 Glenn Highway Incident Management and Traffic Accommodations
  - d. #31846 Glenn Highway and Hiland Road Interchange Preservation and Operational Improvements “



## Amendment #1:

“There are projects shown in the STIP within the AMATS MPO boundary that are not included in the TIP. This goes against the Tier One corrective action #1 provided to DOT&PF on the original STIP.

- The following projects that are not in the TIP are as follows:
  - a. Project #33683 Abbott Road Pavement Preservation: New Seward Highway to Lake Otis Pkwy
  - b. Project #34635 Glenn Highway and Artillery Road Interchange Improvements
  - c. Project #31846 Glenn Highway and Hiland Road Interchange Preservation and Operational Improvements
  - d. Project #31839 Glenn Highway Incident Management and Traffic Accommodations
  - e. Project #31274 Glenn Highway Milepost 1-34 Rehabilitation: Airport Heights to Parks Highway [Parent and Final Construction]
  - f. Project #34170 Glenn Highway Milepost 1-34 Rehabilitation: Airport Heights to Parks Highway [Stage 2]
  - g. Project #34169 Glenn Highway Milepost 1-34 Rehabilitation: Airport Heights to Parks Highway [Stage 1]
  - h. Project #33686 Muldoon Road Pavement Preservation
  - i. Project #12641 Seward Highway Milepost 98.5 to 118 Bird Flats to Rabbit Creek [Parent and Final Construction]
  - j. Project #34164 Seward Highway Milepost 98.5 to 118 Bird Flats to Rabbit Creek [Stage 1]
  - k. Project #34165 Seward Highway Milepost 98.5 to 118 Bird Flats to Rabbit Creek [Stage 2]”

# TECHNICAL/DATA ERRORS

## Original STIP:

### “Technical Comments:

1. Seward Highway 98.5 to 110 should be all in the Municipality of Anchorage not Kenai. Also, this project is missing from the interactive map.
2. Why is there a match amount of 6.60% for some of the NHPP? Is this available for everyone to use? AMATS was always led to believe 9.03% is lowest match rate possible for federal transportation funding.
3. Why are Anchorage projects listed in the Anchorage/Mat-Su areas for borough and census? Anchorage and Mat-Su have their own census areas and own boroughs. This is a pretty big issue especially for AMATS specific funding like the CTP/TAP/CMAQ/CRP which are limited to the AMATS area and this designation makes it seem like it can be used in the Mat-Su area.
4. Several projects in the STIP are listed as Anchorage/Mat-Su while they are only in Anchorage or Mat-Su area. This a pretty common issue with a lot of projects in the STIP tables and should be looked at document wide.
5. Are strategic investment areas only limited to one per project? How were these chosen for each project?
6. Recommend changing the non-AMATS MPO designation on certain projects to instead have one for FAST and one for MVP pre-MPO once the funding distribution is figured out. Right now it is confusing to find the specific information for the other MPOs and almost appears adversarial with how it is listed.
7. There is no acronyms list for the funding codes. Please provide this list.
8. [...moved to slide 7]
9. AMATS CTP is confusing. It should be STBG, as having it listed as CTP makes it seem like AMATS participates in the CTP program which DOT&PF prohibits us from doing.

There are projects in the deep dive documents of the STIP that the total project cost estimate does not match the amounts shown in the tables. For example, Sterling Highway Milepost 45-60 Reconstruction and Realignment shows the total project cost estimate for 23-30 is \$330M, but when you add up the funding shown in the tables that breaks down the project by phase is totals \$431M. The deep dive information doesn't match up with what is in the STIP document itself. “

# TECHNICAL/DATA ERRORS

## Amendment #1:

### “Technical Comments:

The following errors were found in the “Compiled STIP Fiscal Constraint” document for AMATS:

- Currently FY27 is not part of the 23-26 TIP. Any FY27 programmed funding shown in this document should be zeroed out as it is not programmed in the TIP.
- PL funds (AMATS Metro and 5303) are shown in this table and should be removed. Fiscal constraint for these funds is done as part of the approved work program.
- 5307-ARRC in AMATS for FY24, 25, and 26 programmed amounts do not match up with the Ledger page nor with TIP amendment #2. The amounts are above what is programmed in the TIP.
- Section 5337 State of Good Repair (Anchorage Area Transit) (ARRC in AMATS Boundary) FY25 and 26 programmed amounts do not match up with the Ledger page nor with TIP amendment #2. The amounts are above what is programmed in the TIP.
- The CMAQ Flex suballocation amounts for FY24, 25, and 26 are above the amount that AMATS was told as part of the coordination process and nothing was communicated as part of the TIP amendment #2 that the CMAQ funding for AMATS has been increased. Please confirm what the suballocation amount is for AMATS for CMAQ flex.
- The NHPP FY24, 25, and 26 funding shown does not match up with the Ledger page nor TIP amendment #2. FY27 is outside the fiscal years of the TIP and should be zeroed out for any programmed funding.
- AMATS Surface Transportation Block Grant: Population >200K for FY24 and FY26 does not match up with the Ledger page nor the TIP amendment #2.
- AMATS Transportation Alternatives Program: Population >200K for FY24 and FY25 does not match up with the Ledger page nor the TIP amendment #2.
- Carbon Reduction Program: Population >200K for AMATS is missing.

The project cost amounts in the project description pages don’t add up for all projects. For example, project #12641 Seward Highway Milepost 98.5 to 118 Bird Flats to Rabbit Creek totals do not add up based on the numbers shown for columns “Total Project Cost and Post 2027”. Other projects also need to have their pages checked for accuracy.”

# ADVANCED CONSTRUCTION

## Original STIP:

“In the overall STIP document and the reoccurring documents there is ACC, however there is no ACC in the funding codes for the projects. The past STIP had AC and ACC for a project in one location so you could see everything in one glance. It is less transparent and cumbersome to have them split into separate locations and documents.”

## Amendment #1:

“There are large amounts of Advanced Construction (AC) for projects being shown as part of the STIP amendment #1 without an equivalent amount of Advanced Construction Conversions (ACC) being shown to cover the AC. For example: Project #34164 Seward Highway Milepost 98.5 to 118 Bird Flats to Rabbit Creek, stages 1 and 2, shows NHPP AC total of around \$280M (\$140M in FY25 and \$140M in FY27) with only \$5M shown in ACC on the project pages.

There appears to be over \$900M in AC for FY24-27 outlined in the “Compiled STIP Fiscal Constraint” document without the associated ACCs being shown. The AC balance shown in the STIP Amendment #1 narrative for FY24 is \$451M with no conversions shown in the Fiscal Constraint document. This means there could be over \$1B in AC on the books for Alaska by the end of FY27. How the STIP is structured makes it hard to see how projects are being paid for with AC/ACC and how the STIP fiscal constraint is being met.

This amount of AC/ACC severely limits flexibility for funding future projects.”

# CORRECTIVE ACTIONS

## Amendment #1:

“There are a number of Tier II corrective actions that needed to be addressed prior to or as part of this STIP amendment. What is the status of those corrective actions? There is no information provided on the STIP website or in the STIP narrative explaining the Tier II corrective actions and how they have been addressed.”

# AMATS CORRECTIVE ACTIONS

- AMATS received six corrective actions during the 2023 certification review. All six were required to be resolved as part of STIP amendment #1.
- All six were successfully resolved with support from Central Region DOT&PF staff.

# RESPONSE TO COMMENTS

## **Response Letter #1**

- DOT&PF provided a response letter to the AMATS comments provided on the original STIP.

## **Response Letter #2**

- DOT&PF provide a response letter to the AMATS comments provided on the STIP amendment #1.
- Included comments on the AMATS TIP Amendment #2 previously unsent.

# OUTLOOK FOR RESOLUTION

- 3C Process Document - Still waiting for final version from DOT&PF. Version provided is from AMATS PC Agenda in September 2024.
- Peer Exchange.
- Regional DOT&PF staff and MPO Staff Increased Coordination.

# CONCERNS MOVING FORWARD

- Coordination with the STIP team. The 2024-2027 STIP team is different than past STIPs.
- AMATS is perceived as a hinderance to the process instead of a benefit.
- Corrective Actions for the STIP and the action plan outlined by FHWA/FTA. What does this mean for the STIP moving forward? What impact will this have on AMATS?

**THANK  
YOU**

