

**MATANUSKA-SUSITNA BOROUGH
Transportation Advisory Board (TAB)
AGENDA**

Edna DeVries, Mayor

Terri Lyons
Randy Durham - Chair
Vacant
Jennifer Busch
Charles van Ravensway
Joshua Cross – Vice Chair
Vacant

Alex Strawn – Staff Support



Michael Brown, Borough Manager

PLANNING & LAND USE DEPARTMENT
Alex Strawn, Planning & Land Use Director
Vacant, Planning Services Manager
Jason Ortiz, Development Services Manager
Fred Wagner, Platting Officer

Location:
MSB DSJ BLDG.
Lower Level Conference Room (LLCR)
350 E. Dahlia Ave. Palmer, AK

**May 17th 2024
REGULAR MEETING
10:00 a.m.**

Ways to participate in Transportation Advisory Board meetings:

IN-PERSON: Room 203, DSJ Building

REMOTE PARTICIPATION VIA MICROSOFT TEAMS:

Join on your computer:

[Click here to join the meeting](#)

Meeting ID: 236 113 889 891

Passcode: AthwzG

- I. CALL TO ORDER
- II. ROLL CALL – DETERMINATION OF QUORUM
- III. APPROVAL OF AGENDA
- IV. APPROVAL OF MINUTES
 - August 18, 2023, Regular meeting minutes
 - February 28, 2024, Regular meeting minutes
- V. AUDIENCE PARTICIPATION (*three minutes per person for items not scheduled for public hearing*)

VI. STAFF/AGENCY REPORTS & PRESENTATIONS

- Alex Strawn – MS4 update
- Julie Spackman – Safe routes to school update, CAMP update

VII. UNFINISHED BUSINESS

- Discussion about the Planning department collaborating with Public works for transportation planning

VIII. NEW BUSINESS

- Transit update
- 24-01 A RESOLUTION OF THE MATANUSKA-SUSITNA BOROUGH TRANSPORTATION ADVISORY BOARD RECOMMENDING THE MATANUSKA-SUSITNA BOROUGH ASSEMBLY SUPPORT TRANSIT OPERATIONS WITHIN THE CENSUS-DESIGNATED URBAN AREA BY PROVIDING THE LOCAL MATCH CONTRIBUTION FOR THE FY24 FEDERAL TRANSIT ADMINISTRATION 5307 URBAN TRANSIT FUNDING ALLOCATION.

IX. MEMBER COMMENTS

X. NEXT MEETING DATE

XI. ADJOURNMENT

PACKET ATTACHMENTS:

August 18th minutes
February 28th Minutes
Resolution 23-126
Transit Slideshow
Resolution 24-01

MATANUSKA-SUSITNA BOROUGH
Transportation Advisory Board
MINUTES

Edna DeVries, Mayor

Terri Lyons ✓
Randy Durham ✓
Donna McBride ✓ (via teams)
Jillian Morrissey ✓
Jennifer Busch - Absent
Charles van Ravenswaay ✓ (via teams)
Joshua Cross – Chair ✓

Kim Sollien – Staff Support ✓



Michael Brown, Borough Manager

PLANNING & LAND USE DEPARTMENT
Alex Strawn, Planning & Land Use Director
Kim Sollien, Planning Services Manager
Jason Ortiz, Development Services Manager
Fred Wagner, Platting Officer

Location:
MSB DSJ BLDG.
Lower Level Conference Room (LLCR)
350 E. Dahlia Ave. Palmer, AK

August 18th 2023
REGULAR MEETING
10:00 a.m.

I. CALL TO ORDER 10:03

II. ROLL CALL – DETERMINATION OF QUORUM
Quorum Met, Jennifer Busch Absent

Guests Present Online:

Clint Adler- ADOT&PF

Kristina Huling- ADOT&PF

Brian Winnestaffer- Chickaloon Village

Kelsey Anderson- MSB Planner

In Person Guests:

Maija DiSalvo- MSB Planner

Rick Antonio- MSB Planner (Meeting Organizer/Secretary)

Daniel Dahms- MSB Pre-Design & Engineering

Adam Bradway- ADOT&PF Planner

III. APPROVAL OF AGENDA

Randy moved, Terri 2nd, None opposed

IV. APPROVAL OF MINUTES

A. June 23, 2023 Special Meeting Minutes

Jillian moved, Randy 2nd, Unanimous, Approved as Drafted

V. AUDIENCE PARTICIPATION

Guest Introductions

VI. STAFF/AGENCY REPORTS & PRESENTATIONS

Transportation Infrastructure Program (TIP) 2023 update and discussion regarding scoring and prioritization

Daniel Dahms, P.E. MSB Engineer

Metropolitian Planning Organization (MPO) and Transit Update

Kim Sollien- MSB Planning Services Manager

Demonstration on navigating the MSB Planning Website, Plans, and Maps

Rick Antonio- MSB Planner II

Update on STIP projects in the MSB and Open STIP Comment Period

Adam Bradway – Alaska DOT&PF Transportation Planner

VII. UNFINISHED BUSINESS

None

VIII. NEW BUSINESS

None

IX. MEMBER COMMENTS

Randy- Flagged potential culvert/driveway issue on Sarah’s Way

Terri- No Comment

Jillian- Appreciate staff pulling info together

DJ- No Comment

Charles- Thanks for info on STIP

Josh- Good Meeting, Thanks staff

X. NEXT MEETING DATE

November 17th 2023 10 A.M.

Josh is scheduled to be absent

XI. ADJOURNMENT

Jillian Moved, Terri 2nd, none opposed

PACKET ATTACHMENTS:

June 23, 2023, Special Meeting Minutes *SIGNED*

Randy Durham, Chair

Date

MSB Staff

Date

**MATANUSKA-SUSITNA BOROUGH
Transportation Advisory Board (TAB)
AGENDA**

Edna DeVries, Mayor

Terri Lyons
Randy Durham
Jillian Morrissey
Jennifer Busch
Charles van Ravensway
Joshua Cross - Chair

Kim Sollien – Staff Support



Michael Brown, Borough
Manager

PLANNING & LAND USE
DEPARTMENT Alex Strawn,
Planning & Land Use Director Kim
Sollien, Planning Services Manager
Jason Ortiz, Development Services
Manager Fred Wagner, Platting
Officer

Location: MSB DSJ BLDG.
Lower Level Conference Room
(LLCR) 350 E. Dahlia Ave.
Palmer, AK

**February 28th 2024
REGULAR MEETING
10:00 a.m.**

- I. CALL TO ORDER - 10:05am
- II. ROLL CALL – DETERMINATION OF QUORUM
Quorum established,
Terri Lyons absent
Guests Present Online:
Laurie Cummings HDR, Clint Adler Matsu district DOT office
- III. APPROVAL OF AGENDA
Jillian moved, Charles seconds, none opposed
- IV. PLEDGE OF ALLEGIANCE
- V. AUDIENCE PARTICIPATION
- VI. STAFF/AGENCY REPORTS & PRESENTATIONS
 - A. Kim Sollien, MSB Planning Services Manager
Introduced new Planning division employees; Lacie and Julie.
She also announced her new position with the newly formed MPO
- VII. UNFINISHED BUSINESS

VIII. NEW BUSINESS

- IX. Elections - Randy Volunteers to be Chair. Josh motions to approve, Jillian seconds Jillian Motions to elect Josh as Vice Chair, Charles Seconds, No objections. Motion Passed
- X. MS4 Update - Waiting to hear if DEC is going to do a waiver. Keep on next agenda
- XI. Bogar-Seldon C.A.M.P. - Laurie Presentation
- XII. Transit Program development update - Pay attention to the process of Long Range transportation planning in conjunction with Public works department.
- XIII. MPO Update - Borough needs to update their Long range Transportation plan. The MPO will only effect the Urban area, not the whole borough. Two seats still at large for the Technical committee; Non-Motorized and trucking

XIV. MEMBER COMMENTS

XV. NEXT MEETING DATE: May 17th 2024 at 10:00 am

XVI. ADJOURNMENT: 11:37 am

PACKET ATTACHMENTS:

- A. MPA Boundary map
- B. MVP for Transportation Technical Committee Approved Purpose and Tasks
- C. Technical Committee Membership Application

Randy Durham, Chair Date

MSB Staff Date

Adopted: 12/19/23

**MATANUSKA-SUSITNA BOROUGH
RESOLUTION SERIAL NO. 23-126**

A RESOLUTION OF THE MATANUSKA-SUSITNA BOROUGH ASSEMBLY REQUESTING EXEMPTION AS A SMALL MS4 UNDER 40 CFR 123.35 AND COMMITTING TO WORKING TOWARDS IMPLEMENTATION OF SIX MINIMUM CONTROL MEASURES DEFINED BY THE ENVIRONMENTAL PROTECTION AGENCY OVER THE NEXT TEN YEARS.

WHEREAS, the Borough recognizes its responsibility to protect and improve water quality within its jurisdiction; and

WHEREAS, the Environmental Protection Agency (EPA) has established regulations and guidelines under the Clean Water Act for the control of stormwater discharges from Municipal Separate Storm Sewer Systems (MS4s), including the Small MS4 Program under 40 CFR 123.35; and

WHEREAS, the Borough aspires to be a responsible steward of the environment and is committed to implementing practices that will help protect and enhance water quality within its boundaries; and

WHEREAS, the Borough qualifies for an exemption as a Small MS4 under 40 CFR 123.35, and desires to seek this exemption from the Alaska State Department of Environmental Conservation (DEC); and

WHEREAS, the EPA has outlined six minimum control measures (MCMs) that are fundamental to the management and reduction of stormwater pollutants.

NOW, THEREFORE, BE IT RESOLVED, the Assembly is committed to working towards reduction of stormwater pollutants within the Borough's waterways and will take measures to implement the EPA's six minimum control measures over the next ten years.

BE IT FURTHER RESOLVED, the Assembly requests exemption as a Small MS4 under 40 CFR 123.35.


ADOPTED by the Matanuska-Susitna Borough Assembly this 19 day of December, 2023.


EDNA DeVRIES, Borough Mayor

ATTEST:


LONNIE R. MCKECHNIE, CMC, Borough Clerk

(SEAL)



PASSED UNANIMOUSLY: Hale, Nowers, McKee, Yundt, Gambel, Fonov, and Bernier

SUBJECT: A RESOLUTION OF THE MATANUSKA-SUSITNA BOROUGH ASSEMBLY REQUESTING EXEMPTION AS A SMALL MS4 UNDER 40 CFR 123.35 AND COMMITTING TO WORKING TOWARDS IMPLEMENTATION OF SIX MINIMUM CONTROL MEASURES DEFINED BY THE ENVIRONMENTAL PROTECTION AGENCY OVER THE NEXT TEN YEARS.

AGENDA OF: December 19, 2023

Assembly Action:

AGENDA ACTION REQUESTED: Present to the Assembly for consideration.

Route To	Signatures
Originator	X Alex Strawn Signed by: Alex 12/16/2023
Department Director	X Alex Strawn Signed by: Alex 12/16/2023
Finance Director	X Cheyenne Heindel Signed by: Cheyenne Heindel 12/17/2023
Borough Attorney	X Nicholas Spiropoulos Signed by: Nicholas Spiropoulos 12/17/2023
Borough Manager	X Michael Brown Signed by: Michael Brown 12/17/2023
Borough Clerk	X Lonnie McKechnie Signed by: Lonnie McKechnie 12/17/2023

ATTACHMENT(S): Resolution Serial No. 23-126 (2 pp)
40 CFR 123.35 (4 pp)
EPA Stormwater Phase II Final Rule (4 pp)

SUMMARY STATEMENT:

Resolution No. 23-126 outlines the Matanuska-Susitna Borough's commitment to working towards the reduction of stormwater pollutants within the Borough's waterways. This resolution also includes a request for exemption as a Small MS4 under 40 CFR 123.35 and a commitment to work towards implementation of the Environmental Protection Agency's (EPA) six Minimum Control Measures (MCMs) over the next ten years.

The Borough will begin the process of implementing the six Minimum

Control Measures including public education and outreach, public participation/involvement, illicit discharge detection and elimination, construction site stormwater runoff control, post-construction stormwater management, and pollution prevention/good housekeeping.

The Borough has recently initiated measures to accomplish these goals including to following:

1. Formation of waterbody setback advisory board to review regulations around waterbodies.
2. Substantial development of a design criteria manual containing provisions to control runoff, protection of water quality, and mitigation of downstream impacts to properties and waterbodies associated with projects within borough rights-of-way.

In the near term, the Borough intends to develop and distribute educational information on water quality topics relevant to the MSB. Potentially relevant topics include septic system maintenance and upkeep, proper disposal of oils and batteries, boat maintenance and spill avoidance. While this information will be distributed Borough-wide, specific emphasis will be placed on property owners adjacent to Cottonwood Creek, an impaired waterbody.

RECOMMENDATION OF ADMINISTRATION: Respectfully request approval.



Stormwater Phase II Final Rule

Who's Covered? Designation and Waivers of Regulated Small MS4s

Stormwater Phase II Final Rule Fact Sheet Series

Overview

1.0 – Stormwater Phase II Final Rule: An Overview

Small MS4 Program

2.0 – Small MS4 Stormwater Program Overview

2.1 – Who's Covered? Designation and Waivers of Regulated Small MS4s

2.2 – Urbanized Areas: Definition and Description

Minimum Control Measures

2.3 – Public Education and Outreach

2.4 – Public Participation/Involvement

2.5 – Illicit Discharge Detection and Elimination

2.6 – Construction Site Runoff Control

2.7 – Post-Construction Runoff Control

2.8 – Pollution Prevention/Good Housekeeping

2.9 – Permitting and Reporting: The Process and Requirements

2.10 – Federal and State-Operated MS4s: Program Implementation

Construction Program

3.0 – Construction Program Overview

3.1 – Construction Rainfall Erosivity Waiver

Industrial "No Exposure"

4.0 – Conditional No Exposure Exclusion for Industrial Activity

Who Is Affected by the Phase II Small MS4 Program?

The Stormwater Phase II Final Rule applies to operators of *regulated small* municipal separate storm sewer systems (MS4s), which are designated based on the criteria discussed in this fact sheet. In this fact sheet, the definition of an MS4 and the distinction between small, medium, and large MS4s is reviewed. Conditions under which a small MS4 may be designated as a *regulated small* MS4, as well as the conditions for a waiver from the Phase II program requirements, are outlined. This fact sheet also attempts to clarify possible implementation issues related to determining one's status as an operator of a regulated small MS4.

What Is a Municipal Separate Storm Sewer System (MS4)?

What constitutes an MS4 is often misinterpreted and misunderstood. The term MS4 does not solely refer to municipally-owned storm sewer systems, but rather is a term of art with a much broader application that can include, in addition to local jurisdictions, State departments of transportation, universities, local sewer districts, hospitals, military bases, and prisons. An MS4 also is not always just a system of underground pipes – it can include roads with drainage systems, gutters, and ditches. The regulatory definition of an MS4 is provided below.

According to 40 CFR 122.26(b)(8), "*municipal separate storm sewer* means a conveyance or system of conveyances (including roads with drainage systems, municipal streets, catch basins, curbs, gutters, ditches, man-made channels, or storm drains):

- (i) Owned or operated by a State, city, town, borough, county, parish, district, association, or other public body (created by or pursuant to State law)...including special districts under State law such as a sewer district, flood control district or drainage district, or similar entity, or an Indian tribe or an authorized Indian tribal organization, or a designated and approved management agency under section 208 of the Clean Water Act that discharges into waters of the United States.
- (ii) Designed or used for collecting or conveying stormwater;
- (iii) Which is not a combined sewer; and
- (iv) Which is not part of a Publicly Owned Treatment Works (POTW) as defined at 40 CFR 122.2."

What Is a Small, Medium, or Large MS4?

- ❑ EPA’s NPDES (National Pollutant Discharge Elimination System) stormwater permitting program labels MS4s as either “small,” “medium,” or “large” for the purposes of regulation.
- ❑ A *small MS4* is any MS4 that is not already covered by the Phase I stormwater program. Small MS4s include Federally-owned systems, such as military bases.
- ❑ The Phase I stormwater program covers *medium* and *large* MS4s. Phase I MS4s were automatically designated nationwide as *medium MS4s* if they were located in an incorporated place or county with a population between 100,000 - 249,999 or as *large MS4s* if located in an incorporated place or county with a population of 250,000 or greater. Many MS4s in areas below 100,000 in population, however, have been individually brought into the Phase I program by NPDES permitting authorities. Such already regulated MS4s do not have to develop a Phase II program.

❑ Urbanized Areas

An *urbanized area (UA)* is a land area comprising one or more places – central place(s) – and the adjacent densely settled surrounding area – urban fringe – that together have a residential population of at least 50,000 and an overall population density of at least 1,000 people per square mile. It is a calculation used by the Bureau of the Census to determine the geographic boundaries of the most heavily developed and dense urban areas.

EPA has developed a set of digitized maps for each urbanized area as defined by the 2000 U.S. Census. These maps are organized by state and are available at <http://www.epa.gov/npdes/stormwater/urbanmaps>. Additionally, information about urbanized areas is available directly from the U.S. Bureau of the Census at <http://www.census.gov/geo/www/ua/uacubndy.html>.

Are All Small MS4s Covered by the Phase II Final Rule?

No. The universe of small MS4s is quite large since it includes every MS4 except for the approximately 900 medium and large MS4s already regulated under the Phase I stormwater program. Only a select sub-set of small MS4s, referred to as *regulated small MS4s*, is covered by the Phase II Final Rule, either through automatic nationwide designation or designation on a case-by-case basis by the NPDES permitting authority.

How Is A Small MS4 Designated as a Regulated Small MS4?

A small MS4 can be designated by the permitting authority as a *regulated* small MS4 in one of three ways:

① Automatic Nationwide Designation

The Phase II Final Rule requires nationwide coverage of all operators of small MS4s that are located within the boundaries of a Bureau of the Census-defined “urbanized area” (UA) based on the latest decennial Census. Once a small MS4 is designated into the program based on the UA boundaries, it cannot be waived from the program if in a subsequent UA calculation the small MS4 is no longer within the UA boundaries. An automatically designated small MS4 remains regulated unless, or until, it meets the criteria for a waiver.

② Potential Designation by the NPDES Permitting Authority – Required Evaluation

An operator of small MS4 located outside of a UA may have been designated as a regulated small MS4 if the NPDES permitting authority determined that its discharges cause, or have the potential to cause, an adverse impact on water quality. The Phase II Final Rule required the NPDES permitting authority to develop a set of designation criteria and apply them, *at a minimum*, to all small MS4s located outside of a UA serving a jurisdiction with a population of at least 10,000 and a population density of at least 1,000 people/square mile.

❑ Designation Criteria

EPA recommended that the NPDES permitting authority use a balanced consideration of the following designation criteria on a watershed or other local basis:

- ✓ Discharge to sensitive waters;
- ✓ High population density;
- ✓ High growth or growth potential;
- ✓ Contiguity to a UA;
- ✓ Significant contributor of pollutants to waters of the United States; and
- ✓ Ineffective protection of water quality concerns by other programs.

③ Potential Designation by the NPDES Permitting Authority – Physically Interconnected

Under the final rule, the NPDES permitting authority was required to designate any small MS4 located outside of a UA that contributes substantially to the pollutant loadings of a *physically interconnected* MS4 regulated by the NPDES stormwater program. The final rule did not set a deadline for designation of small MS4s meeting this criterion.

Physically interconnected means that one MS4 is connected to a second MS4 in such a way that it allows for *direct* discharges into the second system.

State and EPA permitting authorities can be contacted to obtain a full list of regulated MS4s, including both automatically designated MS4s and those that were additionally designated.

Are Waivers from the Phase II Permit/Program Requirements Possible?

Yes, two waiver options are available to operators of automatically designated small MS4s if discharges do not cause, or have the potential to cause, water quality impairment.

The first applies where:

- (1) the jurisdiction served by the system is less than 1,000 people;
- (2) the system is not contributing substantially to the pollutant loadings of a physically interconnected regulated MS4; and
- (3) if the small MS4 discharges any pollutants identified as a cause of impairment of any water body to which it discharges, stormwater controls are not needed based on wasteload allocations that are part of an EPA approved or established “total maximum daily load” (TMDL) that addresses the pollutant(s) of concern.

TMDLs are water quality assessments that determine the source or sources of pollutants of concern for a particular waterbody, consider the maximum amount of pollutants the waterbody can assimilate, and then allocate to each source a set level of pollutants that it is allowed to discharge (i.e., a “wasteload allocation”). Small MS4s that are not given a wasteload allocation would meet the third criterion above.

The second applies where:

- (1) the jurisdiction served by the system is less than 10,000 people;
- (2) an evaluation of all waters of the U.S. that receive a discharge from the system shows that stormwater controls are not needed based on wasteload allocations that are part of an EPA approved or established TMDL that addresses the pollutant(s) of concern or an equivalent analysis; and
- (3) it is determined that future discharges from the small MS4 do not have the potential to result in exceedances of water quality standards.

The NPDES permitting authority is required to periodically review any waivers granted to MS4 operators to determine whether any information required for granting the waiver has changed. Minimally, such a review needs to be conducted once every five years.

Are There Allowances for Phasing-in Permit Coverage?

Yes. Small MS4s serving a jurisdiction with a population under 10,000 can be phased-in for permit coverage, following establishment of a State watershed permitting approach. NPDES permitting authorities that choose this option must establish a schedule to phase-in permit coverage annually for approximately 20 percent of all small MS4s that qualify for such phased-in coverage. Where this option is followed, all regulated small MS4s are required to have permit coverage no later than March 8, 2007.

Can More than One MS4 in the Same Political Jurisdiction Be Automatically Designated?

Yes. Since the final rule provides automatic coverage of all small MS4s within a UA, the result would likely be coverage of several governments and agencies with multiple, perhaps overlapping, jurisdictions. For example, a city that is located within a UA and operates its own small MS4 could be designated alongside the State’s department of transportation (DOT) and the county’s DOT if the State and county operate roads that are within the borders of the city. All three entities would be responsible for developing a stormwater management program for the portion of their respective MS4s within the city limits. In such a case, the permittees are strongly encouraged to work together to form a unified stormwater management program.

Who Is Responsible if the Small MS4 Operator Lacks the Necessary Legal Authority?

Some regulated small MS4s may lack the necessary legal authority to implement one or more of the required minimum control measures that comprise the Phase II storm water management program. For example, a local government that is a small MS4 operator may be in a State that does not have an enabling statute that allows local regulatory control of construction site runoff into the sewer system. Another example is a State DOT that may not have the legal authority to require and enforce controls on illicit discharges into its system. In these situations the small MS4 is encouraged to work with the neighboring regulated small MS4s. As co-permittees, they could form a shared stormwater management program in which each permittee is responsible for activities that are within their individual legal authorities and abilities.

For Additional Information

Contacts

☞ U.S. EPA Office of Wastewater Management
<http://www.epa.gov/npdes/stormwater>
 Phone: 202-564-9545

☞ Your NPDES Permitting Authority. Most States and Territories are authorized to administer the NPDES Program, except the following, for which EPA is the permitting authority:

Alaska	Guam
District of Columbia	Johnston Atoll
Idaho	Midway and Wake Islands
Massachusetts	Northern Mariana Islands
New Hampshire	Puerto Rico
New Mexico	Trust Territories
American Samoa	

☞ A list of names and telephone numbers for each EPA Region and State is located at <http://www.epa.gov/npdes/stormwater> (click on “Contacts”).

Reference Documents

☞ EPA’s Stormwater Web Site

<http://www.epa.gov/npdes/stormwater>

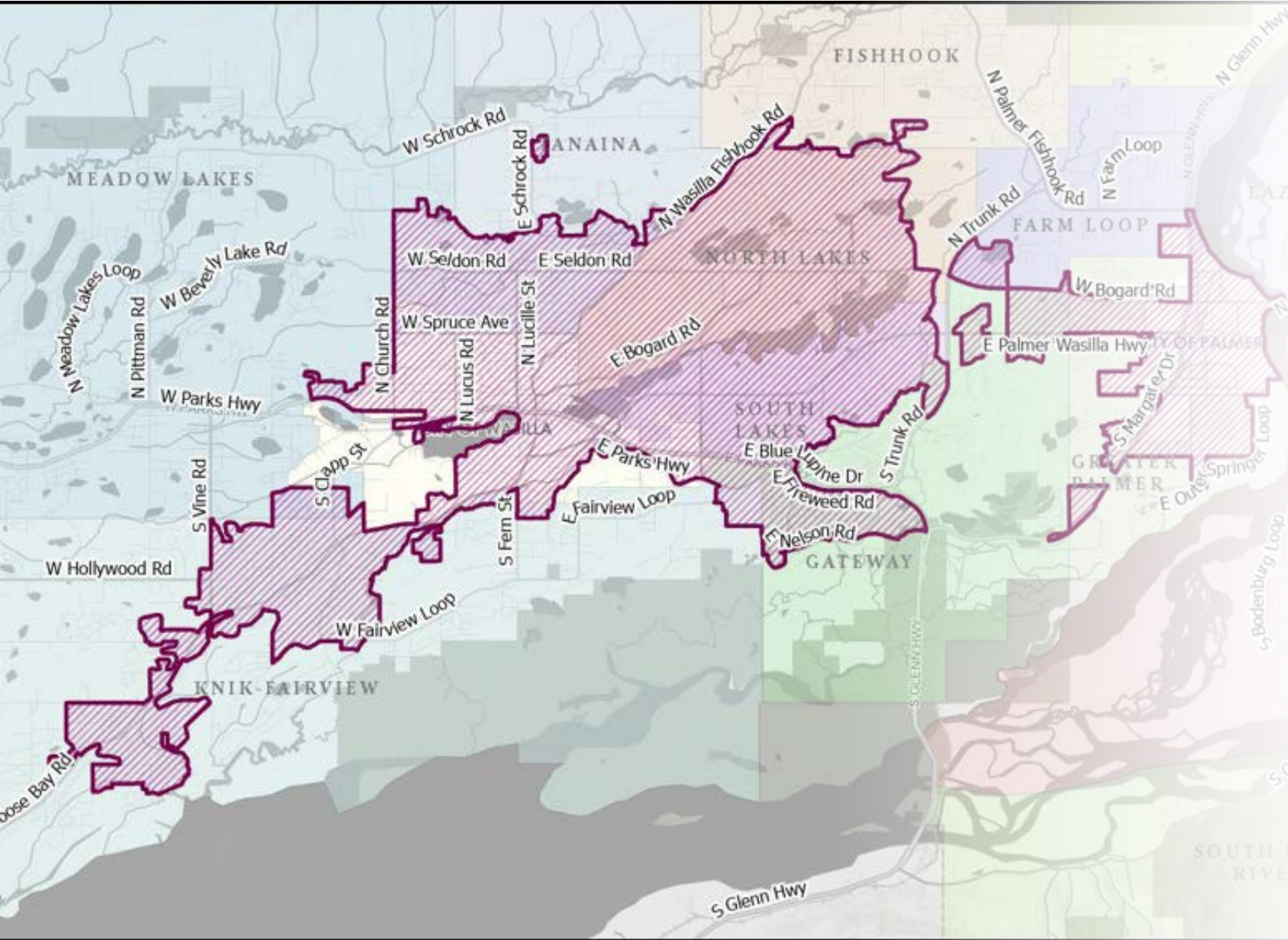
- Stormwater Phase II Final Rule Fact Sheet Series
- Stormwater Phase II Final Rule (64 FR 68722)
- National Menu of Best Management Practices for Stormwater Phase II
- Measurable Goals Guidance for Phase II Small MS4s
- Stormwater Case Studies
- EPA Urbanized Area Maps: <http://www.epa.gov/npdes/stormwater/urbanmaps>

☞ Census 2000 Urbanized Area Information

- General Information: <http://www.census.gov/geo/www/ua/uacbdndy.html>
- Maps: <http://www.census.gov/geo/www/maps/ua2kmaps.htm>



MSB Transit Continuity



Urban Designation

- ✓ Population greater than 50,000
- ✓ Now eligible for FTA urban transit funding (5307) as a small urbanized area
- ✓ Urban area transit services are no longer eligible for rural transit (5311) funding
- ✓ To maintain transit services, a local government entity must act as a Direct Recipient of urban transit (5307) funding
- ✓ On August 8, 2023, the Assembly voted unanimously to apply to become a Direct Recipient and pursue funding
- ✓ On November 6, 2023, The Governor of Alaska designated the MSB as a Direct Recipient of FTA funding

Transit Continuity

Preferred Option: MSB Contracts with Transit Provider

- **MSB is a direct recipient of FTA urban transit (5307) funding.**
- **Competitive bid process** in accordance with federal and MSB procurement procedures to contract with provider(s) to continue transit services.
- **Contractor would be responsible for meeting the federal requirements** of the program, such as operational policies, Title VI requirements, tracking of funds/fares and all other requirements applicable in the FTA Contractor's Manual.
- **Contractor would be responsible for maintenance** of rolling stock, garages/barns, staffing and associated payroll and human resource responsibilities.
- Because most transit services are currently provided by non-profit organizations **this option would allow continued funding to provide continuity of services.** Staff, rolling stock, facilities and operational policies and procedures are already in place and non-profits are using FTA rural transit (5311) funds, which have many of the same requirements as FTA urban transit (5307).

Purpose & Need for Transit Continuity



ACCESS TO JOBS



ACCESS TO SCHOOLS



ACCESS TO SHOPPING



ACCESS TO MEDICAL CARE



ACCESS TO OTHER ESSENTIAL SERVICES



ACCESS TO CONDUCT BUSINESS

“Transportation plays a key role in economic development. Good transportation systems provide a clear competitive edge by facilitating easy access to local businesses, maintaining regional mobility, and reducing congestion costs.” – MSB Economic Development Strategic Plan, 2010



- 41% of MSB employed residents work outside the borough
- 28% work in Anchorage
- More than half of MSB population falls into one or more priority populations, with a higher propensity for relying on transit*

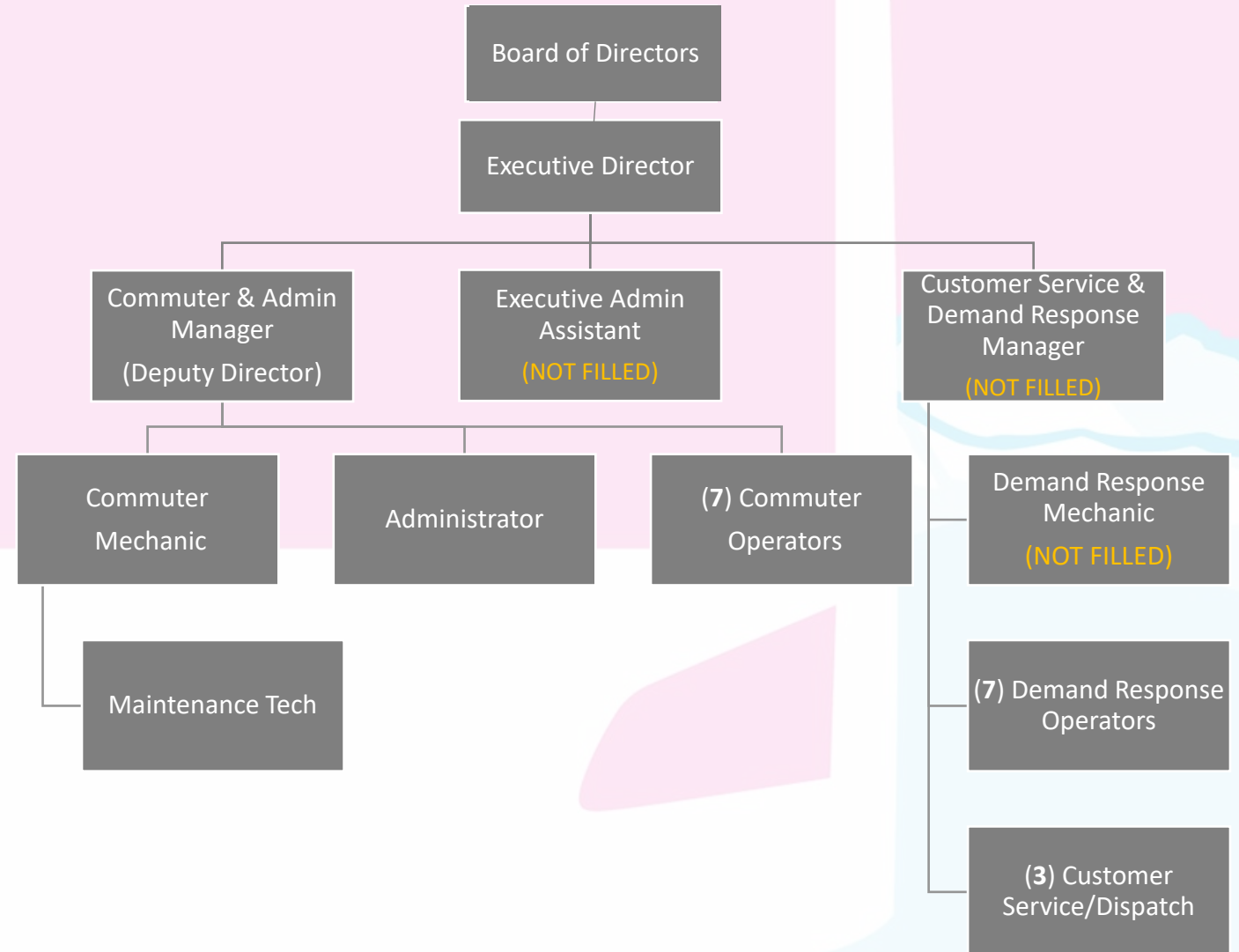
*American Community Survey 5-year Estimates 2016-2020, released March 2022

VALLEY TRANSIT

Mission: To provide accessible, sustainable, reliable, efficient and quality public transportation.

HISTORY & GOVERNANCE

- 501c3 non-profit
- Consolidated in 2017 from MASCOT (started in 1999) and Valley Mover (started in 2010)
- Board of Directors
- FTA Compliance; Policy, Procedures
- Annual Federal Single Audits, 4 consecutive years of clear audits, low risk



SERVICES

- **Demand Response:** Non-fixed route system of transporting individuals requiring advanced scheduling by the customer.

Available Mon-Sat.

Zone based fare, 9 zones

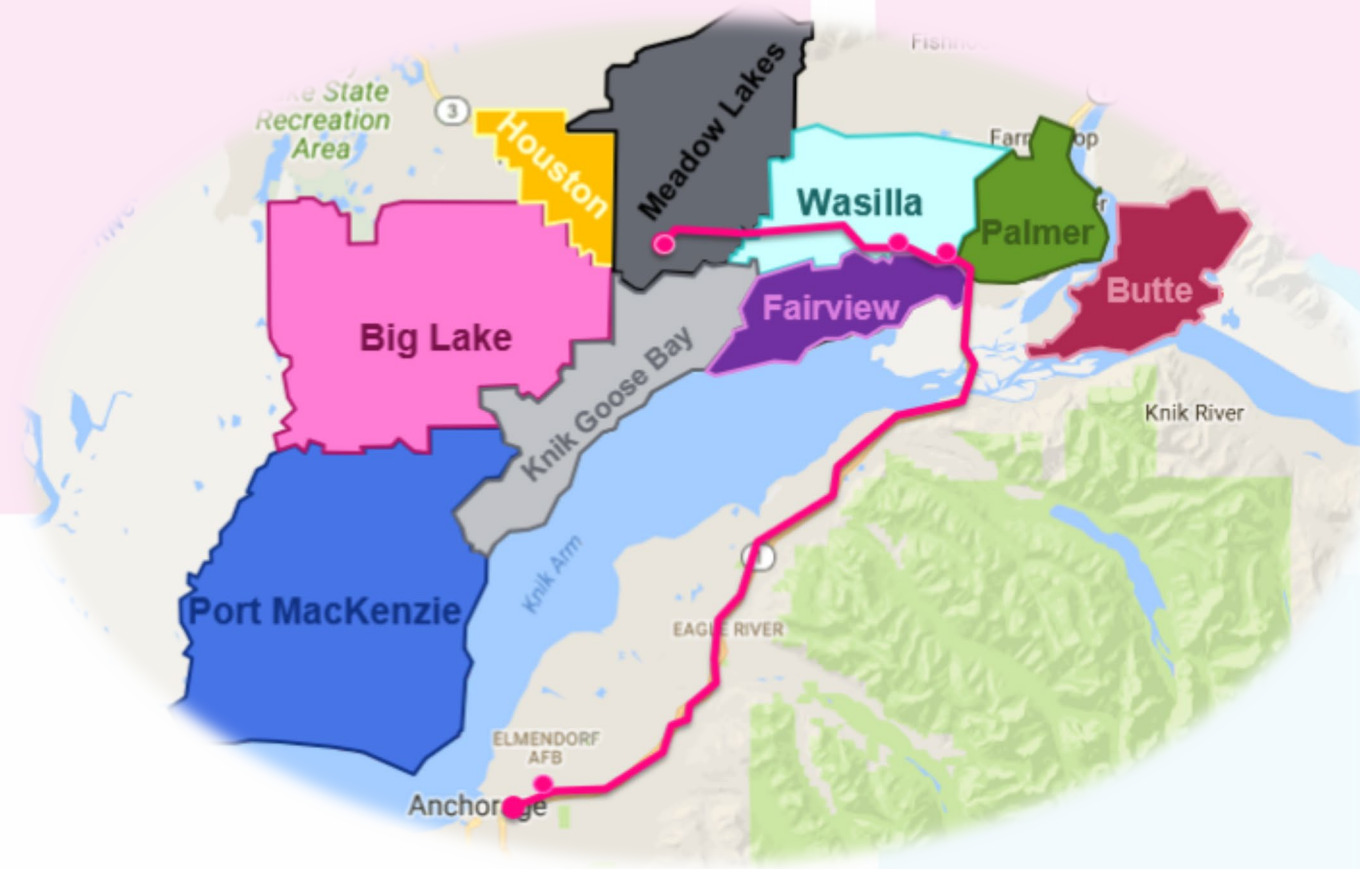
\$3 general public - \$2 senior and youth

- **Commuter:** Local fixed-route bus transportation connecting outlying areas with a central city.

14 Round Trips M-F; 4 on Saturdays

\$7 one-way - \$10 Day Pass - \$120/month

- **Local Contracts & Partners:** Youth360, Veterans, Center for the Blind, UAA, ConocoPhillips



FLEET

- **Commuter** - MCI over the road coaches
- **Demand Response** - Van, SUVs, Cutaways
- **Coming Soon** - Transit Vans: replacement for demand response fleet past useful life




TECHNOLOGY


- Fare box collection system - mobile ticketing, open-source payment (CC)
- MyRide real time tracking for commuter, updates for delays
- Novus demand response scheduling
- DriverMate tablets for real time updates to/from drivers
- Notifications sends out automated email, text, or calls to passengers
- Passenger Portal- passenger website to schedule demand response rides, track where their bus is, pay fares, etc.


New Booking


One Way Round Trip Multi Trip

 **BOOK AGAIN (OPTIONAL)**


Select a Recent Booking ▾

 **DATE** **REPEAT**

mm/dd/yyyy 

 **FROM** **TO**

Origin Address Unit: Destination Address Unit:

 **OUTBOUND TRIP** **RETURN TRIP**

Pick me up at ▾ Pick me up at ▾

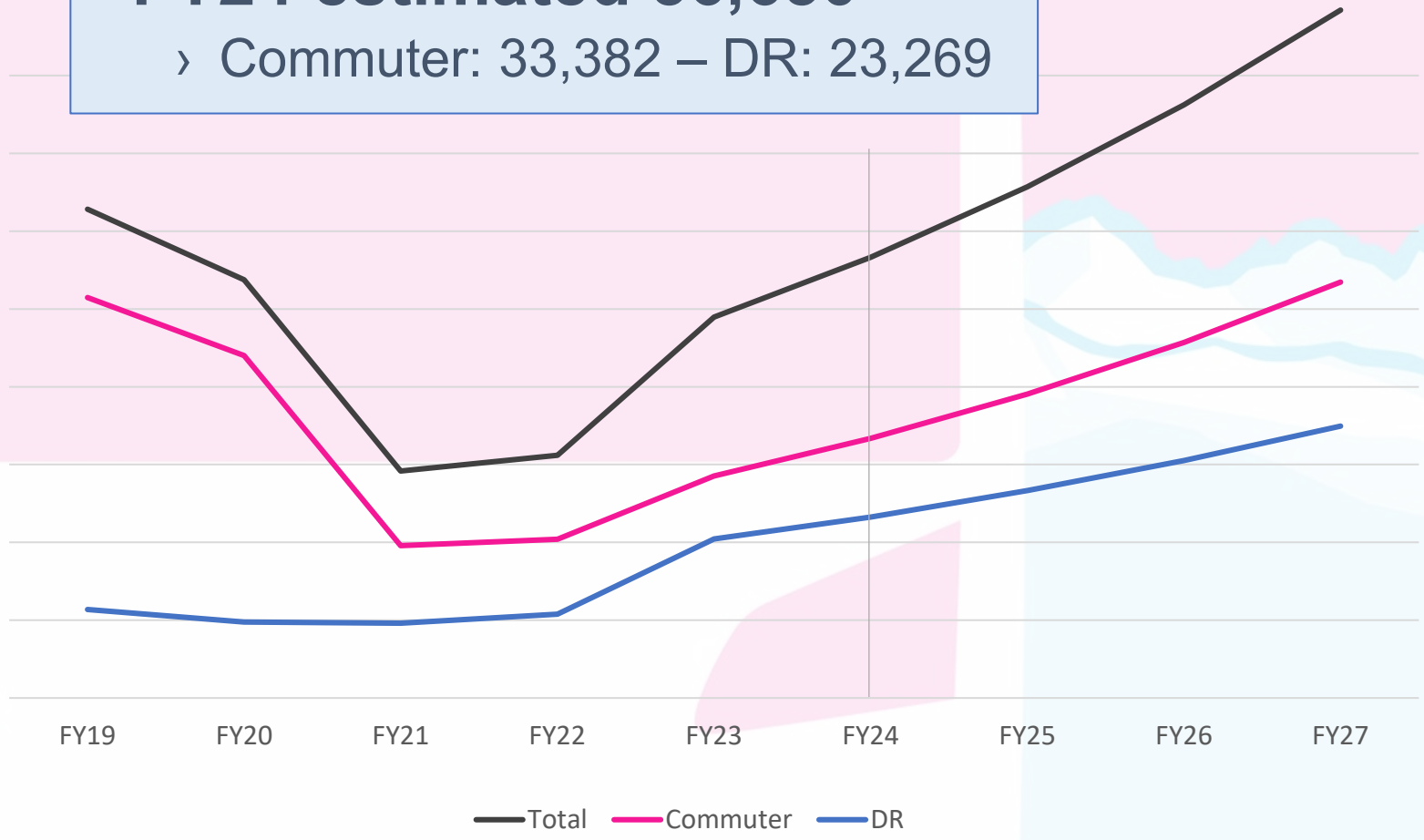
Select a time ▾ Select a time ▾

[Continue »](#)

RIDERSHIP

- **FY24 = 42,489 (YTD - 75%)**
 - › Commuter: 25,037 – DR: 17,452
- **FY23 = 48,968**
 - › Commuter: 28,545 – DR: 20,423
- **FY22 = 31,183**
 - › Commuter: 20,411 – DR: 10,772
- **FY21 = 29,187**
 - › Commuter: 19,588 – DR: 9,599
- **FY20 = 53,768**
 - › Commuter: 44,001 – DR: 9,767
- **FY19 = 62,839**
 - › Commuter: 51,456 – DR: 11,383

• **FY24 estimated 56,650**
 › Commuter: 33,382 – DR: 23,269



*5% of operating Advisory Board estimated to cover commuter service/47% of operating budget 2024 estimated to cover demand response
 May 17th 2024

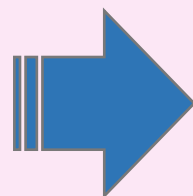


FEDERAL FUNDING

5311: \$1.5 Million

- Admin & Prev. Maintenance (90.97/9.03)
- Operating (56.86/43.14)

**As a rural provider, match was previously provided by the Mat-Su Health Foundation*



5307: \$1.8M

- Operating (50/50)
- Planning & Capital (80/20)
- ADA-CAA-Bike (90/10-95/5)

Other Federal Funding

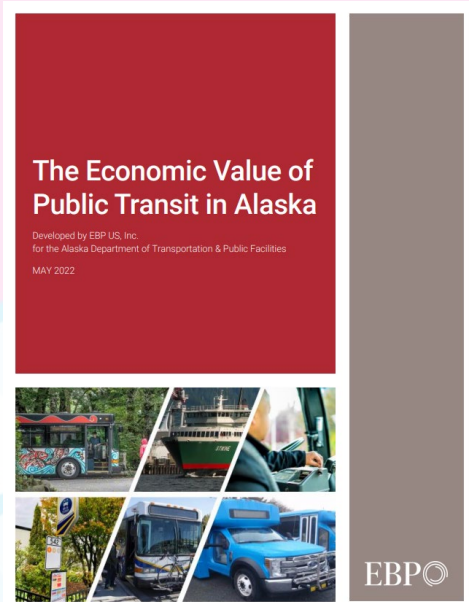
- FY24: ARPA - \$500,000
- FY23: CRRSAA - \$1,026,170
- FY22: CARES - \$3,322 & CRRSAA - \$49,434
- FY21: CARES - \$55,805

Eligible matching fund sources:

- Local Government Funding
- Grants
- In-kind

**Fares CANNOT be used as local match*

ECONOMIC IMPACT



- American Public Transportation Association **2020 Economic Impact of Public Transportation Investment 1:5**
- May 2022 Alaska DOT&PF contracted EBP US, Inc. to do a study: **The Economic Value of Public Transit in Alaska**. Valley Transit proved a 1:2.73 return on investment.

Fares between Wasilla & Palmer:

- Valley Transit → \$6 or \$4 for seniors and youth
- Uber/Lyft → \$30
- Taxi → \$45

- **Direct:** Transit agencies employ workers, pay wages, and invest in equipment and supplies.
- **Indirect:** Transit agencies purchase goods and services from Alaskan companies which in turn employ and pay workers.
- **Induced:** Transit agency and supplier employees spend their income, generating additional activity within the Alaska economy.

Draft Non-Federal/Local Match Scenarios

Match contributor	Population	Per Person Cost	Scenario 1	Per Person Cost	Scenario 2
MSB UZA	54,039	\$ 25.75	\$ 1,391,504.25	\$ 21.00	\$ 1,134,819.00
City of Wasilla	9,061	\$ 25.75	\$ 233,320.75	\$ 21.00	\$ 190,281.00
City of Palmer	5,877	\$ 25.75	\$ 151,332.75	\$ 21.00	\$ 123,417.00
Non-Profit/Grants					\$ 330,000.00
Total			\$ 1,776,157.75		\$ 1,778,517.00

Scenario 1:

This funding strategy does not include matching funds from NGOs, sponsorships, donations, or other grant funds. It allocates matching funds based on \$25.75/per person population of the governmental entity within the UZA

Scenario 2:

This funding strategy includes approximately 80% funding from the MSB and other governmental partners, allocating \$21.00/person as match, and the remaining 20% of the matching funds from NGO's.

**these scenarios demonstrate the highest possible match requirement, utilizing 100% of the funding for operating expenses at a 50/50 match rate and not accounting for split letter results re: allocation to Alaska Railroad*

Next Steps & Schedule

<i>April 2024</i>	<i>Full allocation of 5307 funding released by FTA</i>
<i>April 2024</i>	<i>Hire Grant Writer to support 5307 application</i>
May 2024	Transit Update to MSB Assembly
May 2024	Host meetings to discuss local match funding – <i>Palmer May 13</i>
May-July 2024	Prepare FTA 5307 grant application materials
July 2024	Assembly vote to finalize local match funding mechanism
June-July 2024	Develop RFP for services & Contracted Services Agreement
August 2024	Final Grant Submission
August 2024	Issue RFP
Sept 2024	DOT Supplemental Agreement Signed
Sept 2024	Assembly approval to accept and appropriate 5307 FTA funds
Sept 2024	Assembly approval to enter into contracted services arrangement
Oct 2024	Contracted urban transit services begin

**MATANUSKA-SUSITNA BOROUGH
TRANSPORTATION ADVISORY BOARD
RESOLUTION SERIAL NO. TAB 24-01**

A RESOLUTION OF THE MATANUSKA-SUSITNA BOROUGH TRANSPORTATION ADVISORY BOARD RECOMMENDING THE MATANUSKA-SUSITNA BOROUGH ASSEMBLY SUPPORT TRANSIT OPERATIONS WITHIN THE CENSUS-DESIGNATED URBAN AREA BY PROVIDING THE LOCAL MATCH CONTRIBUTION FOR THE FY24 FEDERAL TRANSIT ADMINISTRATION 5307 URBAN TRANSIT FUNDING ALLOCATION.

WHEREAS, the Matanuska-Susitna Borough (MSB) Transportation Advisory Board (TAB) advises the Assembly on transportation-related issues; and

WHEREAS, the 2017 MSB Long Range Transportation Plan, the 2005 Borough-wide Comprehensive Plan, and the draft 2010 MSB Economic Development Strategic Plan all identify the need for safe and effective multi-modal transportation systems that offer transportation choices and enhance connectivity between communities; and

WHEREAS, transit reduces traffic congestion, increases community health and mobility, positively impacts the local economy, and provides an equitable transportation system; and

WHEREAS, in May 2022 Valley Transit was featured in the Alaska Department of Transportation & Public Facilities (ADOT) study titled, The Economic Value of Public Transit in Alaska, which identified a 1:2.73 return on investment for Valley Transit services through direct, indirect, an induced economic return; and

WHEREAS, the 2023 Coordinated Human Services Transportation Plan

identified more than half of MSB residents falling into one or more priority population groups (seniors, veterans, youth, native populations, low income households, zero/single car households, etc.), which are statistically more likely to rely on transit services; and

WHEREAS, Valley Transit is currently the primary transit provider within the urban area, providing demand response services throughout the MSB, as well as a fixed commuter service that provides trips between the MSB and Anchorage; and

WHEREAS, Valley Transit provides more than 60,000 rides annually between demand response and commuter services, as well as local contracts and partnerships such as Youth360, ConocoPhillips, UAA, and Center for the Blind; and

WHEREAS, in December 2022 a portion of the core area of the MSB was designated as urban, changing the way that urban transit providers access and receive funding; and

WHEREAS, Valley Transit has historically been eligible to apply for FTA 5311 rural transit funding, but due to the high percentage of services falling into the urban area is no longer be eligible; and

WHEREAS, alternatively, transit services in the urban area of the MSB will now be eligible for FTA 5307 urban transit funding; and

WHEREAS, non-profit organizations are not eligible to apply for FTA 5307 funding directly, instead a local government agency must

apply for the funds as a Direct Recipient and utilize the funds directly, pass the funds to a sub-recipient, or contract for services with a transit operator; and

WHEREAS, in November 2023 the MSB was designated as a Direct Recipient of FTA 5307 funds by the Governor of Alaska; and

WHEREAS, on April 4, 2024, FTA released the MSB FY24 allocation of 5307 urban transit funding, totaling \$1,782,752; and

WHEREAS, the 5307 urban transit funding requires a non-federal local match of one (1) to one (1) for transit operations.

WHEREAS, staff has proposed multiple scenarios for local match contributions from the City of Palmer, the City of Wasilla, the MSB, and one option including additional grant and/or non-profit contributions; and

WHEREAS, the Mat-Su Health Foundation has provided nearly \$3 million in Transit match for FTA 5311 rural transit funding since 2017, and continues to provide match for future rural transit needs; and

WHEREAS, the MSHF will not provide match support for 5307 urban transit funding, recognizing that it is an essential service to residents and traditionally the responsibility of local government; and

NOW, THEREFORE, BE IT RESOLVED, the Transportation Advisory Board recommends Assembly support for Transit operations within the Census-designated urban area by providing up to \$1.8 million in local

match.

ADOPTED by the Matanuska-Susitna Borough Transportation
Advisory Board this 17th day of May, 2024.

Randy Durham, Chair

ATTEST:

Alex Strawn, Planning Department Director
Staff Support

DRAFT