



**Representatives:**

Bob Charles – Knik Tribe (**Secretary**)  
Edna DeVries, Mayor – MSB (**Vice Chair**)  
Glenda Ledford, Mayor – City of Wasilla  
Brian Winnestaffer - Chickaloon Native Village  
Mike Brown – MSB  
Katherine Keith - DOT&PF (**Treasurer**)  
Jim Cooper, Mayor – City of Palmer (**Chair**)

**Microsoft Teams meeting**

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**Agenda**

**Policy Board Meeting  
Wednesday, April 22nd, 2026  
1:30-3:00 pm**

**Meeting Location**

Matanuska-Susitna Borough Assembly Chamber

1. Call to Order and Roll Call
2. Consent Agenda (**Action Item**)
  - a. Approval of the April 22<sup>nd</sup>, 2026 Agenda
  - b. Approval of the March 26<sup>th</sup>, 2026, Minutes
3. Staff Report
  - Staff Report and Schedule of Monthly Tasks
  - Quarterly Financial Statement January-March
4. Technical Committee Action Items, April 14<sup>th</sup>, 2026 Meeting
  - a. Review and recommend approval of the MVP Complete Streets Policy. The Policy was discussed and the TC asked for more time, they voted to postpone the action, include the policy as a standing agenda item on future agendas to allow each member to review the policy internally with legal and other respective boards like TAB and the RSA boards, and to bring it back for formal review and recommendation in July.
5. Voices of the Visitors (**Non-Action Items**)
6. Action Items
7. Old Business
  - a. MTP Update
    - Project Nominations and Evaluation Process Update
    - MTP project prioritization timeline overview
  - b. FFY26-29 STIP update – Deputy Commissioner Katherine Keith, Alaska DOT&PF (maybe)



8. New Business
  - a. Alaska DOT&PF proposed projects for MTP inclusion- Transportation Planner, Adam Bradway
  - b. Improvement Program and Policy Update Review
  - c. MVP Mission Statement, Vision Statement, and Core Values Proposal
9. Transit Update
10. Other Issues (from the March 25<sup>th</sup> meeting)
  - a. Technical Committee At-large Seat Vacancy
    - Transit Advocate
11. Informational Items
  - a. Letter from SOA Chief Assistant Attorney General Sean Lynch to FHWA- Addressing MPO Authority
  - a. Alaska DOT&PF Vision for Investment in the Growth of Commerce, Energy and Sustainable Growth in Southcentral Alaska
  - b. Meadow Lakes Community Council MTP project recommendation
  - c. MVP Funding Flyer
  - d. MVP Program of Projects Map
  - e. Transit Workshop Summary
  - f. DOT FFY26 Safe Streets and Roads for All Funding Notice FY26 SS4A| [NOFO](#) Planning and Demonstration Grant and Implementation Grant applications must be submitted by 5:00 PM (EDT) on May 26, 2026. Pre-application eligibility review requests must be submitted for Implementation Grants by 5:00 PM (EDT) on April 24, 2026.
12. Policy Board Comments
13. Adjournment

Next Scheduled MPO Policy Board Meeting – May 25, from 1:30 pm to 3:00 p.m. to be held via Microsoft TEAMS and in-person in the Lower-Level Conference Rm, MSB DSJ building 350 E. Dahlia Ave, Palmer



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**Minutes**

**Policy Board Meeting  
Wednesday, March 25<sup>th</sup>, 2026  
1:30-3:00 pm**

**Meeting Location**

Alaska DOT Mat Su District Office, upstairs Conference Room at 500 S. Seward Meridian Pkwy, Wasilla, Alaska. There is limited parking at building's main entrance, overflow parking lot to south.

1. Call to Order and Roll Call

**Members Present:**

Bob Charles – Knik Tribe  
Edna DeVries, Mayor – MSB  
Brian Winnestaffer - Chickaloon Native Village  
Mike Brown – MSB  
Katherine Keith - DOT&PF  
Jim Cooper, Mayor – City of Palmer

**Members Not Present:**

Glenda Ledford, Mayor – City of Wasilla

**Non-Members Present:**

Kim Sollien, MVP  
Anjie Goulding, MVP  
Carrie Cecil, MVP  
Adam Bradway, AK DOT&PF  
Kate Dueber, ARRC  
Kristina Huling, AK DOT&PF

2. Consent Agenda (**Action Item**)
  - a. Approval of the March 25<sup>th</sup>, 2026 Agenda
  - b. Approval of the February 25<sup>th</sup>, 2026, Minutes

Motion to approve the consent agenda and minutes from with no changes (*Winnestaffer*), seconded (*Keith*). No discussion, no objections. Approved.

3. Staff Report



- Staff Report and Schedule of Monthly Tasks
- FFY25 P&L review for Membership Dues and Annual Dues

**Kim Sollien** presented the staff report:

- MVP Office space
  - MVP has found a converted house in downtown Palmer to serve as an office space.
  - The space is available June 1, would be a 2-year lease, and about \$2800/ month
  - The space is split with offices upstairs and a shared community conference room downstairs
  - A copy of the lease agreement will be presented at the next meeting for approval.
- Meeting space for Technical Committee and Policy Board meetings
  - Until MVP has moved into offices and the conference room space is done, MVP will hold meetings in the old MSB assembly space to accommodate larger groups and additional public.
- New Staff:
  - Have hired Caroline Miller as the 4<sup>th</sup> MVP team member (Office and Communications Manager)
  - She will start May 4<sup>th</sup> and will be introduced at the next meeting.
- Adjustments to Audit Report
  - Based on comments received during the last PB meeting, the audit report was reorganized to more clearly show the profit and loss summary and tracking of membership fees.

#### *Discussion/Questions*

- **Winnestaffer** – Requested that the information about the new office space be included in the March staff report to have for reference and record moving forward. Will be added.

#### 4. Technical Committee Action Items, March 10<sup>th</sup>, 2026 Meeting

*Approved a motion to recommend that the MVP Policy Board submit a letter to the AK DOT&PF Commissioner requesting they adopt the MSB's proposed apportionment for FTA 5307 funds allocated to the Wasilla-Knik-Fairview-Northlakes UZA such that all funds would be apportioned to the MSB and no funds apportioned to the Alaska Railroad Corporation; any funds not obligated by either recipient within three years could be reassigned to the other recipient; and the 5307 split policy should be reviewed no later than two-years following submission of the next apportionment letter. Vote 7 yes, to 4 no.*

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

#### 6. Action Items



a. Approval of the FFY25 Audit

**Kim Sollien** presented a summary of the audit findings

- MVP Staff began working with Altman and Rogers in January 2026 on the audit process
- Among other things, the firm asked for personnel policies, fiscal policies, all payroll receipts, timecards to understand how we are tracking income and expenses.
- Result included a couple of changes to MVP procedures:
  - In UPWP, we were not independently tracking indirect costs and administrative costs. This will be adjusted and a separate class for membership dues will be tracked.
- Ultimately found that all fiscal controls and policies are adequate and no deficiencies.
- An annual audit will be submitted to DOT and FHWA and maintain for records.

Motion to approve the FFY25 Audited Financial Statement and findings letter submitted by Altman & Rogers Co. (*Winnestaffer*), seconded (*Keith*). Request for high-level summary (see above). No further discussion, no objections. Motion is approved.

b. Approval of the removal of past board members on the MVFCU account and approval of new authorized check signers

**Kim Sollien** presented a summary of the need for the policy:

- MVP policy requires that ED must have two check signers.
- Check signers are also granted access to MVP's bank accounts.
- Do not currently have a checkbook because no safe to lock cash or checks; however, the bank requires that signers be in official paperwork on file anyways.
- Have removed Mayor Ledford and former Mayor Carrington as check signers from bank paperwork.

*Discussion/ Questions:*

- **Winnestaffer** – Does the organization have a credit card?
  - Answer: MVP has a single debit card to keep transactions simple.

**Main Motion:**

Motion to approve Jim Cooper, Edna DeVries and Bob Charles as authorized check signers for MatSu Valley Planning for Transportation (*Winnestaffer*), seconded (*Keith*). Request for explanation of policy (see above).

**Amendment 1:** Motion to amend the original motion to include Katherine Keith as an authorized check signer (*Cooper*), seconded (*Keith*).

**Roll Call vote on motion as amended:** Motion to approve Jim Cooper, Edna DeVries, Bob Charles, and Katherine Keith as authorized check signers for MatSu Valley Planning for Transportation:

Bob Charles – Yes  
Mayor Devries – Yes  
Brian Winnestaffer – Yes



Mike Brown – Yes  
Katherine Keith – Yes  
Mayor Cooper – Yes  
Yes-6, No-0

Motion is approved.

- c. Mobility Advocate At-Large seat applicant approval for the Technical Committee

**Kim Sollien** presented a summary of Jade’s qualifications:

- Jade has MA in Public Health but is project manager for AI product teams
- Volunteer for Valley Mountain Bike Association
- Alex Strawn recommended her
- Position had been open for 2 months

*Discussion/Questions:*

- Edna DeVries – Full disclosure she had applied to a position at the Borough. Questioned whether there is a conflict of interest. Group raised no concerns about conflict of interest.

**Main Motion:**

Motion to approve Jade Tabony for the multimodal advocate on our Technical Committee (*Keith*) seconded (*Winnestaffer*). Request to summarize Jade’s qualifications (see above).

**Roll Call vote on main motion:**

Bob Charles – Yes  
Mayor Devries – Yes  
Brian Winnestaffer – Yes  
Mike Brown – Yes  
Katherine Keith – Yes  
Mayor Cooper – Yes  
Yes-6, No-0

Motion is approved.

- d. Interim Transit Advocate At-Large seat applicant approval for the Technical Committee

**Kim Sollien** presented a summary of LaMarr’s qualifications:

- Lamarr was former interim director of MASCOT.
- Attends Technical Committee meetings regularly.
- Very involved and very aware of ongoing issues in transportation and transit in the Valley.
- He is willing to do the position temporarily until a permanent member is found so that he can transition into retirement.



- MVP intends to keep position open and continue to advertise.

**Main Motion:**

Motion to approve LaMarr Anderson as the interim Public Transit Advocate on our Technical Committee (*Keith*) seconded (*Winnestaffer*). Request to summarize qualifications (see above). No further discussion, no objection. Motion is approved as presented.

- e. FTA 5307 Split Proposal Recommendations
  - MVP Memo with supporting documentation

**Main Motion:**

Motion to recommend that the AK DOT&PF Commissioner adopt the MVP Staff's proposed apportionment for FTA 5307 funds allocated to the Wasilla-Knik-Fairview-North Lakes UZA such that the MSB would receive 90 percent of all 5307 funds and the ARRC would receive 10 percent of all 5307 funds; any funds not obligated by either recipient within three years could be reassigned to the other recipient; and the 5307 split policy should be reviewed no later than two-years following submission of the net apportionment letter (*Winnestaffer*) seconded (*Brown*).

**Carrie Cecil** gave a high-level presentation about the 5307 apportionment memo included in the packet (see page 56).

*Discussion/Questions:*

- Mayor Cooper requested Mike Brown provide context for the MSB proposal, in turn, Mike Borw requested ARRC to articulate position on MVP staff suggestion.
- Kate Deuber noted that, as presented in the memo, the calculus for determining the apportionment is complex. ARRC is comfortable with the 90/10 split between MSB/ARRC as it is repeatable and provides consistency necessary for budgetary planning.
- Mike Brown noted that the MSB would be supportive of the MVP staff suggestion, as well.
- Brian Winnestaffer stated he really appreciated the data put in, and he supports the 90/10 split that MVP staff suggested.
- Mayor Cooper stated that he feels most folks getting on the train in Anchorage, are not getting off the railroad in Wasilla. Also there has been no commuter rail established, even though it has been asked for. He asked the railroad what their plan would be to do with the funds.
- Kate Dueber said that the funds are used to maintain their commuter rail cars as well as maintenance on their track. They cannot use the funds for operations.
- Bob Charles felt that middle ground approach would be appropriate and recommended a split of 13.5% ARRC/ 86.5% MSB.
- Katherine Keith stated it may be wise for her to abstain from the vote due to the fact she will be working closely with the commissioner on this (Mayor Cooper allowed for input and vote). Expressed appreciation for the memo and noted that AK DOT&PF at the direction of the Commissioner is preparing an apportionment policy that is replicable and equitable and applicable to both small UZAs. For clarity, 100% went to MSB in FY2024, this recommendation being informed by this discussion will affect FY2025, and the intent is that the policy will guide out years FY2026 and beyond.



**Amendment 1:**

Motion to amend the original motion to add a clause to the end, "MVP shall work with DOT&PF staff in preparing a formal small UZA apportionment policy."

Roll call vote on the amendment to the main motion:

*Bob Charles – Yes*  
*Mayor Devires – Yes*  
Brian Winnestaffer – Yes  
Mike Brown – Yes  
Katherine Keith – Yes  
Mayor Cooper – Yes  
Yes-6, No-0

**Roll call for the main motion as amended:**

Motion to recommend that the AK DOT&PF Commissioner adopt the MVP Staff's proposed apportionment for FTA 5307 funds allocated to the Wasilla-Knik-Fairview-North Lakes UZA such that the MSB would receive 90 percent of all 5307 funds and the ARRC would receive 10 percent of all 5307 funds; any funds not obligated by either recipient within three years could be reassigned to the other recipient; the 5307 split policy should be reviewed no later than two-years following submission of the net apportionment letter; and that MVP shall work with DOT&PF staff in preparing a formal small UZA apportionment policy."

*Bob Charles – Yes*  
*Mayor Devires – Yes*  
Brian Winnestaffer – Yes  
Mike Brown – Yes  
Katherine Keith – Yes  
Mayor Cooper – Yes  
Yes-6, No-0

Motion as amended is approved.

*Discussion/ Questions:*

- Mike Brown asked if it would be helpful for MSB to write a letter that says they agree with MVP's recommendation.
  - AK DOT&PF said that that would be appreciated.

7. Old Business
  - a. MTP Update
    - Nominated projects and initial evaluations
    - Full Project list review April

**Carrie Cecil** presented a brief summary on current status of MTP project nomination and evaluation process.

- Launched project nominations February 1<sup>st</sup> and closed the nomination period March 14th.



- We ended up with 63 projects from MSB, 11 from Wasilla, and 4 from Palmer. We received 9 from the public that we shared with the project owner, as they would need to adopt and nominate the project.
- Before starting the full project evaluation process, an internal team (MVP, RESPEC, AK DOT&PF) reviewed and validated the project submissions looking for:
  - Planning projects that will be set aside and not go through the full scoring process
  - projects that touched the MPA but largely lie outside the MPA (DOT helped MVP determine that MVP funds can only be spent on projects within the MPA. DOT and MVP can work collaboratively when the project is spanning 2 different locations.)

Based on this review, 72 projects to get scored, we are working through scoring now, and in April will be presenting a holistic list to the board.

*Discussion/Questions:*

- Mayor Cooper asked who was on the evaluation team.
    - Answer: 3 MVP staff members, Adam Bradway(DOT&PF), Kristin Huling(DOT&PF), Julie Spackman(MSB Planning), Jamie Taylor (MSB Engineer), Kelsey Anderson and Pat Cotter from RESPEC.
  - Winnestaffer asked who gets to decide how the scores and projects will be prioritized.
    - Answer: Technical Committee and Policy Board will review, discuss, and determine.
- b. FFY26-29 STIP update – Deputy Commissioner Katherine Keith, Alaska DOT&PF (maybe)
- MVP staff comments on the draft STIP

**Kim Sollien** gave a staff report reviewing the comments that MVP made on the STIP, these comments are located on page 88 in the packet.

*Discussion/ Questions:*

- Katherine Keith thanked MVP for the comments. AK DOT&PF has been waiting on releasing the public comment draft, as they are waiting on what is happening with funding from legislature.
- A couple notes about the comments from MVP – funds may be tagged with a certain year or MPO but their use is not necessarily incorrect. AK DOT&PF pulls oldest funds first, this does not necessarily reflect a commitment of MPO funds – MPO would be allocated same amount in out years.
- Recommends scheduling some time at our next meeting, during the 45-day public comment period to provide time to review and discuss.

8. New Business

- a. Complete Streets Policy Overview – Anjie Goulding, MVP
- b. Local Control Plan Update - Anjie Goulding, MVP

**Anjie Goulding** provided brief presentation:

Complete Streets



- Complete Streets Policy represents a formal commitment to plan, design, funds, operate, and maintain a multimodal transportation network that safely and efficiently serves all users in all seasons.
- Why does MVP need a policy? – As an MPO we have a responsibility to develop multi-modal network. Also required by IIJA to spend 2.5% of planning funds on Complete Streets related activities. MVP proposes having an adopted Complete Streets policy to help us meet this requirement.
- DOT will be responsible for implementation, but will be used by MVP to help prioritize projects and funds. Also will be considered by project sponsors to help support project nominations in MTP development. Will help to support TIP development. Also supports tracking performance measures consistent with FHWA requirements.
- As part of development, we recognize and are considering exceptions to the policy. These would be projects that do not need to adhere to policy whether for admin reasons or by application.
- Intent is to bring a draft policy to April TC/ PB meetings with goal of May approval.

#### Local Control Plan

- Ensures compliance for MVP programming of TAP funds consistent with FHWA, so that these can be local decisions, not at state level.
- TAP funds (Transportation Alternatives Program) – can be used for bike/ped, Safe Routes to school, other safety activities
- Current TAP funds (with carry forward) \$936k
- Moving forward, anticipating about \$400k annually.
- TAP funds are based on population
- Similar to Complete Streets – will bring draft forward for review by TC/ PB in April with finalization in May.
- DOT prepared draft with a contractor so MVP lift is limited to adjusting to the specifics for MVP.

#### 9. Transit Update

- Special Transit Public Meeting: March 12<sup>th</sup>, 5:30-7:00 pm Wasilla Senior Center
- Virtual Special Transit Public Meeting March 24<sup>th</sup>, 12:00-1:30 pm Zoom

#### 10. Other Issues

- a. Letter from SOA Chief Assistant Attorney General Sean Lynch to FHWA- Addressing MPO Authority
- b. Technical Committee At-large Seat Vacancy
  - Transit Advocate

#### 11. Informational Items

- a. Alaska DOT&PF Vision for Investment in the Growth of Commerce, Energy and Sustainable Growth in Southcentral Alaska
- b. Meadow Lakes Community Council MTP project recommendation
- c. MVP Funding Flyer
- d. MVP Program of Projects Map



12. Policy Board Comments

13. Adjournment

Meeting is adjourned at 3:05 pm. Topics under categories 10, 11, 12 will be moved to April meeting.

Next Scheduled MPO Policy Board Meeting – April 22nd, from 1:30 pm to 3:00 p.m. to be held via Microsoft TEAMS and at the Alaska DOT Mat-Su District Office at 500 S Seward Meridian Pkwy, Wasilla, Alaska.



## **April 2026 Staff Report**

### **FFY25/26 UPWP Tasks**

#### **TASK 100 A UPWP**

- Prepared the Technical Committee and Policy Board agenda and packet
- Drafted FFY27-28 UPWP task overview for TC and PB review

#### **Task 100 B Metropolitan Transportation Plan**

- Weekly MTP check-ins with RESPEC and DOT
- Review and provide feedback on Chapter 1 of the MTP
- Processed and prepared project nominations received for evaluation and scoring.
- Evaluated all project nominated, asked follow-up on questions with applicants
- Hosted a follow-up meeting with the project evaluation committee to review the projects scored and to assess improvements for the next MTP project evaluation process
- Categorized scored projects into three types capital projects, pavement improvement and planning
- Met with RESEPC to review comments and restructure chapter 1. Of the MTP and to update the MTP draft outline.

#### **TIP /Project Scoring Criteria**

- No update

#### **Complete Streets Policy**

- Final review of draft Complete Streets Policy and workshopping edits with RESPEC
- Meeting with RESPEC and DOT to review the final draft of the policy and checklist
- Meeting with DOT to review workflow on the policy and checklist



### **Task 100 C TransCad Modeling**

- No update

### **TASK 100 D Household Travel Survey**

- Staff continuing research to support preparation of appropriately scoped project. Anticipate sharing project charter and scope in May/June.

### **TASK 100 E Transportation Improvement Program**

- Staff are researching Local Control Plans and working to finalize a draft from a template DOT helped to develop. Work will pause until TIP criteria work is done and allocation of funding allotments decided with the Policy Board.
- Staff reviewed draft TIP funding policy and worked through a timeline for TIP scoring criteria and the TIP funding policy to be reviewed and approved by the TC and PB

### **TASK 100 F: Update and Implementation of the Public Participation Plan and Title VI Plan**

- Continue daily social media posts to encourage public engagement
- Continued updating of our website
- Continue mail chimp, social media ads and digital advertising with frontiersmen for the March Public Transit Workshops
- Meet with Element Agency to talk about updated photos and b-roll
- Worked on a new plan for public notices for our TC and PB meetings since the Frontiersman will no longer be printing a paper on Wednesdays

### **TASK 100 G Support Services**

#### **Budget Management**

- Submitted invoices to DOT for March reimbursement
- Prepared 2<sup>nd</sup> Quarter Financials and reconciled March income and expenses
- Requested information from DOT about their internal audit process and timeline



## **Meetings**

- Attended FAST Plannings TC meeting
- Hosted HSIP work session with DOT
- Met with DOT&PF to discuss MVP's current Improvement Program projects, timeline for adding projects, and possible edits to the policy to assure local policy is followed and projects meet design standards for the jurisdiction
- Met with DOT to talk about Local Control Plan
- Met with DOT to talk about Transit
- Met with MSB Planning to talk about FTA funding available for buses and bus facilities, follow up from the transit meetings and to discuss the options for Transit in FFY27
- Attended the MSB Director Annual Budget Presentations
- Met with DOT&PF staff to review the latest data to support the HSIP program
- Met with City of Palmer to discuss the MVP Improvement Program Projects

## **Staffing**

- Started an onboarding plan/tasks list for our new employee

## **Correspondence**

- No update

## **Nonprofit Filings and Reports**

- Filed MVP's Biannual Report with the Alaska Dept. of Commerce and updated the officers

## **Organizational Documents/Management**

- Reviewed and finalized an office rental lease that will have conference room space for meetings starting mid-July
- Received updated signatures for our MVFCU back account and submitted the paperwork
- Drafted MVP mission statement, vision statement and core values for consideration



### **Agency Relationships**

- No update

### **Contract Management**

- Continued to work on a template to use for writing MVP's upcoming Scopes of Work for contracting consistency.

### **Requests from the Policy Board and Technical Committee directed to the staff**

- No update

### **Strategic Planning**

- No update

### **Short-Range and Tactical Planning**

- No update

### **Long-Range Planning**

- No update

### **Training**

- Staff registered and began coursework towards GIS certificate.

### **Transit Support**

#### **TASK 200 A MSB Public Transit Planning Support**

- Hosted transit Roundtable and discussed the write up from the Transit Meetings and Next Steps.

#### **TASK 200 B Transit Development Plan**

- Staff are researching Transportation Development Plans and working to develop a draft scope of work for MVP's Transportation Development Plan.

#### **TASK 300 Asset Management Plans**

#### **TASK 300 A MVP Sign Management Plan**



- Staff continuing research to support preparation of appropriately scoped project. Anticipate sharing project charter and scope in May/June.

### **TASK 300 B MVP Advanced Project Definition**

- ADOT&PF is working on confirming utility issues and needs. A budget for the program was submitted for the new STIP. Staff will request a update for the next meeting.

### **TASK 300 C MVP Streetlight and Intersection Management Plan**

- Staff continuing research to support preparation of appropriately scoped project. Anticipate sharing project charter and scope in May/June.

### **TASK 300 D Pavement Asset Management Plan**

- Alaska DOT&PF, MSB, and MVP met and reviewed project proposal received from contractor.
- AK DOT&PF conducting final review of proposal.

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**INTEROFFICE MEMORANDUM**

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**TO:** KIM SOLLIEN, EXECUTIVE DIRECTOR, MATSU VALLEY FOR PLANNING FOR TRANSPORTATION  
**FROM:** TOBY SMITH, THE FORAKER GROUP SHARED FINANCIAL SERVICES  
**SUBJECT:** MARCH 2026 FINANCIAL STATEMENTS  
**DATE:** APRIL 7, 2025

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**Overview**

Along with this memo you will find the Balance Sheet and related Profit and Loss by Class report for MVP, along with a Profit and Loss report for MVP, from October 1, 2025 through March 31, 2026, the second quarter of Fiscal Year 2026. Also included is a Budget versus Actual report for MVP.

**BALANCE SHEET**

The Balance Sheet is a snapshot of MVP's assets (cash in the bank) and liabilities (monies owed) at a given point in time.

**Cash Balance**

As of the last day of March 2026, MVP had cash on hand of \$155,592 in the Mat-Su Valley Federal Credit Union checking account and \$29,949 in savings, along with \$549,588 in the money market account.

**Accounts and Grants Receivables**

Accounts receivables as of March 2026 were \$0.

**Deposits**

Deposits held as assets include a \$500 payroll deposit paid to the payroll vendor to cover unexpected occurrences or contingencies.

**Current liabilities**

The current liabilities balance of \$168,984 includes:

- Accounts payable of \$0
- Accrued payroll of \$0
- Annual leave liability of \$21,402
- Deferred Revenue of \$116,473
- Other payroll liabilities of \$0

Deferred Revenue consists of cash that has been received by MVP but the posting of the revenue has been deferred (delayed) until the cash is spent. Revenue is recognized as costs are incurred and expenses are paid. The current balance is comprised of the Mat-Su Borough grant. The amount of deferred revenue is the amount of the grant yet to be spent and is considered a liability since the funds must be spent for a specific purpose.

As of the end of March the current ratio (current assets divided by current liabilities) was 5.69 to 1. This means that for every dollar spent, there are 5.69 in the bank or owed to MVP, so the higher the number the better.

## Net Assets

As of the end of March 2026, MVP had total net assets of \$649,401.

## **PROFIT AND LOSS BY CLASS**

This page shows the amount of revenue received and expenses paid as of March 31, the sixth month of Fiscal Year 2026, by class.

## **BUDGET VS ACTUALS**

This page shows the amount of revenue received and expenses paid as of March 31 versus the FY26 annual budget.

## **Revenue & Support**

Six months into the fiscal year, revenues and expenses are anticipated to be 50% realized. Revenues for the fiscal year to date total \$328,592. This represents 35% of the revenue budgeted for the year versus 50% of the fiscal year being completed. Any future grant revenues that are deferred (delayed) will be recognized as expenses are made.

## **Expenses**

Operating expenses through March totaled \$247,092 or 32% of the annual budgeted amount, versus 50% of the fiscal year being completed.

## **CAPITAL FLOAT**

Each partner organization is required to pay membership dues which comprise MVP's capital float, which exists in order to provide a cash balance on hand since grant revenues are reimbursable after costs have been expended. The capital float supports MVP operations until grant receivables are received.

**MatSu Valley Planning for Transportation  
Financial Statements  
March 31, 2026**



**Preliminary - Unaudited**

Prepared By:



**MatSu Valley Planning for Transportation**  
**Balance Sheet**  
As of March 31, 2026

|   | Total                |
|---|----------------------|
| <b>ASSETS</b>                             |                      |
| <b>Current Assets</b>                     |                      |
| <b>Bank Accounts</b>                      |                      |
| 1010 MVFCU Main Checking                  | 155,592.32           |
| 1015 MVFCU Savings Account                | 29,948.73            |
| 1020 Money Market                         | 549,587.63           |
| <b>Total Bank Accounts</b>                | <b>\$ 735,128.68</b> |
| <b>Accounts Receivable</b>                |                      |
| 1110 Accounts Receivable                  | 49,443.81            |
| <b>Total Accounts Receivable</b>          | <b>\$ 49,443.81</b>  |
| <b>Other Current Assets</b>               |                      |
| 1250 Deposits                             | 500.00               |
| Undeposited Funds                         | 0.00                 |
| <b>Total Other Current Assets</b>         | <b>\$ 500.00</b>     |
| <b>Total Current Assets</b>               | <b>\$ 785,072.49</b> |
| <b>Fixed Assets</b>                       |                      |
| <b>1500 Fixed Assets</b>                  |                      |
| 1505 Fixed Assets - Computers             | 2,559.04             |
| 1550 Accumulated Depreciation - Computers | -355.42              |
| <b>Total 1500 Fixed Assets</b>            | <b>\$ 2,203.62</b>   |
| <b>Total Fixed Assets</b>                 | <b>\$ 2,203.62</b>   |
| <b>TOTAL ASSETS</b>                       | <b>\$ 787,276.11</b> |
| <b>LIABILITIES AND EQUITY</b>             |                      |
| <b>Liabilities</b>                        |                      |
| <b>Current Liabilities</b>                |                      |
| <b>Accounts Payable</b>                   |                      |
| 2000 Accounts Payable                     | 0.00                 |
| <b>Total Accounts Payable</b>             | <b>\$ 0.00</b>       |
| <b>Other Current Liabilities</b>          |                      |
| 2100 Payroll Liability                    |                      |
| 2105 Accrued Wages and Salaries           | 0.00                 |
| 2130 Accrued Leave                        | 21,401.87            |
| 2150 Other Payroll Liabilities            | 0.00                 |
| <b>Total 2100 Payroll Liability</b>       | <b>\$ 21,401.87</b>  |
| 2200 Deferred Revenue                     |                      |
| 2201 Def Rev Mat-Su Borough               | 116,472.75           |
| 2202 Unearned Revenue                     | 0.00                 |
| <b>Total 2200 Deferred Revenue</b>        | <b>\$ 116,472.75</b> |
| <b>Total Other Current Liabilities</b>    | <b>\$ 137,874.62</b> |
| <b>Total Current Liabilities</b>          | <b>\$ 137,874.62</b> |
| <b>Total Liabilities</b>                  | <b>\$ 137,874.62</b> |
| <b>Equity</b>                             |                      |
| 3000 Opening Balance Equity               | 0.00                 |
| Retained Earnings                         | 567,900.60           |
| Net Income                                | 81,500.89            |
| <b>Total Equity</b>                       | <b>\$ 649,401.49</b> |
| <b>TOTAL LIABILITIES AND EQUITY</b>       | <b>\$ 787,276.11</b> |

**MatSu Valley Planning for Transportation**  
**Profit and Loss by Class**  
 October 2025 - March 2026

|  | Admin              | FFY25-26<br>Unified<br>Planning<br>Work<br>Program<br>(UPWP) | UPWP<br>Indirect     | Total FFY25-<br>26 Unified<br>Planning<br>Work<br>Program<br>(UPWP) | Mat-Su<br>Borough<br>Grant | TOTAL                |
|--|--------------------|--|----------------------|---|----------------------------|----------------------|
| <b>Income</b>                              |                    |  |                      |   |                            |                      |
| 4000 Grant Revenue                         |                    |  |                      | 0.00  |                            | 0.00                 |
| 4010 Alaska DOT & PF UPWP                  |                    | 161,703.96   |                      | 161,703.96  |                            | 161,703.96           |
| 4020 MSB Legislative Grant                 |                    |  |                      | 0.00  | 18,201.25                  | 18,201.25            |
| <b>Total 4000 Grant Revenue</b>            | <b>\$ 0.00</b>     | <b>\$ 161,703.96</b>   | <b>\$ 0.00</b>       | <b>\$ 161,703.96</b>  | <b>\$ 18,201.25</b>        | <b>\$ 179,905.21</b> |
| 4800 Indirect Cost Rate                    |                    | 0.00   | 147,139.00           | 147,139.00  |                            | 147,139.00           |
| 4900 Interest Income                       | 1,548.38           |  |                      | 0.00  |                            | 1,548.38             |
| <b>Total Income</b>                        | <b>\$ 1,548.38</b> | <b>\$ 161,703.96</b>   | <b>\$ 147,139.00</b> | <b>\$ 308,842.96</b>  | <b>\$ 18,201.25</b>        | <b>\$ 328,592.59</b> |
| <b>Gross Profit</b>                        | <b>\$ 1,548.38</b> | <b>\$ 161,703.96</b>   | <b>\$ 147,139.00</b> | <b>\$ 308,842.96</b>  | <b>\$ 18,201.25</b>        | <b>\$ 328,592.59</b> |
| <b>Expenses</b>                            |                    |  |                      |   |                            |                      |
| 5000 Personnel                             |                    |  |                      | 0.00  |                            | 0.00                 |
| 5010 Salary and Wages                      |                    | 142,543.31   |                      | 142,543.31  |                            | 142,543.31           |
| 5020 Annual Leave                          |                    | 10,341.44  |                      | 10,341.44   |                            | 10,341.44            |
| 5100 Payroll Taxes                         |                    |  |                      | 0.00  |                            | 0.00                 |
| 5110 FICA                                  |                    | 0.00   | 8,950.94             | 8,950.94  |                            | 8,950.94             |
| 5120 Medicare                              |                    | 0.00   | 2,061.15             | 2,061.15  |                            | 2,061.15             |
| 5130 Alaska ESC                            |                    | 0.00   | 1,226.96             | 1,226.96  |                            | 1,226.96             |
| <b>Total 5100 Payroll Taxes</b>            | <b>\$ 0.00</b>     | <b>\$ 0.00</b>   | <b>\$ 12,239.05</b>  | <b>\$ 12,239.05</b>   | <b>\$ 0.00</b>             | <b>\$ 12,239.05</b>  |
| 5200 Fringe Benefits                       |                    |  |                      | 0.00  |                            | 0.00                 |
| 5210 Workers Comp                          |                    | 0.00   | 419.35               | 419.35  |                            | 419.35               |
| 5220 Medical/Dental/Vision                 |                    | 0.00   | 24,469.99            | 24,469.99   |                            | 24,469.99            |
| 5230 Retirement                            |                    | 0.00   | 4,285.61             | 4,285.61  |                            | 4,285.61             |
| <b>Total 5200 Fringe Benefits</b>          | <b>\$ 0.00</b>     | <b>\$ 0.00</b>   | <b>\$ 29,174.95</b>  | <b>\$ 29,174.95</b>   | <b>\$ 0.00</b>             | <b>\$ 29,174.95</b>  |
| <b>Total 5000 Personnel</b>                | <b>\$ 0.00</b>     | <b>\$ 152,884.75</b>   | <b>\$ 41,414.00</b>  | <b>\$ 194,298.75</b>  | <b>\$ 0.00</b>             | <b>\$ 194,298.75</b> |
| 6000 Professional Fees                     |                    |  |                      | 0.00  |                            | 0.00                 |
| 6020 Accounting Fees                       |                    | 0.00   | 2,520.00             | 2,520.00  |                            | 2,520.00             |
| <b>Total 6000 Professional Fees</b>        | <b>\$ 0.00</b>     | <b>\$ 0.00</b>   | <b>\$ 2,520.00</b>   | <b>\$ 2,520.00</b>  | <b>\$ 0.00</b>             | <b>\$ 2,520.00</b>   |
| 6050 Annual Audit                          |                    |  |                      | 0.00  | 18,201.25                  | 18,201.25            |
| 6060 IT Services                           | 0.00               | 0.00   | 4,813.00             | 4,813.00  |                            | 4,813.00             |
| 6070 Website                               |                    | 0.00   | 1,445.00             | 1,445.00  | 0.00                       | 1,445.00             |
| <b>Total 6060 IT Services</b>              | <b>\$ 0.00</b>     | <b>\$ 0.00</b>   | <b>\$ 6,258.00</b>   | <b>\$ 6,258.00</b>  | <b>\$ 0.00</b>             | <b>\$ 6,258.00</b>   |
| 6100 Occupancy                             |                    |  |                      | 0.00  |                            | 0.00                 |
| 6130 Telephone                             |                    | 0.00   | 900.00               | 900.00  |                            | 900.00               |
| <b>Total 6100 Occupancy</b>                | <b>\$ 0.00</b>     | <b>\$ 0.00</b>   | <b>\$ 900.00</b>     | <b>\$ 900.00</b>  | <b>\$ 0.00</b>             | <b>\$ 900.00</b>     |
| 6200 Meetings                              |                    | 0.00   | 5,676.63             | 5,676.63  |                            | 5,676.63             |
| 6300 Training and Travel                   |                    |  |                      | 0.00  |                            | 0.00                 |
| 6310 Travel                                |                    | 0.00   | 0.00                 | 0.00  |                            | 0.00                 |
| 6320 Training and Professional Development |                    | 0.00   | 1,103.98             | 1,103.98  |                            | 1,103.98             |
| <b>Total 6300 Training and Travel</b>      | <b>\$ 0.00</b>     | <b>\$ 0.00</b>   | <b>\$ 1,103.98</b>   | <b>\$ 1,103.98</b>  | <b>\$ 0.00</b>             | <b>\$ 1,103.98</b>   |
| 6400 Insurance                             |                    | 0.00   | 144.00               | 144.00  |                            | 144.00               |
| 6500 Dues and Subscriptions                |                    | 0.00   | 20.00                | 20.00   |                            | 20.00                |
| 6520 Association Membership                |                    | 0.00   | 300.00               | 300.00  |                            | 300.00               |
| <b>Total 6500 Dues and Subscriptions</b>   | <b>\$ 0.00</b>     | <b>\$ 0.00</b>   | <b>\$ 320.00</b>     | <b>\$ 320.00</b>  | <b>\$ 0.00</b>             | <b>\$ 320.00</b>     |
| 6700 Printing, Postage and Publication     |                    | 0.00   | 5,110.78             | 5,110.78  |                            | 5,110.78             |
| 6800 Advertising & Public Notices          |                    | 2,714.06   | 5,955.05             | 8,669.11  |                            | 8,669.11             |
| 6900 Office Supplies                       |                    | 0.00   | 0.00                 | 0.00  |                            | 0.00                 |
| 7000 Other                                 |                    |  |                      | 0.00  |                            | 0.00                 |
| 6510 Software                              |                    | 0.00   | 854.00               | 854.00  |                            | 854.00               |
| 7010 Equipment                             |                    |  | 209.99               | 209.99  |                            | 209.99               |
| 7020 Bank Charges & Fees                   |                    | 0.00   | 2,825.21             | 2,825.21  |                            | 2,825.21             |
| <b>Total 7000 Other</b>                    | <b>\$ 0.00</b>     | <b>\$ 0.00</b>   | <b>\$ 3,889.20</b>   | <b>\$ 3,889.20</b>  | <b>\$ 0.00</b>             | <b>\$ 3,889.20</b>   |
| <b>Total Expenses</b>                      | <b>\$ 0.00</b>     | <b>\$ 155,598.81</b>   | <b>\$ 73,291.64</b>  | <b>\$ 228,890.45</b>  | <b>\$ 18,201.25</b>        | <b>\$ 247,091.70</b> |
| <b>Net Operating Income</b>                | <b>\$ 1,548.38</b> | <b>\$ 6,105.15</b>   | <b>\$ 73,847.36</b>  | <b>\$ 79,952.51</b>   | <b>\$ 0.00</b>             | <b>\$ 81,500.89</b>  |
| <b>Net Income</b>                          | <b>\$ 1,548.38</b> | <b>\$ 6,105.15</b>   | <b>\$ 73,847.36</b>  | <b>\$ 79,952.51</b>   | <b>\$ 0.00</b>             | <b>\$ 81,500.89</b>  |

## Budget vs. Actuals FY26

October 1, 2025 - March 31, 2026

| Distribution account                         | Total               |                     |                        |                                |
|--|---------------------|---------------------|------------------------|--------------------------------|
|  | Q1-Q2 Actual        | FY26 Budget         | Over/(Under) budget by | Percent of budget earned/spent |
| <b>Income</b>                                |                     |                     |                        |                                |
| 4000 Grant Revenue                           |                     | 932,995.01          |                        |                                |
| 4010 Alaska DOT & PF UPWP                    | 161,703.96          |                     |                        |                                |
| 4020 MSB Legislative Grant                   | 18,201.25           |                     |                        |                                |
| 4050 Capital Float                           | 0.00                |                     |                        |                                |
| <b>Total for 4000 Grant Revenue</b>          | <b>\$179,905.21</b> | <b>\$932,995.01</b> | <b>-\$753,089.80</b>   | <b>19.28%</b>                  |
| 4800 Indirect Cost Rate                      | 147,139.00          |                     |                        |                                |
| 4900 Interest Income                         | 1,548.38            |                     |                        |                                |
| <b>Total for Income</b>                      | <b>\$328,592.59</b> | <b>\$932,995.01</b> | <b>-\$604,402.42</b>   | <b>35.22%</b>                  |
| <b>Cost of Goods Sold</b>                    |                     |                     |                        |                                |
| <b>Gross Profit</b>                          | <b>\$328,592.59</b> | <b>\$932,995.01</b> | <b>-\$604,402.42</b>   | <b>35.22%</b>                  |
| <b>Expenses</b>                              |                     |                     |                        |                                |
| 5000 Personnel                               |                     |                     |                        |                                |
| 5010 Salary and Wages                        | 142,543.31          | 368,964.00          |                        |                                |
| 5020 Annual Leave                            | 10,341.44           |                     |                        |                                |
| 5030 Relocation Reimbursement                | 0.00                |                     |                        |                                |
| 5100 Payroll Taxes                           |                     |                     |                        |                                |
| 5110 FICA                                    | 8,950.94            | 22,875.77           |                        |                                |
| 5120 Medicare                                | 2,061.15            | 5,349.98            |                        |                                |
| 5130 Alaska ESC                              | 1,226.96            | 3,689.64            |                        |                                |
| <b>Total for 5100 Payroll Taxes</b>          | <b>\$12,239.05</b>  | <b>\$31,915.39</b>  | <b>-\$19,676.34</b>    | <b>38.35%</b>                  |
| 5200 Fringe Benefits                         | 0.00                | 79,816.61           |                        |                                |
| 5210 Workers Comp                            | 419.35              | 0.00                |                        |                                |
| 5220 Medical/Dental/Vision                   | 24,469.99           |                     |                        |                                |
| 5230 Retirement                              | 4,285.61            |                     |                        |                                |
| <b>Total for 5200 Fringe Benefits</b>        | <b>\$29,174.95</b>  | <b>\$79,816.61</b>  | <b>-\$50,641.66</b>    | <b>36.55%</b>                  |
| <b>Total for 5000 Personnel</b>              | <b>\$194,298.75</b> | <b>\$480,696.00</b> | <b>-\$286,397.25</b>   | <b>40.42%</b>                  |
| 6000 Professional Fees                       |                     |                     |                        |                                |
| 6010 Legal Fees                              | 0.00                |                     |                        |                                |
| 6020 Accounting Fees                         | 2,520.00            |                     |                        |                                |
| 6030 Consultants and Contractual             | 0.00                |                     |                        |                                |
| <b>Total for 6000 Professional Fees</b>      | <b>\$2,520.00</b>   | <b>\$18,000.00</b>  | <b>-\$15,480.00</b>    | <b>14.00%</b>                  |
| 6060 IT Services                             | 6,258.00            | 26,012.00           |                        |                                |
| 6100 Occupancy                               |                     | 61,000.00           |                        |                                |
| 6130 Telephone                               | 900.00              |                     |                        |                                |
| <b>Total for 6100 Occupancy</b>              | <b>\$900.00</b>     | <b>\$61,000.00</b>  | <b>-\$60,100.00</b>    | <b>1.48%</b>                   |
| 6200 Meetings                                | 5,676.63            | 8,700.00            |                        |                                |
| 6300 Training and Travel                     |                     | 25,000.00           |                        |                                |
| 6310 Travel                                  | 0.00                |                     |                        |                                |
| 6320 Training and Professional Development   | 1,103.98            |                     |                        |                                |
| <b>Total for 6300 Training and Travel</b>    | <b>\$1,103.98</b>   | <b>\$25,000.00</b>  | <b>-\$23,896.02</b>    | <b>4.42%</b>                   |
| 6400 Insurance                               | 144.00              | 13,154.00           |                        |                                |
| 6500 Dues and Subscriptions                  | 0.00                |                     |                        |                                |
| 6520 Association Membership                  | 320.00              | 2,369.00            |                        |                                |
| <b>Total for 6500 Dues and Subscriptions</b> | <b>\$320.00</b>     | <b>\$2,369.00</b>   | <b>-\$2,049.00</b>     | <b>13.51%</b>                  |
| 6700 Printing, Postage and Publication       | 5,110.78            | 7,200.00            |                        |                                |
| 6800 Advertising & Public Notices            | 8,669.11            | 52,269.00           |                        |                                |
| 6900 Office Supplies                         | 0.00                | 10,000.00           |                        |                                |
| 7000 Other                                   | 209.99              | 50,000.00           |                        |                                |
| 6510 Software                                | 854.00              |                     |                        |                                |
| 7020 Bank Charges & Fees                     | 2,825.21            | 3,240.00            |                        |                                |
| <b>Total for 7000 Other</b>                  | <b>\$3,889.20</b>   | <b>\$53,240.00</b>  | <b>-\$49,350.80</b>    | <b>7.31%</b>                   |
| 6050 Annual Audit                            | 18201.25            | 22,500.00           |                        |                                |
| <b>Total for Expenses</b>                    | <b>\$247,091.70</b> | <b>\$780,140.00</b> | <b>-\$533,048.30</b>   | <b>31.67%</b>                  |
| <b>Net Operating Income</b>                  | <b>\$81,500.89</b>  | <b>\$152,855.01</b> |                        |                                |
| <b>Other Income</b>                          |                     |                     |                        |                                |
| <b>Other Expenses</b>                        |                     |                     |                        |                                |
| <b>Net Other Income</b>                      |                     |                     |                        |                                |
| <b>Net Income</b>                            | <b>\$81,500.89</b>  | <b>\$152,855.01</b> |                        |                                |

These lists represent MVP's MTP 2050 project submissions as initially evaluated and scored. These lists do not represent the final project prioritization.

**Table 1: Scored Projects, Includes Capital Projects and Pavement Preservation Projects**

| Sponsor         | Project Name  | Project Description   | Suggested Project Category | Pavement Preservation Only | Averaged Score |
|-----------------|---|---|----------------------------|----------------------------|----------------|
| City of Wasilla | Nelson Ave Multimodal Pathway (Graybark Dr to Lucille St) | <p>The Nelson Avenue Multimodal Pathway Project will complete a critical gap in the non-motorized transportation network in downtown Wasilla. The project includes planning, right-of-way acquisition, design, and construction of a multimodal pathway along Nelson Avenue between Graybark Drive and Lucille Street.</p> <p>This project will connect existing pathway and sidewalk infrastructure to create a continuous corridor for pedestrians, bicyclists, and other non-motorized users. The pathway segment will border Iditapark, the City's largest and most heavily used park, improving safe access for residents and visitors traveling to recreational amenities, community events, and surrounding neighborhoods.</p> <p>Completion of this pathway will strengthen connections between nearby residential neighborhoods, downtown commercial areas, and existing sidewalk infrastructure. Currently, the lack of a continuous pathway forces pedestrians and cyclists to share the roadway with vehicle traffic or take indirect routes. Filling this gap will improve safety, accessibility, and mobility for all user groups.</p> <p>The Nelson Avenue Multimodal Pathway will support the community's long-term transportation goals by expanding active transportation options, improving connectivity within the downtown core, and enhancing safe access to parks, businesses, and community destinations. The project will help create a more walkable and bike-friendly environment while reducing conflicts between vehicles and non-motorized users.</p> | Complete Streets           |                            | 49.48630137    |
| MSB             | Larson Elementary School/Alcantra Sports Complex          | Add grade separated pedestrian crossing/bridge over E. Seldon Rd. Add sidewalk or grade separated path along Larson Elementary Circle, from E Seldon Rd to the school (0.14 mi). Add pathway on South side of E Seldon Rd, from Wasilla Fishhook Rd. to Tait Dr. (2.17 mi). Extends separated path system to Seward Meridian Pkwy, to school, and recreational complex.   | Complete Streets           |                            | 47.26712329    |
| MSB             | Engstrom Road Reconstruction & Pathway                    | Reconstruct Engstrom Road from E. Bogard Road to E. Beechcraft Road, including shoulder widening and full depth reconstruction. The project will also add a multi-use pathway to provide a safe facility for pedestrians and cyclists. Work includes improvements to roadway geometry, drainage, guardrail, and other roadside safety elements along approximately 2.4 miles of corridor.   | Complete Streets           |                            | 46.60958904    |
| MSB             | KGB Elementary Pathways & Crossing                        | Construct a separated path along Vine Road from intersection with Hollywood to Jakes Rd. Add pathway on North side of W Hollywood Rd. between S Vine Rd. and S. Edelweiss Dr. (0.68 mi). Improve pedxing from School to new pathway on North side of W. Hollywood Rd. This expands/improves the existing pathway network.   | Complete Streets           |                            | 43.93835616    |
| MSB             | Seldon & Church Intersection Improvements                 | Construct a roundabout at the intersection of Seldon and Church Roads, including intersection lighting and crosswalk(s).  | Operations and Enhancement |                            | 43.52054795    |
| MSB             | Nelson Road Extension                                     | Extend Nelson Road north to Fairview Loop Road, providing secondary access to the area south of the Trunk Road-Parks Highway Interchange. Once constructed, a portion of this route will be within the school walk zone to Machetanz Elementary School.   | Road Capacity              |                            | 43.49315068    |

These lists represent MVP's MTP 2050 project submissions as initially evaluated and scored. These lists do not represent the final project prioritization.

| Sponsor         | Project Name  | Project Description   | Suggested Project Category | Pavement Preservation Only | Averaged Score |
|-----------------|---|---|----------------------------|----------------------------|----------------|
| MSB             | Finger Lake Elementary Path Improvements                                  | Improve unofficial pathway from N. Earl Dr. to N Barrys Resort Dr. (0.13 mi), including crossing of Cottonwood Creek. Add path to N. Cottonwood Lp (East end) from E. Bogard Rd. to E. Cherry Dr. (0.75 mi). Connect and upgrade E. Fir Rd. to parking lot (0.15 mi), adding separated path, lighting, signs/flashers, and sidewalk to school. Extends existing separate path network on Earl Dr.   | Complete Streets           |                            | 42.15753425    |
| MSB             | Snowshoe Elementary path and crossing improvements                        | Add a new 500 foot pathway from the Snowshoe Elementary School parking lot to W Clydesdale Dr. Add a crossing of W Fairview Loop from Snowshoe Elementary School to S. Danielle St.   | Complete Streets           |                            | 39.96575342    |
| MSB             | King Salmon Drive Bridge Replacement                                      | The project will replace the King Salmon Drive Bridge over Cottonwood Creek which is currently unable to safely transport emergency, school and service related vehicles.   | State of Good Repair       |                            | 39.28082192    |
| MSB             | Vine Road Pavement Preservation, Parks Hwy to Hollywood Road              | This project is part of a pavement preservation program which is a proactive, network-level strategy that uses cost-effective, low-cost treatments on roads in good or fair condition to extend their service life, enhance safety, and prevent premature deterioration. It keeps good roads good, reducing the need for expensive rehabilitation or reconstruction by roughly 7 to 10 times. The project will place a thin asphalt overlay (2 inches or less) over the existing asphalt. If rutting of existing base asphalt has occurred a pre-levelling course of asphalt will be used before the overlay is placed. Key benefits are improved friction, impermeability, smoother ride, reduced noise, and mitigation of surface distress like raveling or mild oxidation.   | State of Good Repair       | Yes                        | 39.10958904    |
| City of Wasilla | Elkhorn Dr Sidewalk to Lucille St   | The Elkhorn Drive Sidewalk to Lucille Street project will plan, acquire right-of-way, design, and construct two missing sidewalk segments in a developing residential neighborhood in the City of Wasilla. The project will close gaps in the existing pedestrian network along Elkhorn Drive and connect the neighborhood to the existing separated multimodal pathway along Lucille Street.<br><br>This connection will provide safe and continuous pedestrian access from surrounding residential areas to key destinations including downtown Wasilla, commercial areas, and Iditapark, the City's largest public park. The Lucille Street separated pathway already serves as a major north-south multimodal route linking neighborhoods with schools, parks, businesses, and civic facilities in the downtown core. | Complete Streets           |                            | 38.86986301    |
| MSB             | Seward Meridian Parkway Pavement Preservation, Bogard Road to Seldon Road | This project is part of a pavement preservation program which is a proactive, network-level strategy that uses cost-effective, low-cost treatments on roads in good or fair condition to extend their service life, enhance safety, and prevent premature deterioration. It keeps good roads good, reducing the need for expensive rehabilitation or reconstruction by roughly 7 to 10 times. The project will place a thin asphalt overlay (2 inches or less) over the existing asphalt. If rutting of existing base asphalt has occurred a pre-levelling course of asphalt will be used before the overlay is placed. Key benefits are improved friction, impermeability, smoother ride, reduced noise, and mitigation of surface distress like raveling or mild oxidation.   | State of Good Repair       | Yes                        | 38.76712329    |
| MSB             | Tanaina Elementary Paths and Crossings                                    | Add a new pathway/sidewalk on E Mulchatna Dr from N Lucille St. to N Hematite Dr. (0.93 mi). Add crossing and flashers at E. Mulchatna Dr. and N. Lucille St. Add pathway on entire length of W. Gail Dr. (1.21 mi). Add pedxing at E Luther Ave. and N. Lucille St. Improve pedxing at W. Spruce Ave. and N. Lucille St. to facilitate pedxing to separated path on W. Spruce Ave. (currently this pedxing is not safe for K-5 students). Expands existing separated path on N. Lucille St. and W. Spruce Ave., increasing bike/ped safety to Tanaina Elem. Extends path system from Lucille to nearby neighborhoods.  | Complete Streets           |                            | 38.49315068    |

These lists represent MVP's MTP 2050 project submissions as initially evaluated and scored. These lists do not represent the final project prioritization.

| Sponsor        | Project Name   | Project Description   | Suggested Project Category | Pavement Preservation Only | Averaged Score |
|----------------|--|---|----------------------------|----------------------------|----------------|
| City of Palmer | East Auklet Ave from N. Alaska to the Cul-de-sac at the AKRR ROW       | Pave entire section of road   | Operations and Enhancement |                            | 38.28767123    |
| MSB            | Seldon Road Reconstruction   | Reconstruct Seldon Road from Lucille Street to Church Road  | State of Good Repair       |                            | 37.9109589     |
| MSB            | Engstrom Road Congestion Relief (Engstrom Road to Trunk Road Corridor) | The Engstrom Road to Trunk Road Corridor project will advance a new major collector roadway connection between Engstrom Road and Trunk Road in the Fishhook area to reduce congestion, improve safety, and provide alternate access within a rapidly growing part of the Borough. By creating a new east-west connection, the project will redistribute traffic across the local network, reduce delay at key intersections, and improve overall mobility and reliability in the Fishhook Triangle area. Identified in the 2035 Long Range Transportation Plan and the Official Streets and Highways Plan, and approved by voters as part of the 2021 Transportation Infrastructure Program (TIP21), the project may include a separated pathway (extending Trunk Rd path network), right-of-way acquisition, new road construction and/or upgrades to existing roads, intersection improvements, creek crossings, drainage, utility relocations, and related roadway features. A Reconnaissance Engineering Report and Route Selection Report have been prepared to evaluate feasible alternatives and inform advancement into design, environmental review, and right-of-way efforts. | Road Capacity              |                            | 37.43835616    |

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| Sponsor         | Project Name   | Project Description  | Suggested Project Category | Pavement Preservation Only | Averaged Score |
|-----------------|--|--|----------------------------|----------------------------|----------------|
| City of Wasilla | Lucille Lake North Shore Access Improvement Project  | <p>The Lucille Lake North Shore Access Improvement Project will evaluate, plan, design, and construct transportation improvements to address a critical access and safety issue affecting more than 70 residential properties located along the north shore of Lucille Lake in Wasilla.</p> <p>Currently, the Snyder Railroad Crossing provides the only vehicular access for this neighborhood across the Alaska Railroad corridor to the Parks Highway, just east of the Parks Highway and Weber Drive Intersection. This crossing has several geometric and operational deficiencies that create safety concerns for residents, the traveling public, and emergency responders.</p> <p>The railroad tracks and crossing surface sit approximately five feet higher than the Parks Highway roadway, creating steep approach grades that do not meet typical roadway landing standards. These steep grades create winter maintenance challenges and contribute to significant snow drifting along the tracks during typical winter storms. These conditions can reduce traction and visibility, further limiting reliable access to and from the neighborhood.</p> <p>Access movements between the crossing and the Parks Highway are also constrained by the proximity of the Weber Drive signalized intersection. Drivers attempting to turn left from Snyder Lane must cross eastbound highway traffic and quickly merge into westbound traffic within a very limited distance before reaching the raised channelization island associated with the Weber Drive intersection. This short merge distance and complex traffic interaction create challenging and potentially hazardous driving conditions.</p> <p>The crossing also serves as the sole access route for emergency responders serving the Lucille Lake neighborhood. Substandard roadway geometry, snow drifting, and railroad operations can delay response times and limit reliable access for fire, medical, and law enforcement services provided by local emergency agencies.</p> <p>This project will evaluate feasible alternatives to eliminate the Snyder Railroad Crossing and consolidate access to the local roadway network by connecting existing gaps in roadway infrastructure. Potential options include new roadway connections to Hallea Lane to the west or Railroad Avenue to the east, allowing residents to access the local transportation system without crossing the railroad tracks at Snyder Lane. The project will include planning analysis, environmental review, railroad coordination, right-of-way acquisition, design, and construction.</p> <p>By eliminating the Snyder Railroad Crossing, the project would improve transportation safety, enhance emergency response reliability, and reduce long-term railroad crossing maintenance obligations for the City of Wasilla. Consolidating crossings along the Alaska Railroad corridor also aligns with best practices for improving rail and roadway safety by reducing the total number of at-grade crossings.</p> <p>Overall, the project will improve transportation system resilience and provide safer, more reliable access for residents along the north shore of Lucille Lake while supporting safer operations along the Parks Highway corridor.</p> | Operations and Enhancement |                            | 37.19178082    |
| City of Palmer  | N. Bailey Road Upgrades N. Bailey St. from Beaver to Caribou and from Caribou to Dolphin needs paving and sidewalks and some retaining walls due to topographic concerns. N. Bailey from Dolphin to Eagle needs paving and sidewalks and the portion of the City | Road is currently unpaved and narrow. Pave the road, construct sidewalks to ensure safety for the numerous pedestrians who use this area.  | Operations and Enhancement |                            | 36.86986301    |

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| Sponsor         | Project Name  | Project Description  | Suggested Project Category | Pavement Preservation Only | Averaged Score |
|-----------------|---|--|----------------------------|----------------------------|----------------|
| City of Wasilla | S Seward Meridian Parkway to E Sun Mountain Avenue Connection Project (No platted right of way) | <p>The S Seward Meridian Parkway to E Sun Mountain Avenue Connection Project will complete a missing roadway link that was originally intended to serve as a frontage road connection north of the Parks Highway following construction of the Parks Highway and Seward Meridian Parkway interchange.</p> <p>As part of the interchange project, E Sun Mountain Avenue was constructed as a dead-end roadway, rather than being connected to S Seward Meridian Parkway as originally envisioned. The lack of this connection has significantly limited safe and efficient access to nearby commercial properties and residential areas located north of the Parks Highway.</p> <p>Without the intended connection, local traffic that should utilize a frontage road system has been diverted onto E Whispering Woods Drive, a residential street not designed to carry this level of traffic. This diversion has created safety concerns for residents, pedestrians, and local traffic. The increased traffic volume and speed have required the installation of traffic calming measures such as speed humps to mitigate impacts.</p> <p>The proposed project will include planning, right-of-way acquisition, design, and construction of the roadway connection between S Seward Meridian Parkway and E Sun Mountain Avenue, completing the frontage road network originally intended to support the interchange. The completed connection will provide a safer and more appropriate route for local access traffic, reduce traffic pressure on residential streets, and improve overall transportation network functionality in the area.</p> <p>The project will also incorporate pedestrian accommodations, improving safety and accessibility for non-motorized users while supporting access to nearby businesses and residences.</p> <p>By restoring the intended frontage road connection, the project will improve traffic circulation, reduce neighborhood traffic impacts, and enhance safety for motorists, pedestrians, and residents in the corridor.</p> | Road Capacity              |                            | 36.16438356    |
| MSB             | Engstrom Extension North  | Upgrade and reconstruct existing segments of Engstrom Road and construct a new extension from Beechcraft Road to Tex-Al Drive to major collector standards. The project will connect the currently discontinuous segments of N. Engstrom Road and improve portions of the existing alignment. The project includes a wetland crossing adjacent to Wolf Lake.   | Road Capacity              |                            | 35.93150685    |
| City of Wasilla | The Riley Drive Paving & Pedestrian Pathway   | The Riley Drive Paving & Pedestrian Pathway Improvement Project upgrades an existing gravel roadway and adds a separated non-motorized pathway to improve connectivity, safety, and overall corridor function. Riley Drive serves residential neighborhoods and provides a key local link to Knik-Goose Bay Road (KGB), Endeavor, and nearby pedestrian facilities, yet the current surface and lack of dedicated pedestrian space create safety and reliability issues for all users. This project will pave the roadway to enhance drivability and year-round reliability while constructing a paved pedestrian/bicycle pathway that supports safer multimodal travel. Planned improvements may include drainage upgrades, signage, lighting, and structured crossings as needed. The project supports safer movement for residents, strengthens access to nearby commercial and community destinations, and reduces long-term maintenance needs for both the roadway and adjacent shoulders.  | Complete Streets           |                            | 35.89041096    |
| MSB             | Seldon Road Pavement Preservation, Lucille Street to Wasilla Fishhook                           | This project is part of a pavement preservation program which is a proactive, network-level strategy that uses cost-effective, low-cost treatments on roads in good or fair condition to extend their service life, enhance safety, and prevent premature deterioration. It keeps good roads good, reducing the need for expensive rehabilitation or reconstruction by roughly 7 to 10 times. The project will place a thin asphalt overlay (2 inches or less) over the existing asphalt. If rutting of existing base asphalt has occurred a pre-levelling course of asphalt will be used before the overlay is placed. Key benefits are improved friction, impermeability, smoother ride, reduced noise, and mitigation of surface distress like raveling or mild oxidation.  | State of Good Repair       | Yes                        | 35.84246575    |
| MSB             | Bogard Road Pavement Preservation, Glenn Hwy to Trunk Road                                      | This project is part of a pavement preservation program which is a proactive, network-level strategy that uses cost-effective, low-cost treatments on roads in good or fair condition to extend their service life, enhance safety, and prevent premature deterioration. It keeps good roads good, reducing the need for expensive rehabilitation or reconstruction by roughly 7 to 10 times. The project will place a thin asphalt overlay (2 inches or less) over the existing asphalt. If rutting of existing base asphalt has occurred a pre-levelling course of asphalt will be used before the overlay is placed. Key benefits are improved friction, impermeability, smoother ride, reduced noise, and mitigation of surface distress like raveling or mild oxidation.  | State of Good Repair       | Yes                        | 35.43150685    |

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|----------------|--|--|----------------------------|----------------------------|----------------|
| MSB            | Seward Meridian Parkway Pavement Preservation, P-W Hwy to Bogard Road            | This project is part of a pavement preservation program which is a proactive, network-level strategy that uses cost-effective, low-cost treatments on roads in good or fair condition to extend their service life, enhance safety, and prevent premature deterioration. It keeps good roads good, reducing the need for expensive rehabilitation or reconstruction by roughly 7 to 10 times. The project will place a thin asphalt overlay (2 inches or less) over the existing asphalt. If rutting of existing base asphalt has occurred a pre-levelling course of asphalt will be used before the overlay is placed. Key benefits are improved friction, impermeability, smoother ride, reduced noise, and mitigation of surface distress like raveling or mild oxidation.            | State of Good Repair       | Yes                        | 35.37671233    |
| City of Palmer | E. Beaver Upgrade E. Beaver from N. Alaska to N. Chugach                         | E. Beaver from N. Alaska to N. Chugach Pave road, construct sidewalks, install lighting  | Operations and Enhancement |                            | 35.2260274     |
| MSB            | Charley Drive Rehabilitation   | Upgrade Charley Drive from Mariah Drive to Bear Street to minor collector standards.   | State of Good Repair       |                            | 35.10958904    |
| MSB            | Machetanz Elem. path and crossing improvements                                   | Add pathway from back of school to Fetlock Drive (0.09 mi) . Add pathway along entire length of Fetlock Drive (1.25 mi). Make crossing improvements at Barn Gable Lp (East end): add flashing amber beacon at ped warning sign; improve crossing. Add pathway on South side of E Nelson Road (0.39 mi). Add pedestrian activated flasher at E Nelson Rd/E Trot Dr crossing. Install post mounted amber flashing beacons for school zone. Install S5-1 school zone regulatory signing at side streets. Construct a left turn lane for the entrance to the school drop-off pick up zone. Expands existing separated path system to Trunk Rd.   | Complete Streets           |                            | 35.06849315    |
| MSB            | N. Arabian Ln Upgrade & Pathway Connection (E Bogard Rd to N Palmer-Fishhook Rd) | Create a pathway from E Bogard Rd to N Palmer-Fishhook Rd following N Arabian Ln, E Scott Rd and N Snowgoose Rd. Upgrade Arabian Ln to MSB DCM Minor Collector standards. Closes a gap in the separated pathway network.   | Complete Streets           |                            | 34.07534247    |
| City of Palmer | Entire E. Rempel Ave   | Pave Rempel Ave. Add sidewalks for pedestrian safety.  | Operations and Enhancement |                            | 34.04109589    |
| MSB            | Dena'ina Elementary and Redington Jr/Sr High School paths and crossings          | Add Southerly pathway from Dena'ina Elementary School parking lot to the intersection of Knik Knack Mud Shack Dr. and Clay Chapman Rd. (0.07 mi). Add Northerly pathway from Redington Dr. to Waxwing St. Add crossing from pathway to Waxwing St. (0.32 mi) Add pathway the full length of Alix Drive (0.72 mi). Add a pathway from the intersection of Alix Drive and Knik Knack Mud Shack Dr. to the West, to S. Knik Goose Bay Rd. (0.7 mi). Improve crossings at the intersection of Alix Drive/W. Clay Chapman Rd/S. Knik Knack Mud Shack Rd. Add crossing from Dena'ina Elementary to Caroline's Circle. Increases student access to Dena'ina Elem. and Redington Jr/Sr High. Implement ITS where possible. Extends existing separated paths from school to nearby neighborhoods. | Complete Streets           |                            | 33.42465753    |
| MSB            | 49th State Street Pavement Preservation, Bogard Road to Landfill Entrance        | This project is part of a pavement preservation program which is a proactive, network-level strategy that uses cost-effective, low-cost treatments on roads in good or fair condition to extend their service life, enhance safety, and prevent premature deterioration. It keeps good roads good, reducing the need for expensive rehabilitation or reconstruction by roughly 7 to 10 times. The project will place a thin asphalt overlay (2 inches or less) over the existing asphalt. If rutting of existing base asphalt has occurred a pre-levelling course of asphalt will be used before the overlay is placed. Key benefits are improved friction, impermeability, smoother ride, reduced noise, and mitigation of surface distress like raveling or mild oxidation.            | State of Good Repair       | Yes                        | 32.73972603    |

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|-----------------|--|--|----------------------------|----------------------------|----------------|
| MSB             | Lucille Street Pavement Preservation, Spruce Ave to Seldon Road                | This project is part of a pavement preservation program which is a proactive, network-level strategy that uses cost-effective, low-cost treatments on roads in good or fair condition to extend their service life, enhance safety, and prevent premature deterioration. It keeps good roads good, reducing the need for expensive rehabilitation or reconstruction by roughly 7 to 10 times. The project will place a thin asphalt overlay (2 inches or less) over the existing asphalt. If rutting of existing base asphalt has occurred a pre-levelling course of asphalt will be used before the overlay is placed. Key benefits are improved friction, impermeability, smoother ride, reduced noise, and mitigation of surface distress like raveling or mild oxidation.  | State of Good Repair       | Yes                        | 32.70547945    |
| City of Wasilla | Endeavor Pathway connection from KGB to Riley                                  | The Endeavor Pathway Connection project provides a paved pedestrian and bicycle pathway linking Knik-Goose Bay Road (KGB) to Riley Avenue and ultimately connecting residents directly to Lake Lucille Park at the northern end of the alignment. This segment currently lacks a safe non-motorized route, requiring pedestrians and cyclists to use roadway shoulders along a corridor with increasing traffic volumes. The new pathway strengthens non-motorized connectivity between neighborhoods, commercial activity along KGB, and Lake Lucille Park—one of the region's primary recreational destinations. Planned features may include signage, lighting, improved crossings, and drainage improvements to enhance user safety and protect the roadway. The project supports community mobility by providing a continuous, predictable, low-impact transportation corridor serving both everyday travel and recreation access.  | Complete Streets           |                            | 32.46575342    |
| MSB             | N Bear Street Upgrade and Extension  | Project would upgrade Bear Street to a minor collector standard design and extend the corridor north to Heart Lake Loop.   | Road Capacity              |                            | 32.43150685    |
| City of Wasilla | E Glenwood Ave to S Fern St Access Road (no platted right of way show stopper) | <p>This project will plan, design, acquire right-of-way, and construct an access road connecting E Glenwood Avenue to S Fern Street along the southeast side of Knik-Goose Bay Road and the Palmer-Wasilla Highway Extension. The project is intended to restore safe and functional access to businesses and residential properties that lost direct access during Phase I construction of the Knik-Goose Bay Road improvements.</p> <p>During the Knik-Goose Bay Road Phase I project, access management measures were implemented, including raised medians and barriers that prohibit left-hand turning movements. While these improvements increased traffic safety and mobility along the corridor, they also eliminated several existing access points for properties located on the southeast side of the corridor. As a result, residents and businesses must now travel significant additional distances to locate legal turn-around opportunities or perform unsafe and illegal U-turns in undesignated locations in order to reach their destinations.</p> <p>The proposed access road would provide a parallel local access route connecting existing driveways and side streets to Glenwood Avenue and Fern Street, allowing safe circulation for local traffic while reducing unsafe turning maneuvers on the main corridor. By consolidating access and separating local circulation from the high-speed arterial roadway, the project will improve overall traffic safety and operational efficiency on Knik-Goose Bay Road and the Palmer-Wasilla Highway Extension.</p> <p>The project scope includes corridor planning, environmental review, right-of-way acquisition, engineering design, and full construction of the access road. Once completed, the project will restore reasonable access to affected properties, improve connectivity within the local street network, and support continued economic activity for businesses along the corridor.</p> <p>This project supports regional transportation goals by improving safety, enhancing local mobility, maintaining business access, and addressing unintended access impacts from previous corridor improvements.</p> | Road Capacity              |                            | 32.26027397    |
| MSB             | Foothills Boulevard Reconstruction   | Reconstruct Foothills Boulevard from Knik Goose Bay Road to Sweet Birch Avenue (unconstructed) to major collector standards.   | State of Good Repair       |                            | 32.19178082    |

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|-----------------|---|---|----------------------------|----------------------------|----------------|
| City of Wasilla | E Westpoint Drive Pavement & Pedestrian Safety Upgrade                        | This project will replace failing pavement along a 625-foot section of E Westpoint Drive, an essential east-west corridor serving a large grocery store, banks, fast food restaurants, and other commercial destinations. The project will coordinate with the adjacent Mat-Su Borough Safe Streets for All initiative to add a sidewalk on the south side of the street, addressing a longstanding pedestrian safety gap. Current pavement is severely cracked with major potholes, creating safety hazards for vehicles, cyclists, and pedestrians alike. By combining pavement replacement with the sidewalk addition, the project improves safety, accessibility, and multimodal mobility while supporting local commerce and daily travel needs.<br><br>The project will be designed to evaluate potential curb, gutter, drainage, and pedestrian safety improvements to ensure long-term durability and safety for all users. | Complete Streets           |                            | 31.91780822    |
| MSB             | Pathways for Teeland/Mat-Su Career Tech High School/ Fronteras Charter School | Add path to South side of E Bogard Rd from Seward Meridian Parkway to the former Boys & Girls Club(0.18 mi). Add path on E Tambert Dr. (0.39 mi). Add path on East side of Seward Meridian Pkwy between Blue Sapphire Ct. and Fronteras Charter School (0.5 mi). Improve unofficial pathways from Teeland MS (0.17 mi) and MatSu Career Tech HS (0.14 mi) to E Serendipity Lp (0.1 mi). Enhances existing separated path system to Seward Meridian Parkway. Implement ITS where possible to enhance safety and improve operations. Extends/expands path network.  | Complete Streets           |                            | 31.72945205    |
| MSB             | Seldon Road Pavement Preservation, Church Road to Lucille Street              | This project is part of a pavement preservation program which is a proactive, network-level strategy that uses cost-effective, low-cost treatments on roads in good or fair condition to extend their service life, enhance safety, and prevent premature deterioration. It keeps good roads good, reducing the need for expensive rehabilitation or reconstruction by roughly 7 to 10 times. The project will place a thin asphalt overlay (2 inches or less) over the existing asphalt. If rutting of existing base asphalt has occurred a pre-levelling course of asphalt will be used before the overlay is placed. Key benefits are improved friction, impermeability, smoother ride, reduced noise, and mitigation of surface distress like raveling or mild oxidation.   | State of Good Repair       | Yes                        | 31.28767123    |
| MSB             | Colony Middle/High School Path Connector                                      | Reconnect E Manna Dr. to 49th State Street for pedestrian access to Colony Middle and High Schools. Increases school access on safe route to school and separated path system and complements path installation on 49th State Street (E Bogard Rd to Palmer-Wasilla Hwy). Completes existing path network to include Manna Dr.  | Complete Streets           |                            | 30.44520548    |
| MSB             | King Salmon Drive/Rainbow Street Reconstruction                               | The project will correct the alignment and reconstruct the west 0.14 miles of King Salmon Drive and 0.03 miles of Rainbow Street to current SCM standards making those portions eligible for MSB maintenance.   | State of Good Repair       |                            | 30.37671233    |
| MSB             | New Hope Street Upgrade and Extension   | Reconstruct existing portions of New Hope Street and extend the roadway to create a minor collector connection between Wasilla-Fishhook Road and Palmer-Fishhook Road, forming a new east-west connection in the northern portion of the Fishhook Triangle. The project length is approximately 2.1 miles. Pedestrian facilities will also be considered as part of the project.  | Road Capacity              |                            | 30.1369863     |
| MSB             | Pioneer Peak Elementary pathways  | Add a new pathway from the front of Pioneer Peak Elementary school to E Katherine Dr. (0.34 mi) Add a pathway from the cul-de-sac on the back side of the school to the Trunk Rd. separated pathway (0.07 mi). Closes gaps in separated path system by providing direct access to both Pioneer Peak Elementary School and Mat-Su Central School from the Trunk Rd pathway. Improves pedestrian safety between schools and to E Katherine Drive. Improvements may include installation of ITS as a means of reducing unsafe driver behaviors and/or increasing safety for non-motorized road users. Examples: smart crosswalks; intelligent lighting; adaptive signal control; accessible signals; conflict detection; data analytics.   | Complete Streets           |                            | 29.65753425    |

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|-----------------|---|---|----------------------------|----------------------------|----------------|
| City of Wasilla | S Mack Pedestrian Pathway Project                                   | The South Mack Drive Pedestrian & Bicycle Pathway Connectivity Project establishes a paved, separated non-motorized route along the city boundary, linking a residential collector to the existing city trail network, adjacent sidewalks, and the Wasilla Sports Center. The corridor currently lacks safe walking and biking space, and users must travel within roadway shoulders where vehicle speeds create conflict. The new pathway improves multimodal connectivity, enhances corridor safety through separation, and supports non-motorized access to surrounding neighborhoods and recreational destinations. Planned features may include crossings, signage, and lighting where needed, along with drainage improvements to manage runoff and preserve roadway function. The project supports low-impact transportation options while strengthening the overall transportation network. | Complete Streets           |                            | 29.52054795    |
| MSB             | Carmel Road Reconstruction  | Reconstruct Carmel Road from Knik Goose Bay Road to Hallie Drive to major collector standards.  | State of Good Repair       |                            | 28.66438356    |
| MSB             | Pike Avenue Reconstruction  | The project will correct the alignment and reconstruct 0.4 miles of Pike Avenue to current SCM standards making those portions eligible for MSB maintenance.  | State of Good Repair       |                            | 28.39041096    |
| MSB             | Farm Meadows Avenue Upgrade and Extension                           | Construct Farm Meadows Avenue from Mountain Meadow Trail to Palmer Fishhook Road to minor collector standards.  | Operations and Enhancement |                            | 28.21917808    |
| MSB             | S Frontier Drive Extension East                                     | Extend S Frontier Drive to Hayfield Road, providing secondary access to the Settler's Bay Subdivision area  | Road Capacity              |                            | 27.7739726     |
| MSB             | Seward Meridian Parkway Pavement Preservation, Parks Hwy to P-W Hwy | This project is part of a pavement preservation program which is a proactive, network-level strategy that uses cost-effective, low-cost treatments on roads in good or fair condition to extend their service life, enhance safety, and prevent premature deterioration. It keeps good roads good, reducing the need for expensive rehabilitation or reconstruction by roughly 7 to 10 times. The project will place a thin asphalt overlay (2 inches or less) over the existing asphalt. If rutting of existing base asphalt has occurred a pre-levelling course of asphalt will be used before the overlay is placed. Key benefits are improved friction, impermeability, smoother ride, reduced noise, and mitigation of surface distress like raveling or mild oxidation.   | State of Good Repair       | Yes                        | 25.92465753    |
| MSB             | Sunset Avenue Pavement Preservation                                 | This project is part of a pavement preservation program which is a proactive, network-level strategy that uses cost-effective, low-cost treatments on roads in good or fair condition to extend their service life, enhance safety, and prevent premature deterioration. It keeps good roads good, reducing the need for expensive rehabilitation or reconstruction by roughly 7 to 10 times. The project will place a thin asphalt overlay (2 inches or less) over the existing asphalt. If rutting of existing base asphalt has occurred a pre-levelling course of asphalt will be used before the overlay is placed. Key benefits are improved friction, impermeability, smoother ride, reduced noise, and mitigation of surface distress like raveling or mild oxidation.   | State of Good Repair       | Yes                        | 25.82191781    |

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|---------|---|---|----------------------------|----------------------------|----------------|
| MSB     | Hayfield Road Rehabilitation  | Upgrade existing road to major collector (Fairview Loop to Frontier Drive Extension) and minor collector (Frontier Drive Extension to terminus) standards.  | State of Good Repair       |                            | 25.17123288    |
| MSB     | Covington Street Upgrade and Extension                                    | Upgrade existing and construct extension of Covington Street from Tex-Al Drive to Wasilla-Fishhook Road to major collector standards. The project length is approximately 1.25 miles.   | Road Capacity              |                            | 25.1369863     |
| MSB     | Caribou Street Pavement Preservation                                      | This project is part of a pavement preservation program which is a proactive, network-level strategy that uses cost-effective, low-cost treatments on roads in good or fair condition to extend their service life, enhance safety, and prevent premature deterioration. It keeps good roads good, reducing the need for expensive rehabilitation or reconstruction by roughly 7 to 10 times. The project will place a thin asphalt overlay (2 inches or less) over the existing asphalt. If rutting of existing base asphalt has occurred a pre-levelling course of asphalt will be used before the overlay is placed. Key benefits are improved friction, impermeability, smoother ride, reduced noise, and mitigation of surface distress like raveling or mild oxidation. | State of Good Repair       | Yes                        | 24.98630137    |
| MSB     | Clapp Street Pavement Preservation, KGB Road to Laurie Ave                | This project is part of a pavement preservation program which is a proactive, network-level strategy that uses cost-effective, low-cost treatments on roads in good or fair condition to extend their service life, enhance safety, and prevent premature deterioration. It keeps good roads good, reducing the need for expensive rehabilitation or reconstruction by roughly 7 to 10 times. The project will place a thin asphalt overlay (2 inches or less) over the existing asphalt. If rutting of existing base asphalt has occurred a pre-levelling course of asphalt will be used before the overlay is placed. Key benefits are improved friction, impermeability, smoother ride, reduced noise, and mitigation of surface distress like raveling or mild oxidation. | State of Good Repair       | Yes                        | 24.48630137    |
| MSB     | Trunk Road Pavement Preservation, Parks Hwy Interchange to Nelson Road    | This project is part of a pavement preservation program which is a proactive, network-level strategy that uses cost-effective, low-cost treatments on roads in good or fair condition to extend their service life, enhance safety, and prevent premature deterioration. It keeps good roads good, reducing the need for expensive rehabilitation or reconstruction by roughly 7 to 10 times. The project will place a thin asphalt overlay (2 inches or less) over the existing asphalt. If rutting of existing base asphalt has occurred a pre-levelling course of asphalt will be used before the overlay is placed. Key benefits are improved friction, impermeability, smoother ride, reduced noise, and mitigation of surface distress like raveling or mild oxidation. | State of Good Repair       | Yes                        | 23.76712329    |
| MSB     | Davis Road Reconstruction   | Upgrade existing road to minor collector standards from Fairview Loop to Jenks Drive.   | State of Good Repair       |                            | 23.42465753    |
| MSB     | Lucille Street Pathway North Extension                                    | Construct a northern extension of the pathway along N. Lucille Street, connecting E. Schrock Road to E. Seldon Road and linking to the existing separated pathway south of E. Seldon Road. This extends the existing pathway network.   | Complete Streets           |                            | 23.28767123    |
| MSB     | Settlers Bay Drive Pavement Preservation, Turner Drive to end of SB Drive | This project is part of a pavement preservation program which is a proactive, network-level strategy that uses cost-effective, low-cost treatments on roads in good or fair condition to extend their service life, enhance safety, and prevent premature deterioration. It keeps good roads good, reducing the need for expensive rehabilitation or reconstruction by roughly 7 to 10 times. The project will place a thin asphalt overlay (2 inches or less) over the existing asphalt. If rutting of existing base asphalt has occurred a pre-levelling course of asphalt will be used before the overlay is placed. Key benefits are improved friction, impermeability, smoother ride, reduced noise, and mitigation of surface distress like raveling or mild oxidation. | State of Good Repair       | Yes                        | 21.06164384    |

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|-----------------|---|--|----------------------------|----------------------------|----------------|
| MSB             | Tern Drive Realignment                                | Construct Tern Drive on a new alignment from Seagull Drive to Trunk Road to align with the future Engstrom Road Congestion Relief project (Northern Alignment 1 identified in the Engstrom Road to Trunk Road Corridor Route Selection Report). The project is approximately 0.5 miles long from Seagull Drive to Trunk Road.  | Operations and Enhancement |                            | 20.23972603    |
| MSB             | Turner Road Pavement Preservation                     | This project is part of a pavement preservation program which is a proactive, network-level strategy that uses cost-effective, low-cost treatments on roads in good or fair condition to extend their service life, enhance safety, and prevent premature deterioration. It keeps good roads good, reducing the need for expensive rehabilitation or reconstruction by roughly 7 to 10 times. The project will place a thin asphalt overlay (2 inches or less) over the existing asphalt. If rutting of existing base asphalt has occurred a pre-levelling course of asphalt will be used before the overlay is placed. Key benefits are improved friction, impermeability, smoother ride, reduced noise, and mitigation of surface distress like raveling or mild oxidation.  | State of Good Repair       | Yes                        | 19.96575342    |
| MSB             | Bogle Bluff Drive Pavement Preservation               | This project is part of a pavement preservation program which is a proactive, network-level strategy that uses cost-effective, low-cost treatments on roads in good or fair condition to extend their service life, enhance safety, and prevent premature deterioration. It keeps good roads good, reducing the need for expensive rehabilitation or reconstruction by roughly 7 to 10 times. The project will place a thin asphalt overlay (2 inches or less) over the existing asphalt. If rutting of existing base asphalt has occurred a pre-levelling course of asphalt will be used before the overlay is placed. Key benefits are improved friction, impermeability, smoother ride, reduced noise, and mitigation of surface distress like raveling or mild oxidation.  | State of Good Repair       | Yes                        | 19.89726027    |
| City of Wasilla | W Lake Lucille Drive Fish Passage Culvert Improvement | The West Lake Lucille Drive Fish Passage Culvert Replacement Project proposes the full replacement of a failing, undersized, and substandard culvert located at the first roadway crossing downstream of Lake Lucille. The existing structure has reached the end of its service life, presents increasing maintenance challenges, and creates a hydrologic bottleneck that restricts natural stream flow and impedes fish passage. Its deteriorating condition also makes the roadway vulnerable to washout, flooding, and long-term disruption. Replacing the culvert with a fish-passable, hydraulically appropriate structure will improve ecological function, restore safe aquatic organism passage, and enhance long-term resilience of the transportation network. The project will extend roadway life by addressing foundational drainage deficiencies and improve emergency access by reducing the risk of culvert failure during high-flow events. By correcting this bottleneck, the project enhances access for residents, workers, emergency services, and commercial traffic that rely on West Lake Lucille Drive as a key local connector. Overall, the project advances regional goals related to environmental stewardship, safety, infrastructure condition, and system reliability. | State of Good Repair       |                            | 19.62328767    |
| MSB             | Carmel Road Pavement Preservation                     | This project is part of a pavement preservation program which is a proactive, network-level strategy that uses cost-effective, low-cost treatments on roads in good or fair condition to extend their service life, enhance safety, and prevent premature deterioration. It keeps good roads good, reducing the need for expensive rehabilitation or reconstruction by roughly 7 to 10 times. The project will place a thin asphalt overlay (2 inches or less) over the existing asphalt. If rutting of existing base asphalt has occurred a pre-levelling course of asphalt will be used before the overlay is placed. Key benefits are improved friction, impermeability, smoother ride, reduced noise, and mitigation of surface distress like raveling or mild oxidation.  | State of Good Repair       | Yes                        | 19.52054795    |
| MSB             | Copper Creek Road Pavement Preservation               | This project is part of a pavement preservation program which is a proactive, network-level strategy that uses cost-effective, low-cost treatments on roads in good or fair condition to extend their service life, enhance safety, and prevent premature deterioration. It keeps good roads good, reducing the need for expensive rehabilitation or reconstruction by roughly 7 to 10 times. The project will place a thin asphalt overlay (2 inches or less) over the existing asphalt. If rutting of existing base asphalt has occurred a pre-levelling course of asphalt will be used before the overlay is placed. Key benefits are improved friction, impermeability, smoother ride, reduced noise, and mitigation of surface distress like raveling or mild oxidation.  | State of Good Repair       | Yes                        | 18.39041096    |
| MSB             | Creekside Drive Pavement Preservation                 | This project is part of a pavement preservation program which is a proactive, network-level strategy that uses cost-effective, low-cost treatments on roads in good or fair condition to extend their service life, enhance safety, and prevent premature deterioration. It keeps good roads good, reducing the need for expensive rehabilitation or reconstruction by roughly 7 to 10 times. The project will place a thin asphalt overlay (2 inches or less) over the existing asphalt. If rutting of existing base asphalt has occurred a pre-levelling course of asphalt will be used before the overlay is placed. Key benefits are improved friction, impermeability, smoother ride, reduced noise, and mitigation of surface distress like raveling or mild oxidation.  | State of Good Repair       | Yes                        | 16.60958904    |

These lists represent MVP's MTP 2050 project submissions as initially evaluated and scored. These lists do not represent the final project prioritization.

| Sponsor         | Project Name   | Project Description   | Suggested Project Category | Pavement Preservation Only | Averaged Score |
|-----------------|--|---|----------------------------|----------------------------|----------------|
| MSB             | Pamela Drive Pavement Preservation -   | This project is part of a pavement preservation program which is a proactive, network-level strategy that uses cost-effective, low-cost treatments on roads in good or fair condition to extend their service life, enhance safety, and prevent premature deterioration. It keeps good roads good, reducing the need for expensive rehabilitation or reconstruction by roughly 7 to 10 times. The project will place a thin asphalt overlay (2 inches or less) over the existing asphalt. If rutting of existing base asphalt has occurred a pre-levelling course of asphalt will be used before the overlay is placed. Key benefits are improved friction, impermeability, smoother ride, reduced noise, and mitigation of surface distress like raveling or mild oxidation.   | State of Good Repair       | Yes                        | 16.47260274    |
| MSB             | Abby Boulevard Pavement Preservation   | This project is part of a pavement preservation program which is a proactive, network-level strategy that uses cost-effective, low-cost treatments on roads in good or fair condition to extend their service life, enhance safety, and prevent premature deterioration. It keeps good roads good, reducing the need for expensive rehabilitation or reconstruction by roughly 7 to 10 times. The project will place a thin asphalt overlay (2 inches or less) over the existing asphalt. If rutting of existing base asphalt has occurred a pre-levelling course of asphalt will be used before the overlay is placed. Key benefits are improved friction, impermeability, smoother ride, reduced noise, and mitigation of surface distress like raveling or mild oxidation.   | State of Good Repair       | Yes                        | 16.36986301    |
| City of Wasilla | Museum Drive, Beacon Street, and Aviation Avenue Realignment – Meadow Lakes Access Project | This project will construct a new roadway alignment connecting Aviation Avenue, Beacon Street, and Museum Drive to improve access for residents and businesses in the Meadow Lakes community south of the Alaska Railroad and west of the Wasilla Airport. Currently, regional traffic accessing homes and local businesses must travel through areas adjacent to the airport, creating congestion and user conflicts with airport operations.<br><br>By constructing a dedicated realignment with new intersections and roadway improvements, the project will facilitate safer and more efficient traffic flow, reduce congestion at airport access points, and enable the airport to expand operations without impacting neighborhood traffic. The realignment is designed to accommodate projected increases in traffic due to ongoing regional development and will ensure consistent access to homes, businesses, and community destinations. | Operations and Enhancement |                            | 15.4109589     |
| MSB             | Brome Avenue Pavement Preservation   | This project is part of a pavement preservation program which is a proactive, network-level strategy that uses cost-effective, low-cost treatments on roads in good or fair condition to extend their service life, enhance safety, and prevent premature deterioration. It keeps good roads good, reducing the need for expensive rehabilitation or reconstruction by roughly 7 to 10 times. The project will place a thin asphalt overlay (2 inches or less) over the existing asphalt. If rutting of existing base asphalt has occurred a pre-levelling course of asphalt will be used before the overlay is placed. Key benefits are improved friction, impermeability, smoother ride, reduced noise, and mitigation of surface distress like raveling or mild oxidation.   | State of Good Repair       | Yes                        | 14.76027397    |
| MSB             | S Sylvan Lane Reconstruction   | Reconstruct S Sylvan Lane from Hollywood Road to Highland Drive   | Operations and Enhancement |                            | 13.80136986    |
| MSB             | Nelson Road Pavement Preservation, Withers Road to Fetlock Drive                           | This project is part of a pavement preservation program which is a proactive, network-level strategy that uses cost-effective, low-cost treatments on roads in good or fair condition to extend their service life, enhance safety, and prevent premature deterioration. It keeps good roads good, reducing the need for expensive rehabilitation or reconstruction by roughly 7 to 10 times. The project will place a thin asphalt overlay (2 inches or less) over the existing asphalt. If rutting of existing base asphalt has occurred a pre-levelling course of asphalt will be used before the overlay is placed. Key benefits are improved friction, impermeability, smoother ride, reduced noise, and mitigation of surface distress like raveling or mild oxidation.   | State of Good Repair       | Yes                        | 10.29680365    |

These lists represent MVP's MTP 2050 project submissions as initially evaluated and scored. These lists do not represent the final project prioritization.

**Table 2: Planning/Study Project Submissions**

| Sponsor | Project Name                                       | Project Description   | Suggested Project Category |
|---------|--|---|----------------------------|
| MSB     | ADA Assessment                                     | Perform a reconnaissance study of curb ramps, curb slopes, detectable warnings, clear spaces, and other operable parts to determine compliance with ADA requirements in the core areas of the MSB.  | Planning/Study             |
| MSB     | User Conflict Study                                | Evaluate user conflicts on bike and pedestrian paths. Develop a guide for minimizing user conflict on bike and pedestrian paths. Provide recommendations for traditional engineering solutions and/or ITS systems designed to reduce dangerous driving behaviors.   | Planning/Study             |
| MSB     | Local Road Speed Management Plan                   | A planning document to address undesirable speeds on local roads, focusing on specific road safety needs, mitigating options, and maintenance implications. Improvements may include recommendation ITS solutions as a means of reducing speeding (for example, use of tools available from LetsDriveSafer.com that monitor speed at specific locations of concern, such as intersections or within school zones, etc.).            | Planning/Study             |
| MSB     | Needham Avenue/Carney Road/Shadow Circle Extension | Conduct study to upgrade existing and construct extension of Needham Avenue/Carney Road/Shadow Circle from Wasilla-Fishhook Road to Schrock Road. (2.25 miles are outside MPA boundary)   | Planning/Study             |
| MSB     | School zone signage standardization                | Standardize and update school zone regulatory and warning signs within 1 mile of schools. Assess current baseline of signage within one mile of schools and opportunities to improve safety through ITS. Coordinate the standardization of school regulatory and warning signs within one mile of schools with ADOT&PF, MSB, cities within and outside the MTA. Update/upgrade sign and systems to align with consistent standards. | Planning/Study             |

## DOT Draft MTP 2050 Project List (04/09/2026)

**Table 1: Short Term (2027 – 2030)**

| Project name  | Scope  | Conceptual Start | Conceptual Construction | Reasoning | Notes   | Total Cost Estimate<br>YOE \$ | Funding |
|---|--|------------------|-------------------------|-----------|---------|-------------------------------|---------|
| Fairview Loop Road Rehabilitation and Pathway [Stage 1]                       | Construct spot rehabilitation and safety improvements along Fairview Loop Road between Top of the World Circle and South Bearing Tree Way and a separated pathway from Top of the World Circle to Fern Street. Project will include ADA improvements, drainage improvements, roadside hardware, and utilities. This project is proposed to be constructed in logical stages. |                  | 2027                    |           |         | \$14,805,752                  | STBG    |
| Old Glenn Highway Inner and Outer Springer Loop Pavement Preservation         | This pavement preservation project will resurface Old Glenn Hwy, Outer Springer Loop and Inner Springer Loop. Additional improvements may also include: utility relocation, road side hard ward, vegetation clearing, dig-outs, drainage, signs, striping, bridge repairs, ADA improvements, and safety improvements.  |                  | 2027                    |           |         | \$6,550,000                   | STBG    |
| Bogard Road at Engstrom Road and Green Forest Drive Intersection Improvements | Reconstruction, roadside hardware, drainage improvements, intersection improvements, ADA improvements, and utilities.  |                  | 2027                    |           |         | \$15,122,514                  | HSIP    |
| Inner and Outer Springer Loop Separated Pathway                               | This project will construct a paved non-motorized pathway adjacent to one side of Inner Spring Road and Outer Springer Road extending from the Glenn Highway to Cope Industrial Way for a length of 6,000 feet. This project was selected in the 2023 DOT&PF Transportation Alternatives Program solicitation.   |                  | 2027                    |           | Delayed | \$1,370,000                   | TAP     |
| Hollywood & Vine Intersection Improvements                                    | Project will construct either a single lane roundabout or a traffic signal to mitigate crashes at the intersection of Vine and Hollywood. Project is included in the HSIP program.   |                  | 2027                    |           |         | \$7,554,000                   | HSIP    |

| Project name   | Scope   | Conceptual Start | Conceptual Construction | Reasoning | Notes                            | Total Cost Estimate YOE \$ | Funding |
|--|---|------------------|-------------------------|-----------|----------------------------------|----------------------------|---------|
| Knik Goose Bay Road Reconstruction: Centaur Ave to Vine Road         | Project will improve capacity of this segment of Knik-Goose Bay Road, likely requiring additional lanes. Includes constructing bike/pedestrian facilities and implementing appropriate safety engineering strategies and access management. Reconstruction will occur between Centaur Ave and Commadore Lane.                                       |                  | 2027                    |           |                                  | \$40,000,000               | NHPP    |
| Vine Road Reconstruction: Knik-Goose Bay Road to Hollywood Road      | Project will rehabilitate the existing two-lane rural road from the Hollywood Boulevard to Knik Goose Bay Road. The road will be designed to accommodate ongoing traffic growth. Scope includes repairing roadbed, drainage improvements, repaving, pedestrian accommodations and possible HSIP safety improvements.                                |                  | 2028                    |           |                                  | \$9,089,000                | STBG    |
| Hemmer Road Upgrade and Extension                                    | he project will upgrade the existing section of Hemmer Rd from the Palmer Wasilla Hwy north and extend Hemmer Rd further north to Bogard Rd adding travel lanes, turn lanes, shoulders, pedestrian amenities, drainage features, safety features, and roadside hardware as well as a traffic signal at the intersection of Hemmer Rd and Bogard Rd. |                  | 2028                    |           |                                  | \$11,567,000               | STBG    |
| Fairview Loop Road Rehabilitation & Widening [Stage 2]               | Rehabilitate Fairview Loop Road from Top of the World Circle to Fern Street, including a new pathway and intersection improvements. Project includes rehabilitation, intersection improvements, ADA improvements, roadside hardware and utilities.  |                  | 2028                    |           |                                  | \$19,127,884               | STBG    |
| Palmer-Fishhook Separated Pathway: Trunk Road to Edgerton Parks Road | Construct a paved non-motorized pathway along Palmer-Fishhook Road from Trunk Road to Edgerton Parks Road. This project was selected in the 2023 DOT&PF Transportation Alternatives Program solicitation.   |                  | 2028                    |           |                                  | \$13,239,715               | TAP     |
| Pittman Road Shoulder Widening and Slope Flattening                  |   |                  | 2028                    |           | Majority outside of MVP Boundary | \$0                        | HSIP    |

| Project name  | Scope   | Conceptual Start | Conceptual Construction | Reasoning | Notes                                     | Total Cost Estimate YOE \$ | Funding |
|---|---|------------------|-------------------------|-----------|---|----------------------------|---------|
| Hermon Road Upgrade and Extension   | The project will upgrade the existing portion of Hermon Rd as well as extend Hermon Rd north to the Palmer Wasilla Highway and add travel lanes, turn lanes, shoulders, pedestrian, bicycle, drainage, safety and roadside hardware features. The project will also include a traffic signal at the intersection of Hermon Rd and the Palmer Wasilla Highway.   |                  | 2028                    |           |   | \$17,989,000               | STBG    |
| Seldon Road Reconstruction: Wasilla-Fishhook Road to Snowgoose Drive [Parent]   | The project will upgrade Seldon Road, between Wasilla Fishhook Road and Lucille Street, to an arterial highway standard. with a separate pathway to address geometry, safety, and capacity issues. This project was selected in the 2023 DOT&PF Community Transportation Program solicitation. Two separately awarded 2023 CTP projects are being combined into a parent/child grouping to better coordinate design and construction (34243 and 34242). |                  | 2028                    |           | ACC 2031, and delayed project             | \$17,803,954               | STBG    |
| Trunk Road (Nelson Road) Rehabilitation and Bridge Replacement [CTP Award 2019] | Rehabilitate Trunk/Nelson Road from E Fetlock Drive to Wasilla Creek. Replace Wasilla Creek Bridge #2227. Improve pedestrian facilities.  |                  | 2028                    |           |   | \$10,437,797               | STBG    |
| Seldon Road Extension [Stage 2]: Windy Bottom/Beverly Lakes Road - Pittman      | Extend Seldon Road from Windy Bottom Road to Pittman Road in Palmer on a new alignment. Improvements include approach roads, parking facilities, pedestrian pathways, drainage improvements, intersection improvements, ADA improvements, roadside hardware and utilities.  |                  | 2026                    |           | ACC 2030 Majority Outside of MVP Boundary | \$0                        | STBG    |
| Fairview Loop Road Rehabilitation and Pathway [Parent and Final Construction]   | Construct spot rehabilitation and safety improvements along Fairview Loop Road between Top of the World Circle and South Bearing Tree Way and a separated pathway from Top of the World Circle to Fern Street. Project will include ADA improvements, drainage improvements, roadside hardware, and utilities. This project is proposed to be constructed in logical stages.  |                  | 2030                    |           |   | \$4,109,895                | STBG    |

| Project name   | Scope  | Conceptual Start | Conceptual Construction | Reasoning  | Notes   | Total Cost Estimate YOE \$ | Funding    |
|--|--|------------------|-------------------------|--|---|----------------------------|------------|
| Glenn Highway Arctic Avenue to Palmer-Fishhook Road Safety and Capacity Improvements | Project will construct safety and capacity improvements to the Glenn Highway Between Arctic Ave and Palmer Fishhook Road to include the Glenn /Arctic intersection and Arctic Ave to Alaska Street.  |                  | 2031                    |  |   | \$18,700,000               | NHPP       |
| Bogard Road Safety and Capacity Improvements   | "The project will upgrade Bogard Road, between Trunk Road and Grumman Circle to an arterial highway standard to address safety and capacity issues. The project will construct pathway and will provide safety and capacity improvements which may include: roundabouts, raised median, widened shoulders, turn lanes, addressing access management issues, improving intersections as necessary, providing an improved clear zone, drainage, and signage. This project was selected in the 2023 DOT&PF Community Transportation Program (CTP) solicitation. Two separately awarded 2023 CTP projects and two separately awarded HSIP projects are being combined into a parent/child grouping to better coordinate design and construction. The full project length is Bogard Road from Trunk Road to Grumman Circle. |                  | 2032                    |  | ACC 2032  | \$8,464,000                | STBG, HSIP |
| Mat-Su Intersection Improvements   | Construct and/or improve controlled intersections  | 2027             | 2033                    | Undersized roundabout at Bogard-Grumman, Growing safety concern at Church-Seldon         | MSB is proposing to fund Church-Seldon in part.   | \$4,718,989                | STBG       |
| Palmer-Wasilla Hwy safety and capacity improvements south                            | Expand to a four lane divided facility between the Parks Highway and Knik-Goose Bay Road with 4 travel lanes, with turn lanes.   | 2027             | 2033                    | LOS 2050 E   | 2030 in 10 year plan, should try to start sooner  | \$822,737                  | NHPP       |
| Arctic Avenue/Old Glenn improvements   | Reconstruct the road to improve traffic flow and safety, reconfigure intersections, and add non-motorized accommodations such as bike lanes  | 2028             | 2034                    | pavement is rated fair/poor; connect neighborhoods to economic center and schools, LOS D | We will need to space this project and the Wasilla Fishhook one because of STBG constraints | \$4,038,107                | STBG       |

| Project name  | Scope   | Conceptual Start          | Conceptual Construction | Reasoning  | Notes                               | Total Cost Estimate YOE \$          | Funding              |
|---|---|---------------------------|-------------------------|--|-------------------------------------|-------------------------------------|----------------------|
| Parks Highway Rehabilitation                              | Rehabilitate Parks Highway to implement access management components, intersection improvements, and pedestrian safety features | 2029                      | 2036                    | pavement is rated as fair, pedestrian safety needed                                    |                                     | \$8,648,611                         | NHPP                 |
| Wasilla-Fishhook Rehabilitation                           | Conduct 3R project  | 2029                      | 2035                    | pavement is rated fair/poor, poor geometry, poor road structure, multimodal separation | Likely will need to Phase.          | \$7,927,013                         | STBG                 |
| Parks Highway Palmer-Wasilla Highway Interchange          | Construct grade separated interchange   | 2030                      | 2040                    | 60th-80th percentile EPDO intersection, LOS D or worse 12 months of the year           |                                     | \$10,625,306                        | NHPP                 |
| Palmer-Wasilla Hwy safety and capacity improvements north | Add two travel lanes and widen Cottonwood Creek Bridge to five lanes  | 2030                      | 2036                    | LOS 2050 Peak F, Top 50 HSIP list  | MSB asks for bike ped consideration | \$2,759,661                         | NHPP                 |
| DOT&PF Bridge & Pavement Preservation Program             | Ongoing program to maintain the system in a state of good repair. Includes all phases. \$10 million per year 2026 dollars.      | 2027                      | 2030                    |  |                                     | \$43,091,358                        | NHPP, STBG           |
| DOT&PF HSIP Program                                       | Ongoing program to ensure the safety of all users. Includes all phases. \$ 5 million per year 2026 dollars.                     | 2027                      | 2030                    |  |                                     | \$21,545,679                        | HSIP                 |
|   |   | <b>Revenue Short Term</b> | <b>\$445,380,658</b>    |  | <b>Short Term Total</b>             | <b>\$320,107,971</b>                |                      |
|   |   | <b>Per Year</b>           | <b>\$111,345,165</b>    |  | <b>Per Year</b>                     | <b>\$80,026,993</b>                 |                      |
|   |   |                           |                         |  |                                     | <b>Fiscal Constraint Short Term</b> | <b>\$125,272,687</b> |

**Table 2: Mid Term (2031 – 2040)**

| Project name   | Project description  | Conceptual Start | Conceptual Construction | Reasoning | Notes | Cost Estimate YOE \$ | Funding    |
|--|--|------------------|-------------------------|-----------|-------|----------------------|------------|
| Glenn Highway Arctic Avenue to Palmer-Fishhook Road Safety and Capacity Improvements | Project will construct safety and capacity improvements to the Glenn Highway Between Arctic Ave and Palmer Fishhook Road to include the Glenn /Arctic intersection and Arctic Ave to Alaska Street.  |                  | 2031                    |           |       | \$33,960,000         | NHPP       |
| Wasilla-Fishhook Road at Main Street Rehabilitation                                  | Rehabilitate a one-way couplet in downtown Wasilla bounded by Bogard Road, KGB/Main Street, Yenlo/Talkeetna Street and the Palmer Wasilla Highway. The exact location of the couplet will be determined during the environmental and preliminary design phase. Improvements to Bogard Road will be necessary to make the couplet functional. Work will consist of new road contraction, lane reconfigurations, signals, new pavement, signing and striping, and sidewalks.   |                  | 2026                    |           |       | \$71,207,447         | NHPP       |
| Bogard Road Safety and Capacity Improvements   | "The project will upgrade Bogard Road, between Trunk Road and Grumman Circle to an arterial highway standard to address safety and capacity issues. The project will construct pathway and will provide safety and capacity improvements which may include: roundabouts, raised median, widened shoulders, turn lanes, addressing access management issues, improving intersections as necessary, providing an improved clear zone, drainage, and signage. This project was selected in the 2023 DOT&PF Community Transportation Program (CTP) solicitation. Two separately awarded 2023 CTP projects and two separately awarded HSIP projects are being combined into a parent/child grouping to better coordinate design and construction. The full project length is Bogard Road from Trunk Road to Grumman Circle. |                  | 2032                    |           |       | \$68,154,573         | STBG, HSIP |

| Project name  | Project description  | Conceptual Start | Conceptual Construction | Reasoning  | Notes   | Cost Estimate YOE \$ | Funding           |
|---|--|------------------|-------------------------|--|---|----------------------|-------------------|
| Mat-Su Intersection Improvements                          | Construct and/or improve controlled intersections  | 2027             | 2033                    | Undersized roundabout at Bogard-Grumman, Growing safety concern at Church-Seldon         | MSB is proposing to fund Church-Seldon in part.   | \$19,414,770         | STBG, HSIP, Other |
| Palmer-Wasilla Hwy safety and capacity improvements south | Expand to a four lane divided facility between the Parks Highway and Knik-Goose Bay Road with 4 travel lanes, with turn lanes.                               | 2027             | 2033                    | LOS 2050 E   | 2030 in 10 year plan, should try to start sooner  | \$10,476,857         | NHPP              |
| Arctic Avenue/Old Glenn improvements                      | Reconstruct the road to improve traffic flow and safety, reconfigure intersections, and add non-motorized accommodations such as bike lanes                  | 2028             | 2034                    | pavement is rated fair/poor; connect neighborhoods to economic center and schools, LOS D | We will need to space this project and the Wasilla Fishhook one because of STBG constraints | \$40,271,664         | STBG, Other       |
| Parks Highway Rehabilitation                              | Rehabilitate Parks Highway to implement access management components, intersection improvements, and pedestrian safety features                              | 2029             | 2036                    | pavement is rated as fair, pedestrian safety needed                                      |   | \$109,331,497        | NHPP, NHFP        |
| Wasilla-Fishhook Rehabilitation                           | Conduct 3R project   | 2029             | 2035                    | pavement is rated fair/poor, poor geometry, poor road structure, multimodal separation   | Likely will need to Phase.  | \$96,298,115         | STBG, Other       |
| Parks Highway Palmer-Wasilla Highway Interchange          | Construct grade separated interchange  | 2030             | 2040                    | 60th-80th percentile EPDO intersection, LOS D or worse 12 months of the year             |   | \$168,110,295        | NHPP, NHFP        |
| Palmer-Wasilla Hwy safety and capacity improvements north | Add two travel lanes and widen Cottonwood Creek Bridge to five lanes   | 2030             | 2036                    | LOS 2050 Peak F, Top 50 HSIP list  | MSB asks for bike ped consideration   | \$39,066,589         | NHPP              |
| Seldon Road Rehabilitation                                | Conduct 3R project from Bogard to Wasilla-Fishhook, construct pathway, implement access management and intersection improvements from the Bogard Seldon CAMP | 2032             | 2038                    | pavement is rated as fair, anticipated capacity needs from Seward Meridian connection    |   | \$20,018,553         | STBG, Other       |
| Wasilla Ck NB Bridge widening                             | Widen the Wasilla Ck bridge to accommodate large freight movements   | 2033             | 2036                    | Freight capacity   |   | \$3,289,672          | NHPP, NHFP        |
| Parks Highway Alternative Corridor Phase 1                | Two lane arterial starting at Hyer Road. 200ft ROW.  | 2034             | 2042                    | LOS 2050 D   | 2 lane arterial lower impact option.  | \$118,298,585        | NHPP, NHFP        |

| Project name   | Project description  | Conceptual Start | Conceptual Construction | Reasoning  | Notes                                    | Cost Estimate YOE \$ | Funding               |
|--|--|------------------|-------------------------|--|--|----------------------|-----------------------|
| Bogard Rd Rehab/Safety                                       | Add pedestrian accommodations, intersection improvement and turn lanes as warranted  | 2035             | 2041                    | EPDO scores in 60-80th percentile for both intersections; high volume traffic on Bogard                                  | New fire station at Tait, Add turn lanes | \$7,122,105          | STBG, TAP, HSIP, CRP  |
| Seward Meridian-Palmer Wasilla Hwy Reconstruction            | Reconstruct intersection to improve capacity and traffic flow  | 2036             | 2042                    | INRIX congestion data shows LOS D or worse 12 months of the year   |  | \$1,347,217          | NHPP                  |
| Palmer Fishhook 2R/3R  | Rehabilitate Palmer Fishhook, widen shoulders, add turn pockets where warranted  | 2037             | 2044                    | LOS C 2050, increased development, pavement condition  |  | \$6,015,879          | STBG, Other           |
| Palmer-Fishhook Rd pedestrian improvements                   | Provide a separated pathway from the Glenn Highway to N. Trunk Rd  | 2037             | 2043                    | no bike/ped facilities along this high-volume road   |  | \$976,524            | STBG, TAP, HSIP, CRP  |
| South Knik-Goose Bay capacity and safety improvements        | 3R Improve safety and capacity as needed   | 2035             | 2041                    | high incidence of top 20th and 60-80th percentile EPDO intersections; top 20th percentile EPDO segment                   |  | \$3,578,974          | NHPP, STBG            |
| Trunk Road Interchange-Hospital Access Reconstruction        | Reconstruct Interchange to improve capacity  | 2038             | 2044                    | LOS E 2050   |  | \$5,118,866          | NHPP, NHFPSTBG, Other |
| Parks Highway Alternative Corridor Phase 2                   | Two lane arterial. 200ft ROW.  | 2038             | 2046                    | LOS 2050 D   |  | \$21,333,997         | NHPP, NHFP            |
| Springer Loops Shoulder Widening and Pedestrian Improvements | Widen the shoulders on both sides of these roads to 5'.  | 2039             | 2043                    | Increased development in this area, increased traffic in residential neighborhoods due to proximity to State Fairgrounds |  | \$2,019,894          | STBG, TAP, HSIP, CRP  |
| Bogard Road separated path                                   | Construct pedestrian facility on Bogard between N Crusey and Yenlo to connect to the Wasilla Main St project. Add new pathways from Bogard Road to the north border of Iditarod Elementary property, and along the north border of Wasilla High School that connects south to the football field | 2040             | 2046                    | no bike/ped facilities along Bogard in this stretch; connects two schools  |  | \$2,893,794          | STBG, TAP, HSIP, CRP  |
| DOT&PF Bridge & Pavement Preservation Program                | Ongoing program to maintain the system in a state of good repair. Includes all phases. \$20 million per year 2026 base year.   | 2027             | 2030                    |  |  | \$265,795,562        | NHPP, STBG            |
| DOT&PF HSIP Program  | Ongoing program to ensure the safety of all users. Includes all phases. \$10 million per year 2026 base year.  | 2027             | 2030                    |  |  | \$132,897,781        | HSIP                  |

| Project name | Project description | Conceptual Start | Conceptual Construction | Reasoning | Notes                      | Cost Estimate YOE \$ | Funding |
|--------------|---------------------|------------------|-------------------------|-----------|----------------------------|----------------------|---------|
|              |                     | Revenue Mid Term | \$1,280,761,927         |           | Cost Mid Term              | \$1,246,999,209      |         |
|              |                     | Per Year         | \$128,076,193           |           | Per Year                   | \$124,699,921        |         |
|              |                     |                  |                         |           | Fiscal Constraint Mid Term | \$33,762,718         |         |

**Table 3: Long Term (2041 – 2050)**

| Project name   | Project description  | Conceptual Start | Conceptual Construction | Reasoning  | Notes                                    | Cost Estimate YOE \$ | Funding                 |
|--|--|------------------|-------------------------|--|--|----------------------|-------------------------|
| Parks Highway Alternative Corridor Phase 1                   | Two lane arterial starting at Hyer Road. 200ft ROW.  | 2034             | 2042                    | LOS 2050 D   | 2 lane arterial lower impact option.     | \$241,743,343        | NHPP, NHFP              |
| Bogard Rd Rehab/Safety                                       | Add pedestrian accommodations, intersection improvement and turn lanes as warranted  | 2035             | 2041                    | EPDO scores in 60-80th percentile for both intersections; high volume traffic on Bogard                                  | New fire station at Tait, Add turn lanes | \$34,488,876         | STBG, TAP, HSIP, CRP    |
| Seward Meridian-Palmer Wasilla Hwy Reconstruction            | Reconstruct intersection to improve capacity and traffic flow  | 2036             | 2042                    | INRIX congestion data shows LOS D or worse 12 months of the year   |  | \$1,744,871          | NHPP                    |
| Palmer Fishhook 2R/3R  | Rehabilitate Palmer Fishhook, widen shoulders, add turn pockets where warranted  | 2037             | 2044                    | LOS C 2050, increased development, pavement condition  |  | \$71,050,123         | STBG, Other             |
| Palmer-Fishhook Rd pedestrian improvements                   | Provide a separated pathway from the Glenn Highway to N. Trunk Rd  | 2037             | 2043                    | no bike/ped facilities along this high-volume road   |  | \$8,191,999          | STBG, TAP, HSIP, CRP    |
| South Knik-Goose Bay capacity and safety improvements        | 3R Improve safety and capacity as needed   | 2035             | 2041                    | high incidence of top 20th and 60-80th percentile EPDO intersections; top 20th percentile EPDO segment                   |  | \$30,341,783         | NHPP, STBG              |
| Trunk Road Interchange-Hospital Access Reconstruction        | Reconstruct Interchange to improve capacity  | 2038             | 2044                    | LOS E 2050   |  | \$116,203,329        | NHPP, NHFP, STBG, Other |
| Parks Highway Alternative Corridor Phase 2                   | Two lane arterial. 200ft ROW.  | 2038             | 2046                    | LOS 2050 D   |  | \$191,098,714        | NHPP, NHFP              |
| Springer Loops Shoulder Widening and Pedestrian Improvements | Widen the shoulders on both sides of these roads to 5'.  | 2039             | 2043                    | Increased development in this area, increased traffic in residential neighborhoods due to proximity to State Fairgrounds |  | \$16,300,521         | STBG, TAP, HSIP, CRP    |
| Bogard Road separated path                                   | Construct pedestrian facility on Bogard between N Crusey and Yenlo to connect to the Wasilla Main St project. Add new pathways from Bogard Road to the north border of Iditarod Elementary property, and along the north border of Wasilla High School that connects south to the football field | 2040             | 2046                    | no bike/ped facilities along Bogard in this stretch; connects two schools  |  | \$4,344,071          | STBG, TAP, HSIP, CRP    |
| W. Hollywood Road pedestrian improvements                    | Construct a separated path on Hollywood Dr. from S. Vanamanita Ln to S. Edelweiss Dr.  | 2041             | 2047                    |  |  | \$5,311,666          | STBG, TAP, HSIP, CRP    |

| Project name                                  | Project description  | Conceptual Start         | Conceptual Construction   | Reasoning                          | Notes | Cost Estimate YOE \$               | Funding                   |
|---|--|--------------------------|---------------------------|------------------------------------|-------|------------------------------------|---------------------------|
| N. Church Rd pedestrian improvements          | Provide a connection north from the Church Road separated path that ends at Spruce Avenue to W. Shampine Ln (MPA boundary) | 2042                     | 2048                      | Increased development in this area |       | \$7,636,016                        | STBG, TAP, HSIP, CRP      |
| DOT&PF Bridge & Pavement Preservation Program | Ongoing program to maintain the system in a state of good repair. Includes all phases.                                     | 2027                     | 2030                      |                                    |       | \$357,207,009                      | NHPP, STBG                |
| DOT&PF HSIP Program                           | Ongoing program to ensure the safety of all users. Includes all phases.  | 2027                     | 2030                      |                                    |       | \$178,603,504                      | HSIP                      |
|   |  | <b>Revenue Long Term</b> | <b>\$1,561,241,642</b>    |                                    |       | <b>Cost Long Term</b>              | <b>\$1,264,265,825</b>    |
|   |  | <b>Per Year YOE</b>      | <b>\$156,124,164</b>      |                                    |       | <b>Per Year YOE</b>                | <b>\$126,426,582.55</b>   |
|   |  |                          |                           |                                    |       | <b>Fiscal Constraint Long Term</b> | <b>\$296,975,817</b>      |
|   |  | <b>Revenue All Terms</b> | <b>\$3,287,384,226.94</b> |                                    |       | <b>Cost All Terms</b>              | <b>\$2,831,373,005.78</b> |
|   |  | <b>Per Year YOE</b>      | <b>\$142,929,749.00</b>   |                                    |       | <b>Per Year YOE</b>                | <b>\$123,103,174.16</b>   |
|   |  |                          |                           |                                    |       | <b>Fiscal Constraint All Terms</b> | <b>\$456,011,221</b>      |



## **MatSu Valley Planning *for* Transportation** Metropolitan Planning Organization

### MVP Improvement Program

1. The MVP Improvement Program projects will not be scored.
2. The scope of the MVP Improvement Program is to “Perform gravel or asphalt surface maintenance and preservation activities on roads, sidewalks, and pathways. Work may also include new or upgraded illumination, signing, striping, storm drains, and intersection improvements, including nonmotorized crossings, as well as ADA upgrades to sidewalks and curb ramps.
3. Projects nominated to the Program shall meet the following criteria:
  - a. Limited design effort in order for projects to be delivered for construction within a 1-2 timeframe;
  - b. No right-of-way impacts; and
  - c. Limited/no utility impacts.
4. A subcommittee will meet annually to develop a list of projects to include in the following year’s program. The subcommittee will be made up of representatives of the Policy Board stakeholders responsible for maintaining transportation infrastructure or familiar with the infrastructure needs within their jurisdiction.
5. ADOT&PF will develop estimates for the projects nominated based on the scope of work.
6. Efforts will be made to package similar projects in one bid document to achieve economies of scale and to simplify the construction management efforts.
7. After the Scope, Schedules, and Estimates (SSEs) are developed, the subcommittee will make recommendations to the Technical Committee, which will review the list and make the final recommendations to bring forth to the Policy Board for approval. All projects will be brought forth with recommendations clearly identified.

Policy Board Approval June 18, 2024

#### **Proposed Edits:**

**Add an Introduction to the Program**

**Add Project Submission Requirements including:**

**Eligibility Criteria – Timeframe-current TIP and delivery window (MSB example)**

**Detailed Submission Requirement with a more complete narrative, need, and jurisdictional policy compliance – (Palmer Example)**

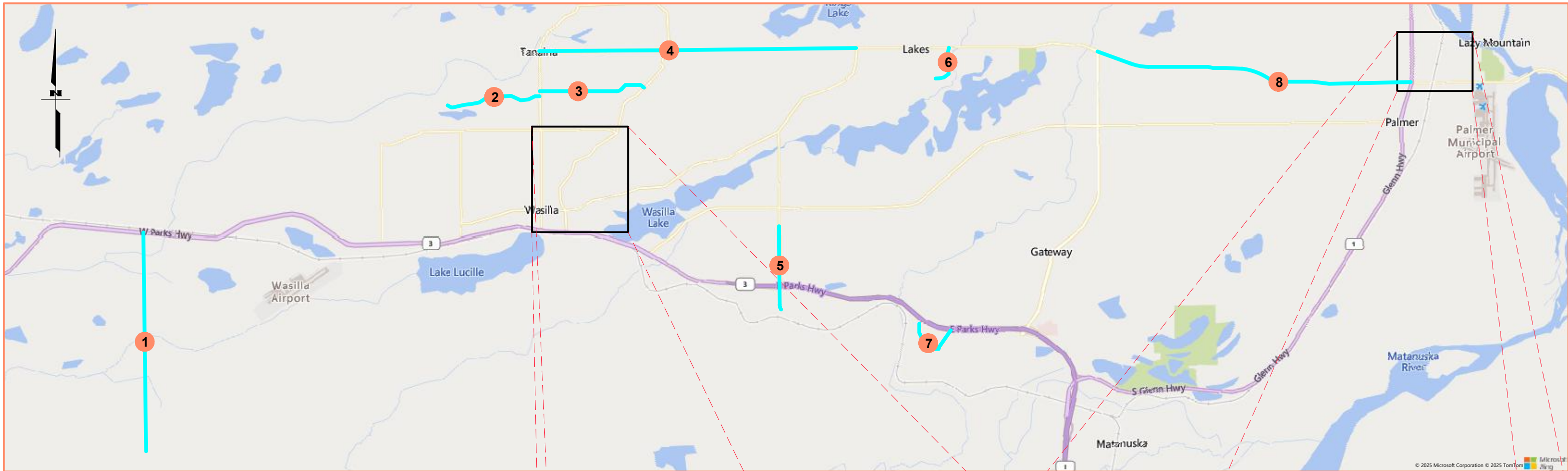
**Add project submission review process and timeline for approval and inclusion in the TIP**

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Visit [www.mvppmpo.com](http://www.mvppmpo.com)

#### **Policy Board Members**

Bob Charles, Knik Tribe • Mayor Edna DeVries, MSB • Mayor Glenda Ledford, City of Wasilla • Brian Winnestaffer, Chickaloon Native Village • Mike Brown, MSB • Sean Holland, DOT&PF • Mayor Jim Cooper, City of Palmer



**Mat-Su Valley Planning (MVP) Improvements Program  
2025 Project Nomination Area Map**

**Mat-Su Borough**

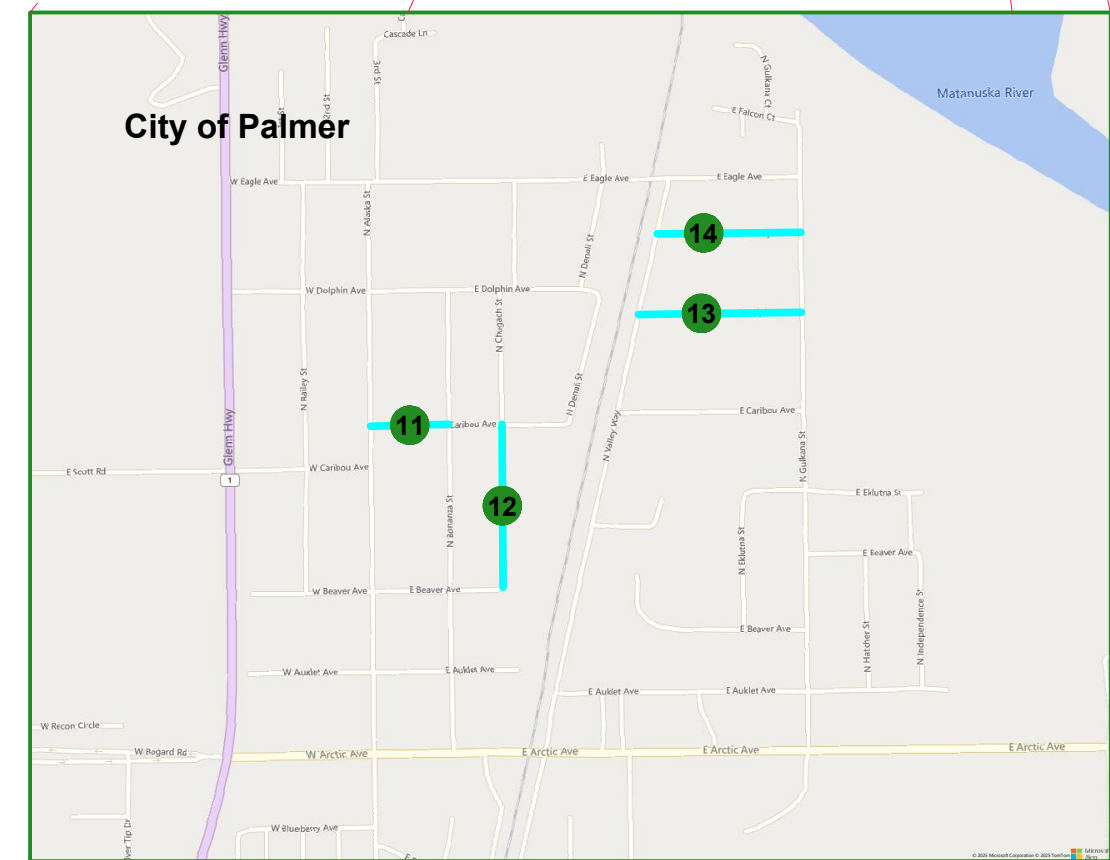
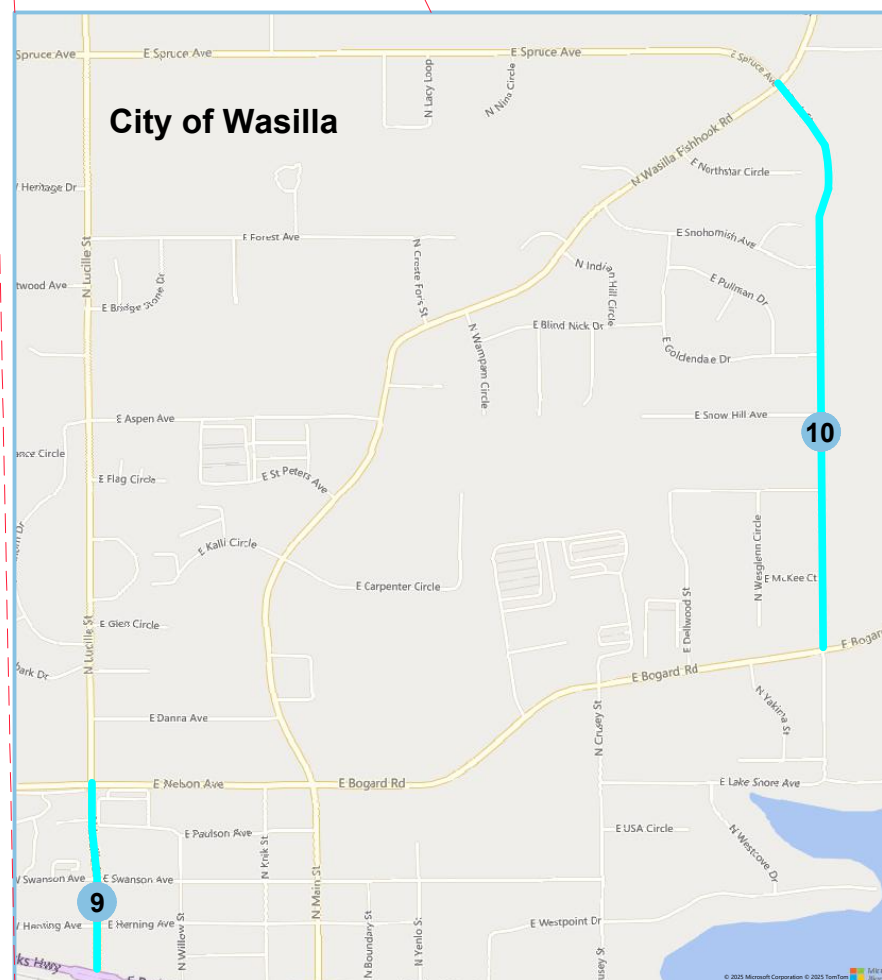
- 1. Vine Road Striping
- 2. Gail Drive Mill & Pave
- 3. Mulchatna Drive Mill & Pave
- 4. Seldon Road Striping
- 5. Seward Meridian Parkway Striping
- 6. Earl Drive and Eek Street Mill & Pave
- 7. Gershmel Loop Mill & Pave
- 8. Bogard Road Striping

**City of Wasilla**

- 9. N. Lucille Street Mill & Pave
- 10. N. Peck Street

**City of Palmer**

- 11. Caribou Ave
- 12. N. Chugach Street
- 13. E. Dolphin Ave
- 14. E. Gold Key Lane



|   |                 |                 |
|---|-----------------|-----------------|
| <b>AKDOT &amp; PF, Mat-Su District Office</b> |                 |                 |
| Date: May 7th, 2025                           | Drafted By: CRH | Checked By: CLE |
| SOA Project No.                               | CFHWY01288      |                 |
|   |                 | 48              |

**2025 MVP Project Nominations  
SSE Summary Page**

**April, 2025**

This package includes scope, schedule, and estimates developed for projects nominated to the MVP Improvement Program for 2025 by AKDOT&PF.

| <b>Number</b>  | <b>Project Name</b>                               | <b>Phase 2</b>     | <b>Phase 4</b>     | <b>Est. Ph4 Match</b> | <b>Total</b>         |
|----------------|---|--------------------|--------------------|-----------------------|----------------------|
| 1              | Vine Road Striping - MSB                          | \$34,000           | \$337,000          | \$30,431              | <b>\$371,000</b>     |
| 2              | Gail Drive Mill & Pave - MSB                      | \$184,000          | \$2,071,000        | \$187,011             | <b>\$2,255,000</b>   |
| 3              | Mulchatna Drive Mill & Pave - MSB                 | \$200,000          | \$2,257,000        | \$203,807             | <b>\$2,457,000</b>   |
| 4              | Seldon Road Striping - MSB                        | \$57,000           | \$571,000          | \$51,561              | <b>\$628,000</b>     |
| 5              | Seward Meridian Parkway Striping - MSB            | \$64,000           | \$633,000          | \$57,160              | <b>\$697,000</b>     |
| 6              | Earl Drive and Eek Street Mill & Pave - MSB       | \$108,000          | \$1,222,000        | \$110,347             | <b>\$1,330,000</b>   |
| 7              | Gershmel Loop Mill & Pave - MSB                   | \$108,000          | \$1,212,000        | \$109,444             | <b>\$1,320,000</b>   |
| 8              | Bogard Road Striping - MSB                        | \$82,000           | \$819,000          | \$73,956              | <b>\$901,000</b>     |
| 9*             | N Lucille St. Mill & Pave - Wasilla - 25% Digouts | \$62,000           | \$701,000          | \$63,300              | <b>\$763,000</b>     |
| 10             | N Peck St - Wasilla                               | \$125,000          | \$1,407,000        | \$127,052             | <b>\$1,532,000</b>   |
| 11             | Caribou Ave - Palmer                              | \$7,000            | \$83,000           | \$7,495               | <b>\$90,000</b>      |
| 12             | N. Chugach Street - Palmer                        | \$14,000           | \$152,000          | \$13,726              | <b>\$166,000</b>     |
| 13             | E. Dolphin Ave - Palmer                           | \$13,000           | \$148,000          | \$13,364              | <b>\$161,000</b>     |
| 14             | E. Gold Key Lane -Palmer                          | \$12,000           | \$133,000          | \$12,010              | <b>\$145,000</b>     |
|                |   |                    |                    |                       |                      |
|                | <b>MSB</b>  | <b>Wasilla</b>     | <b>Wasilla*</b>    | <b>Palmer</b>         | <b>Program Cost*</b> |
| <b>Phase 2</b> | \$837,000   | \$172,000          | \$187,000          | \$46,000              | <b>\$1,070,000</b>   |
| <b>Phase 4</b> | \$9,122,000                                       | \$1,934,000        | \$2,108,000        | \$516,000             | <b>\$11,746,000</b>  |
| <b>Total</b>   | <b>\$9,959,000</b>                                | <b>\$2,106,000</b> | <b>\$2,295,000</b> | <b>\$562,000</b>      | <b>\$12,816,000</b>  |

\*NOTE: This estimate includes 25% structural digouts for the City of Wasilla's N Lucille St. Mill & Pave project. Estimate also provided for a mill & pave with no digouts.



**MVP**  
MATSU VALLEY  
PLANNING *for*  
TRANSPORTATION

## **MVP Draft Mission Statement, Vision Statement, Governance, and Core Values 4.22.2026**

**Mission:** To collaboratively plan, prioritize, and guide investments towards the development of a safer, more connected, and more efficient multimodal transportation system for the Mat-Su Metropolitan Planning Area.

**Vision:** Through collaborative decision-making, sound policy, and community partnerships, we envision a transportation system that strengthens connectivity, expands transportation choices, and enhances mobility, access, and quality of life for all who live, work, and travel here.

**Governance:** All decision making for MVP and MVP funding allocations rests with our seven-member Policy Board, ensuring accountability, oversight, and alignment with regional priorities.

### **Core Values**

**Collaboration:** We work cooperatively with partner agencies, stakeholders, and the public to support a transparent and inclusive planning process.

**Community:** We consider all users and all modes, in our planning process, ensuring transportation investments serve everyone who lives, works, and travels in the Valley.

**Accessibility:** We plan for a transportation system that is accessible and useful to all users; regardless of where they live, how they travel, or what their needs are.

**Stewardship:** We are responsible stewards of public funds, ensuring projects are well selected, prioritized, and delivered with measurable results.

**Innovation:** We embrace forward-thinking, data-informed approaches and creative problem-solving to meet the Valley's evolving transportation needs.



March 5, 2026

The Honorable Sean McMaster  
Administrator  
Federal Highway Administration  
U.S. Department of Transportation  
1200 New Jersey Avenue SE  
Washington, DC 20590

**RE: FHWA and FTA decision on MPO Authority over State Transportation Systems**

Dear Administrator McMaster:

I write following Commissioner Anderson's February 25, 2026 meeting with you where I understand you all discussed the concerns we raised at our November 17, 2025 meeting with the Administrators and senior staff from Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). At the November meeting we informed you of FHWA Alaska Division's intervention in the planning processes between the Alaska Department of Transportation and Public Facilities (DOT&PF) and the Anchorage Metropolitan Transportation Area Solutions (AMATS), a municipal planning organization (MPO). On August 26, 2025 FHWA interjected itself in an AMATS policy committee meeting to advise the MPO that it has planning authority over *all* projects in the metropolitan planning area (MPA), and the State may only select from those projects that the MPO chooses to include in its planning documents.<sup>1</sup> FHWA's advice is inconsistent with federal law and would create an MPO veto authority over the State's interstate highway projects.

In our November meeting, Commissioner Anderson requested a legal analysis of FHWA's claim that the MPO had unilateral decision-making authority for all highway projects located in the MPO's boundary, as the Governor could not certify compliance of AMATS' Transportation Improvement Program (TIP) with federal requirements if AMATS was to unilaterally remove DOT&PF's Safer Seward Highway project from its Metropolitan Transportation Plan (MTP) and TIP. On February 13, 2026, FHWA and FTA jointly responded to DOT&PF's request for clarification. We were quite surprised that FHWA and FTA chose to formalize the MPO's

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<sup>1</sup> [AMATS Policy Committee Meeting](#) from 14:35 to 21:08; See e.g., at 15:28 "The MPO plans for all projects, on and off the NHS within the planning boundaries. The projects are then selected by the state DOT to move forward on the NHS. Essentially, DOT gets to select from your MTP and your TIP which projects they move forward with."

unilateral veto power over interstate highway projects that touch its boundary. Your agencies' joint response informed Alaska that "MPOs have legal authority to program into or remove from their TIPs all projects located within their MPAs, including projects located on the NHS and regionally significant projects."<sup>2</sup>

The agencies' creation of a municipal veto authority contradicts Congress' clear mandate in [23 U.S.C. 134\(j\)\(3\)](#) that a metropolitan TIP shall include all of the State's federal-aid highway projects:

"(3) INCLUDED PROJECTS.- (A) PROJECTS UNDER THIS TITLE AND CHAPTER 53 OF TITLE 49.-A TIP developed under this subsection for a metropolitan area shall include the projects within the area that are proposed for funding under chapter 1 of this title and chapter 53 of title 49."

Congress' requirement that the TIP shall include all projects proposed for funding under Title 23 Chapter 1 is a sensible requirement, especially for projects that have advanced beyond the planning stage and are under a FHWA-State project agreement for development. In accordance with [23 U.S.C. 106](#), the project agreement is a contractual obligation between the State and FHWA that obligates the State's construction and maintenance of a project in exchange for the Federal Government's payment of the Federal share of construction costs.<sup>3</sup> If implemented, the February 13th instruction from FHWA Alaska Division and FTA Region 10 would allow AMATS to remove a State's project from its TIP—thereby making the removed project ineligible for continued federal-aid participation—and would cause FHWA to breach its congressionally mandated obligation to continue paying the Federal share of the State's construction costs.

FHWA Alaska Division and FTA Region 10 reason that "MPOs are to develop the TIPs, [and] this means the decision-making authority to determine which projects are ultimately included in the TIP remains with the MPO."<sup>4</sup> This reasoning does not account for Congress' directive in [23 U.S.C. 134\(j\)\(3\)](#) that *all* projects proposed for funding under Chapter 1 be included in the TIP. It also misses the procedural mechanism Congress gave to ensure the inclusion of the State's projects in the TIP so that the TIP and STIP remain consistent. [23 U.S.C. 135\(g\)\(5\)](#) requires for the State's STIP that:

(5) INCLUDED PROJECTS.-  
(A) IN GENERAL.-A transportation improvement program developed under this subsection for a State shall include Federally supported surface transportation expenditures within the boundaries of the State.

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<sup>2</sup> February 13, 2026 letter, at page 3

<sup>3</sup> See also, [23 U.S.C. 121\(a\)](#) and [\(b\)](#) (entitlement of State for payment of costs incurred under a project agreement) and [23 U.S.C. 133\(a\)](#) and [\(b\)](#) (entitlement of State for payment of costs incurred under a project agreement to deliver Tribal projects or projects for Federal agencies).

<sup>4</sup> February 13, 2026 letter, at page 3.

(B) LISTING OF PROJECTS.-

(i) IN GENERAL.-An annual listing of projects for which funds have been obligated for the preceding year in each metropolitan planning area shall be published or otherwise made available by the cooperative effort of the State, transit operator, and the metropolitan planning organization for public review.

(ii) FUNDING CATEGORIES.-The listing described in clause (i) shall be consistent with the funding categories identified in each metropolitan transportation improvement program.

Thus, Congress requires that a list of the State’s projects under individual project agreements with FHWA be delivered annually to the MPO, and that the list shall be consistent with the MPO’s TIP. 23 U.S.C. 135(g)(5)(B)(i) and (ii). It is through these congressionally mandated mechanisms that FHWA and the States do not find themselves in breach of a project agreement.

FHWA and FTA’s reasoning that MPOs have ultimate responsibility for the inclusion or exclusion of all projects in their TIP also overlooks Congress’ central tenet of statewide and metropolitan planning: the processes shall be continuing, cooperative, and comprehensive.<sup>5</sup> The February 13th pre-approval of AMATS’ removal of a State project from their TIP after the project had already progressed past the planning phase through a binding project agreement would cause a termination (not continuing) by unilateral act (not cooperative) and is designed to target a NHS facility outside the municipal core for the purpose of diverting highway funds into the municipal core (not comprehensive). I posit that the only means of removing an NHS project currently under a project agreement is for the State and FHWA to first terminate the project agreement and then for the State and MPO to cooperatively work towards removal of the project from the joint planning documents.

The specific project that FHWA Alaska Division and FTA Region 10 cleared for municipal veto, the Safer Seward Highway project, is one of the State’s regionally significant projects as an interstate highway project that improves safety and connectivity between Kenai Peninsula communities and the Municipality of Anchorage. As a regionally significant project, the regulations implementing Congress’ directive also require the project to be included in the TIP.<sup>6</sup> FHWA and FTA’s letter proposes to limit Congress’ and the regulation’s requirement by granting the MPO discretionary authority over “all regionally significant projects it [AMATS] *intends to advance*.”<sup>7</sup> As noted above, the Safer Seward Highway project has already advanced past the planning stage when FHWA and the State entered into a project agreement so there is no further choice to advance the project. Additionally, there are no MPOs in Alaska that have sought or

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<sup>5</sup> 23 U.S.C 134(c)(1)-(3) and 23 U.S.C. 135(a)(3).

<sup>6</sup> 23 CFR 450.326(f) “The TIP shall contain all regionally significant projects requiring an action by the FHWA or the FTA whether or not the projects are to be funded under title 23 U.S.C. Chapters 1 and 2 or title 49 U.S.C. Chapter 53 (e.g., addition of an interchange to the Interstate System with State, local, and/or private funds and congressionally designated projects not funded under 23 U.S.C. or 49 U.S.C. Chapter 53).”

<sup>7</sup> February 13, 2026 letter, at page 3.

have been granted the legal authority to independently advance a regionally significant NHS or interstate project within its municipal boundary;<sup>8</sup> therefore, AMATS could not legally select or deselect the Safer Seward Highway project for advancement. Furthermore, the unilateral power to stop the State’s highway projects that the agencies have proposed for the MPOs misreads the purposes [23 C.F.R. 450.326\(e\)](#) through (g), which require an MPO’s TIP shall include: all capital and non-capital surface transportation projects within the MPA; all regionally significant projects; and information for each project that has advanced past the planning phase under a project agreement. These minimum standards for the TIP implement Congress’ requirement in 23 U.S.C 136(j)(3) that all projects proposed for funding under Title 23 Chapter 1 be included, and the requirement ensures that the information in the TIP and the STIP match.<sup>9</sup> Neither Congress’ clear requirements, or the agencies’ regulations to implement those requirements, recognizes the municipal veto authority proposed by the agencies in their February 13th letter.

The State has entered into a project agreement with FHWA for the Safer Seward Highway project and is obligated to proceed with the project. We believe the agencies overlooked 23 U.S.C. 134(j)(3)(A)’s mandate for the TIP’s inclusion of all projects funded under Title 23 Chapter 1, when they wrote: “23 U.S.C. 134(j) grants MPOs authority to develop the metropolitan TIP and make all decisions regarding what projects are included in it.”<sup>10</sup> As we explained in our November 17, 2025 meeting with you, the Governor will be unable to approve AMATS’ TIP if DOT&PF’s regionally significant projects are not included, as the State intends to uphold its obligations under the project agreement for the Safer Seward Highway project. To avoid a situation where the STIP approval process is delayed,<sup>11</sup> or there is a potential triggering of the 20% reduction of funds attributable to the MPA,<sup>12</sup> DOT&PF requests that the FHWA and FTA Administrators resolve this matter expeditiously.

For all the reasons stated, we believe the agencies’ interpretation of the requirements for project inclusion in the TIP is novel, unsupported, and an improper rulemaking that grants unconstrained unilateral authority to MPOs to stop any federal-aid highway project at any point in project delivery. We respectfully request that FHWA and FTA review the February 13th interpretations considering the authorities referenced herein and issue a final decision for the agencies so that

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<sup>8</sup> [AS 19.20.015\(a\)](#) “A municipality, by resolution of its governing body, may request of the department [of transportation and public facilities] the assumption of the department’s responsibilities related to planning of transportation corridors that are located within the boundaries or operating area of the municipality.”

<sup>9</sup> Compare 23 C.F.R. 450.326(e) through (g) with [23 C.F.R. 450.218\(g\)](#) through (i) which require both documents to include the same information on these categories of 23 U.S.C. Chapter 1 projects.

<sup>10</sup> February 13, 2026 letter, at page 4.

<sup>11</sup> See 23 C.F.R. 450.220(c).


<sup>12</sup> See 23 C.F.R. 450.336(b)(2).

DOT&PF may consider its options under the Administrative Procedure Act or the Congressional Review Act.

Thank you very much for hearing DOT&PF's concerns. We can provide additional authorities and answer any questions that the agencies may have, and we invite participation of the affected MPOs in Alaska and the MPOs and states in FTA's Region 10.

Sincerely,

STEPHEN J. COX  
ATTORNEY GENERAL

BY: /s/   
Sean Lynch  
Chief Assistant Attorney General  
Transportation Section

cc:

Randy Warden

Susan Fletcher

Katherine Keith, Deputy Commissioner, AKDOT&PF

Dom Pannone, Program Management and Administration Director, AKDOT&PF

Aaron Jongenelen, Executive Director/MPO Coordinator, AMATS

Jackson Fox, Executive Director, FAST Planning

Kim Sollien, Executive Director, MVP for Transportation



## U.S. DEPARTMENT OF TRANSPORTATION

FEDERAL HIGHWAY ADMINISTRATION  
ALASKA DIVISION  
709 W. 9<sup>TH</sup> STREET, ROOM 851  
P.O. BOX 21648  
JUNEAU, ALASKA 99802-1648

FEDERAL TRANSIT ADMINISTRATION  
915 SECOND AVENUE, SUITE 3142  
SEATTLE, WASHINGTON 98174

February 13, 2026

Ryan Anderson, P.E.  
Commissioner  
Alaska Department of Transportation and Public Facilities  
P.O. Box 112500  
3132 Channel Drive  
Juneau, Alaska 99811

Dear Commissioner Anderson:

As a follow-up to the in-person meeting with Federal Highway Administration (FHWA) Administrator Sean McMaster and Federal Transit Administration (FTA) Administrator Marc Molinaro on November 17, 2025, and in response to the April 23, 2025 letter from the Alaska Department of Transportation and Public Facilities (AKDOT&PF), specifically requesting clarification regarding the State's authority over the metropolitan transportation planning process under 23 U.S.C. § 134 and 23 CFR Part 450, we write to provide clarification.

The FHWA and FTA, including both Offices of Chief Counsel, have reviewed and discussed your questions and concerns. As the planning rules are administered jointly by FHWA and FTA, we are pleased to provide you a coordinated response. Below, we address the four points of clarification explicitly requested in your April letter.

### **First Point of Clarification:**

*The State Department of Transportation (DOT) has final authority over National Highway System (NHS) projects located within metropolitan planning areas (MPA), pursuant to 23 U.S.C. 134(k)(5)(B) and 23 CFR 450.332(c).*

### **Response:**

Section 134 of Title 23, United States Code (U.S.C.), directs Metropolitan Planning Organizations (MPOs) to develop Metropolitan Transportation Improvement Programs (TIPs).

This is expanded upon in the implementing regulations at title 23, Code of Federal Regulations (CFR), Section 450.326. The MPO's TIP must include all projects located within an MPO's MPA, including projects located on the NHS, consistent with its metropolitan transportation plan.

State DOTs should work with MPOs in determining what projects should be included in the TIP; however, State DOTs do not have authority over which projects an MPO decides to include in the TIP. This authority is reflected where statute provides, "[i]n cooperation with the State and any affected public transportation operator, the [MPO] designated for a metropolitan area shall develop a TIP for the [MPA] . . . ." 23 U.S.C. § 134(j)(1). In carrying out this legal obligation, an MPO is also instructed by statute to cooperate with the State and any affected public transportation operators. This intent for cooperation is reflected in other provisions of Section 134, such as the composition of MPOs and the TIP approval process.<sup>1</sup> However, because the statute clearly specifies that MPOs are to develop the TIPs, this means the decision-making authority to determine which projects are ultimately included in a TIP remains with the MPO.

AKDOT&PF points to 23 U.S.C. § 134(k)(5) as authority permitting a State to choose which NHS projects to include in a TIP. The statute provides "[p]rojects carried out within the boundaries of a[n] [MPA] serving a transportation management area on the [NHS] shall be selected for implementation from the approved TIP by the State in cooperation with the [MPO] designated for the area." 23 U.S.C. § 134(k)(5)(B). However, rather than providing the authority AKDOT & PF suggests, the statute directs the State to select for implementation NHS projects from an already *approved* TIP in cooperation with the MPO. As noted above, the MPO is responsible for developing the TIP, and the authority to decide what is included in a TIP, along with the required procedures for developing and approving a TIP, are defined at 23 U.S.C. § 134(j).

In addition, 23 U.S.C. § 134(k)(5) applies only to MPOs serving Transportation Management Areas (TMA). Of Alaska's three MPOs, only the Anchorage Metropolitan Area Transportation Solutions MPO serves a TMA, so 23 U.S.C. § 134(k) does not apply to the Fairbanks Area Surface Transportation Planning MPO or the Matanuska-Susitna Valley Planning for Transportation MPO. In an MPO not serving a TMA, the State has authority to select for funding and implementation all title 23 projects from the *approved* TIP, regardless of whether they are located on the NHS. 23 U.S.C. § 134(j)(5)(A)(i)(I).

**Second Point of Clarification:**

*MPOs may not unilaterally exclude or delay regionally significant NHS projects proposed by the State.*

**Response:**

---

<sup>1</sup> 23 U.S.C. 134(d)(2) requires that MPOs serving transportation management areas (TMA) consist of, among others, appropriate State officials. In addition, 23 U.S.C. 134(j)(1)(D)(ii) requires Governor approval to approve a TIP.

MPOs have legal authority to exclude from the TIP regionally significant NHS projects proposed by the State. As discussed above, development of the TIP is solely within the discretion of the MPO, and MPOs have the authority to determine which projects are included in the TIP. As a result, if a MPO decides to not include a regionally significant project on the TIP, then the project cannot be advanced. However, as previously noted, MPOs should work cooperatively with State DOTs and any affected public transportation operators in developing their TIPs.

Per the planning regulations at 23 CFR Part 450, a regionally significant project is a transportation project on a facility that serves regional transportation needs and would normally be included in the modeling of the metropolitan area's transportation network. 23 CFR §450.104. At a minimum, this includes all principal arterial highways and all fixed guideway transit facilities that offer an alternative to regional highway travel.

The planning regulations also require MPOs to include all projects falling under the definition of “regionally significant” in the TIP. (23 CFR 460.326(f)) If an MPO wishes to pursue a project, and the project is determined to be regionally significant, per 23 CFR 450.104, then 23 CFR 450.326(f) instructs the MPO to include that project in its TIP. However, this determination process begins with the list of projects the MPO wishes to pursue. An MPO is not required to include in the TIP projects the State determines are regionally significant simply because those projects may fall within an MPO’s MPA.

**Third Point of Clarification:**

*All NHS projects selected by the State must be reflected in the TIP and metropolitan transportation plan (MTP), in accordance with 23 CFR 450.326(f) and 450.218(h), regardless of local political action.*

**Response:**

As explained above, MPOs have legal authority to program into or remove from their TIPs all projects located within their MPAs, including projects located on the NHS and regionally significant projects.

The regulations AKDOT & PF mentions, 23 CFR §450.326(f) and §450.218(h), refer to regionally significant projects within an MPO’s and a State’s planning jurisdiction, respectively, and are unrelated to the question of project selection from an approved TIP on or off the NHS. State selection of projects for implementation located on or off the NHS begins with an approved TIP developed by an MPO.

Per the regulations governing the development of TIPs, an MPO must include in its TIP all regionally significant projects it intends to advance that require action by FHWA or FTA. 23 CFR §450.326(f). Similarly, the regulations governing development of the Statewide Transportation Improvement Programs (STIP) require States to include all regionally significant projects requiring an action by FHWA or FTA in their STIP. 23 CFR §450.218(h). However, an MPO is not required to include in the TIP projects that the State determines are regionally significant simply because those projects may fall within an MPO’s MPA.

**Fourth Point of Clarification:**

*Any change to MPO decision-making authority must be formally documented through revised planning agreements as required by 23 CFR 450.310(j).*

**Response:**

In terms of changes to decision-making authority, per regulation, redesignation of an MPO is required when an MPO proposes to make a substantial change to its decision-making authority or its MPO responsibilities, or proposes a change in decision-making procedures established under its by-laws. 23 CFR §450.310(j)(2).

Without further specifics as to “planning agreements,” we are only able to provide here a general response to this point. We note further, an update to an operating agreement between an MPO and a State may be part of the redesignation process. If AKDOT&PF would like to provide further detail or clarity with regard to this point, FHWA and FTA can provide a more specific response.

We thank you for your outreach and the opportunity to provide clarity on the various statutory provisions governing metropolitan transportation planning. As noted above, 23 U.S.C. § 134(j) grants MPOs authority to develop the metropolitan TIP and make all decisions regarding what projects are included in it. However, 23 U.S.C. § 134 and 23 CFR Part 450 provide a State with many opportunities to meaningfully participate in the decision making throughout, the TIP development and approval process. To be successful, the TIP development process ultimately should be a cooperative process between the MPO and a State.


Both FHWA and FTA support your efforts to continue pursuing a cooperative and comprehensive approach to transportation planning with the State’s respective MPOs to ensure effective and efficient project delivery. We also look forward to continuing to work together on transportation planning matters, including development of the next STIP.

Sincerely,

Renwick L  
Warden

 Digitally signed by Renwick L. Warden  
Date: 2026.02.13 08:27:27 -09'00'

Randy Warden  
Division Administrator, Alaska Division  
Federal Highway Administration

SUSAN KAY  
FLETCHER  Digitally signed by  
SUSAN KAY FLETCHER  
Date: 2026.02.13  
09:12:52 -08'00'

Susan Fletcher, P.E.  
Regional Administrator, Region 10  
Federal Transit Administration

Electronically cc:

Katherine Keith, Deputy Commissioner, AKDOT&PF

Dom Pannone, Program Management and Administration Director, AKDOT&PF  
Aaron Jongenelen, Executive Director/MPO Coordinator, AMATS  
Jackson Fox, Executive Director, FAST Planning  
Kim Sollien, Executive Director, MVP for Transportation

# ALASKA'S VISION

INVESTMENT IN THE FUTURE OF COMMERCE, ENERGY, AND SUSTAINABLE GROWTH IN SOUTHCENTRAL ALASKA

Join Us in Unlocking Alaska's Potential



## GLOBAL POSITION ADVANTAGE

Strategic Location: Closest U.S. gateway to Asia, the Arctic, and northern shipping routes.

Cost-Efficient Routes: Polar position shortens cargo routes and cuts fuel costs.

Logistics Hub: Top global hub for logistics with advanced infrastructure.

Key Projects: Includes major airports, ports, and the Knik Arm Bridge & Tunnel.

Investment Opportunities:

Open for business, attracting global investors.



Scan the QR code for more information

SUSTAINABLE AVIATION FUEL REFINERY

KNIK ARM BRIDGE

UPS BOEING 747-8F AT ANCHORAGE INTERNATIONAL AIRPORT

KNIK ARM TUNNEL

### PROPOSED INTERSTATE A5: ALASKA'S ENERGY AND FREIGHT CORRIDOR

Anchorage-to-Interior Interstate as a high-capacity route uniting ports, rail, and resource regions.

Stretching 35 miles from Anchorage to the Parks Highway near Houston, the Interstate A5 corridor will unify Alaska's logistics spine - linking ports, airports, and rail to Interior and Arctic infrastructure. BUILT FOR FREIGHT, ENERGY, AND SUPPLY CHAIN RESILIENCE, this all-season route connects the Pacific Ocean to the Arctic, reducing costs and accelerating access to oil fields, mining zones, and resource-rich state lands. It's a CRITICAL INVESTMENT in the long-term flow of goods, energy, and opportunity across Alaska.

### PROPOSED WEST SUSITNA ACCESS

Opening Alaska's Land, Resources, and Opportunity

The West Susitna Access Project opens the door to WORLD-CLASS OUTDOOR RECREATION on over 6 million acres of State land - through a new public road that also enables responsible access for natural resource development, energy, and local economic growth.

### PROPOSED SAF REFINERY: POINT MACKENZIE

The ANSyR: Alaska's Vision for Sustainable Aviation Fuel at Point MacKenzie

Alaska's Next-Gen SynFuel Refinery (ANSyR) is a proposed SAF facility at Point MacKenzie that would leverage Alaska's vast biomass resources, existing fuel infrastructure, and global cargo access to produce clean, drop-in jet fuel. Strategically located near Anchorage's international airport and backed by the state's carbon storage policies and energy expertise, ANSyR positions Alaska to LEAD IN SUSTAINABLE AVIATION while advancing a carbon-smart economy.

### ALASKA INTERNATIONAL AIRPORT SYSTEM

Strategic Reach. Resilient Returns

Anchored by Anchorage and Fairbanks, Alaska's airport system offers 24/7 global access with built-in redundancy, Foreign Trade Zone benefits, and the only U.S. cabotage exemption for cargo transfers. This unique legal and logistical platform connects Asia to North America and unlocks EFFICIENT, RESILIENT SUPPLY CHAIN investment from the Pacific to the Arctic.

Existing Roads

Existing Railways

Proposed Railways

Petroleum Refineries

International Airports

Proposed Roads

Tunnels

Bridges

Ports





**Ted Stevens Anchorage International Airport (ANC)** is Alaska's key logistics hub, strategically located near the Port of Alaska and Alaska Railroad terminals. It benefits from Foreign Trade Zone status and special sabotage exemptions, making it a highly flexible cargo hub. With three runways, including a 12,400-foot main runway, extensive taxiways, and large cargo areas, ANC supports year-round passenger and cargo operations, connecting Alaska to the world.

**Fairbanks International Airport (FAI)** complements ANC by providing redundancy and surge capacity for cargo and passenger operations. Located near downtown Fairbanks, FAI features an 11,800-foot runway and ample parking for heavy lift and military traffic. It connects Interior and Northern Alaska to key fuel supply lines, rail, and highways, supporting remote communities and industrial projects. FAI also serves as a hub for tourism and workforce mobility, ensuring statewide aviation continuity and flexibility.

**MODERN REFUELING HUB**

In 2022 alone, AIAS delivered an impressive 900 MILLION gallons of aviation fuel, showcasing Alaska's pivotal role in meeting international fuel demands

**ALASKA HAS THE DEMAND**

ANC HANDLES OVER 3.5 MILLION TONS OF CARGO ANNUALLY



**ALASKA INTERNATIONAL AIRPORT SYSTEM (AIAS) IS ALWAYS OPEN FOR LANDINGS**

Anchorage (ANC) is the region's cargo hub, optimizing fuel loads and maximizing efficiency. Even in rare weather events, Alaska's network of diversion airports ensures reliable landings and uninterrupted cargo flow.



ANTONOV AN-124 IS THE SECOND HEAVIEST GROSS WEIGHT CARGO AIRPLANE IN THE WORLD. PICTURED THE AN-124 IS PREPARING TO TAKE OFF USING TEMPORARY RUNWAY OIL AT FAI. Photo by Melissa Osborn, Alaska DOT&PF



**AIAS IS COMPETING TO BE THE #3 IN THE WORLD FOR CARGO TONNAGE**



**ALASKA NEXT-GEN**

**SYNFUEL REFINERY (ANSyR)**

**WE HAVE THE DEMAND, WE HAVE THE EXPERTISE, WE HAVE THE INFRASTRUCTURE, AND WE HAVE THE RESOURCES.**

Documented Air Carrier demand from FedEx, UPS, Atlas, Alaska Air, Cathay Pacific, Kalitta Air, American Airlines, Delta Airlines, United Airlines, China Airlines

Alaska's natural resources—millions of acres of beetle-killed forests and over a million tons of fishery byproducts annually—offer powerful, underutilized feedstocks for Sustainable Aviation Fuel (SAF) production. By converting wildfire-prone timber and lipid-rich fish waste into low-carbon fuel, Alaska can transform environmental liabilities into climate solutions while advancing energy independence and waste reduction.

Home to Prudhoe Bay, the continent's largest oil field, Alaska has a legacy of safe, responsible energy development that funds education, infrastructure, and public services.



**ANC**  
New Taxiways & Hardstands

**STRATEGIC CONNECTIVITY UNLOCKING DIRECT ACCESS TO THE INTERIOR AND ARCTIC**

**ARCTIC MULTIMODAL LINK**

**INTERSTATE ACCESS TO PORTS, RAIL, AND ENERGY**

ALASKA PROPOSES INTERSTATE A5 - THE STATE'S FIRST NEW INTERSTATE SINCE 1976 - AS A MODERN ENERGY AND FREIGHT CORRIDOR CONNECTING ANCHORAGE NORTH AND UNLOCKING DIRECT ACCESS TO THE INTERIOR AND ARCTIC.

Aligned with the Point MacKenzie Rail Extension corridor THIS PROJECT CO-LOCATES ROAD AND RAIL INFRASTRUCTURE TO ESTABLISH A NATURAL MULTIMODAL ROUTE. A5 will connect the Pacific Ocean to the Arctic via a new 35-mile link that reduces transportation costs, enhances emergency redundancy, and opens up high-growth areas of the Mat-Su Valley for residential and commercial development. Designed for long-haul freight, energy delivery, and economic resilience, A5 positions Alaska for investment in 21st-century supply chains and national energy security.

CONNECTING PORTS TO PIPELINES AND RAIL TO RESOURCES THIS IS ALASKA'S LOGISTICS BACKBONE.

**NEW INTERSTATE LINK FOR ALASKA**

Designed with freight and logistics in mind, this corridor delivers transformative benefits to Alaska's commercial trucking industry—providing faster, safer, and more efficient access to the Interior and Northern regions of the state, including the oil fields of Prudhoe Bay. By reducing congestion on existing highways and streamlining direct access to the National Highway System, the project supports lower transportation costs and increased reliability for supply chains.

This corridor will strengthen Alaska's logistics backbone, unite key ports and rail systems, and serve as a direct land-based gateway to the Interior and the North—enhancing access to energy projects, mineral resources, and Arctic infrastructure while supporting statewide economic growth and security. It will open the generational opportunity across Southcentral and Interior Alaska.

**Multimodal Synergy: Connecting the Airport and Ports to the National Hwy System**  
This proposed interstate highway follows the Point MacKenzie Rail Extension corridor, enhancing Alaska's freight and logistics assets. Co-located with future rail capacity, it boosts multimodal flexibility and strengthens the state's supply chain.

**Economic Development and Land Access**  
The Mat-Su Valley, Alaska's fastest-growing population center, will benefit from a faster, safer route between home and work. The corridor opens new areas for residential development and affordable housing, supporting economic growth and quality of life.

**Investment-Ready Vision with Clear Alignment**  
Leveraging the Point MacKenzie Rail Extension corridor, this project streamlines permitting and accelerates delivery. Co-locating road and rail reduces environmental impact, aligning with state development goals and making the project an attainable vision for the future.

**SUSTAINABLE AVIATION FUEL**  
A Five-Phase Path to Production and Integration

|         |             |  |
|---------|-------------|--|
| PHASE 1 | 2025        | Feasibility                                      |
| PHASE 2 | 2025 / 2026 | Preliminary Design & Environmental Documentation |
| PHASE 3 | 2026 / 2027 | Front End Engineering Design                     |
| PHASE 4 | 2026 - 2028 | SAF Blending/Imports                             |
| PHASE 5 | 2027 - 2030 | Final Permitting & Construction                  |

**FEEDSTOCK SUPPLY**

46 M dry tons woody biomass within 1 mile; 571 k tons/yr growth ensures scalable operations.

**PRODUCTION VOLUME**

230 MGY total synfuel (150 MGY SAF); modular HEFA adds 13 MGY early cash flow.

**CAPEX & OPEX**

Total CapEx \$2.78 B; net SAF production cost \$5.22-\$6.47/gal pre-incentive; 45Q & RFS cut net cost by ~\$2.00/gal.

**CARBON INTENSITY**

≤44 gCO<sub>2</sub>e/MJ (<20% of conventional Jet A), eligible for CORSIA & LCFS credits.

**INCENTIVES**

45Q (\$85/tCO<sub>2</sub>), SAF blender's credit (\$1.25-1.75/gal), RFS D5 obligations.

**INFRASTRUCTURE**

Rail-connected Port MacKenzie; direct pipeline to TSAIA; 1,200-ft dock; 3.4 M bbl storage.

All within the Knik Arm Region: two major ice-free deep water ports, primary rail and interstate connections, pipelines, major power transmission lines, Anchorage International Airport, and millions of acres of State land for development.



1210 N Kim Drive, Suite B, Meadow Lakes, Alaska 99623  
Phone: 907-232-2845 - Email: [president@mlccak.org](mailto:president@mlccak.org) - Website: [www.mlccak.org](http://www.mlccak.org)

February 14, 2026

MatSu Valley Planning team  
MVP

The following Project Nominations for MVP were adopted at a regularly scheduled public meeting of Meadow Lakes Community Council on February 11, 2026.

The membership would like to express strong support for two transportation infrastructure projects. Both are within the MPO boundaries and both have many benefits for the community. We have used the online Formal Project Nomination but are adding this letter to show Community Council Support.

**Project 1. Roundabout at Church/Seldon Intersection.**

Several years ago, Seldon road was extended to the West past the Church Road intersection. This extension creates a much-needed East/West alternate corridor to relieve traffic from the Parks highway. However, the current intersection is extremely dangerous with improperly marked lanes causing congestion and traffic hazards for both vehicles and those using other methods of transportation. When the bypass for Beverly Lakes portion is completed, the traffic will increase as the route will serve even more residents. A well-designed roundabout at this location will serve for decades and be key to improving all six “key issues to consider #2” in the Nomination presentation packet.

**Project 2. Separated grade or other intersection solution for Parks/ Palmer Wasilla intersection.**

This intersection has needed improvement for decades as the extensive retail development in the area conflicts with the need to move traffic along on the two intersecting highways. Anyone who has driven through the area during peak hours knows the congestion and safety problems. The entire Matanuska Valley continues to gain population and the traffic gets worse every year. A complete redesign of this intersection is needed more than ever and the problem will become untenable if nothing is done.

Our membership supports these two projects and is asking for support from the MVP team

The Meadow Lakes Community Council membership voted unanimously in support for this letter.

Sincerely,  
Stephen Edwards, Meadow Lakes Community Council President  
[Sledwards4959@gmail.com](mailto:Sledwards4959@gmail.com), 907-521 0178

# How is MVP funded?



**MATSU VALLEY**  
PLANNING *for*  
TRANSPORTATION

MatSu Valley Planning *for* Transportation (MVP) is the Mat-Su Valley's Metropolitan Planning Organization (MPO). An MPO is a federally required, federally funded transportation planning and policy-making organization. MVP was established when the core area of the Mat-Su reached the population threshold for designation as an urbanized area (i.e., greater than 50,000).

MVP receives an annual allocation of planning and capital funds from the Federal Highway Administration (FHWA) and the Federal Transit Authority (FTA) via Alaska DOT&PF. MVP was also granted \$1 million from the Alaska Legislature to support organizational startup and operations.

## 2023

The first year that MVP began receiving federal funds

## \$16.5 million

MVP's FY26 allocation of STBG, CRP, and TAP funds (includes carry forward)

## \$10 million

Approximately how much MVP anticipates receiving in federal planning and capital funds annually beginning in FY27.

## From Congress to the Mat-Su: The Flow of Federal Transportation Funds



### Congress

Congress passes transportation bills, setting funding levels and policies. Funds come from the Highway Trust Fund, which includes gas taxes and transportation fees, and the General Fund.



### Alaska DOT&PF

State DOTs receive funds, typically based on federal apportionment tables.



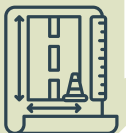
### MPOs

Funds are suballocated to Alaska's three MPOs - i.e., Anchorage's AMATS, Fairbanks's FAST Planning, and MVP.



### MVP

Our **MTP** prioritizes where federal funds should be spent over the next 20-25 years. Our **TIP** programs four-years of federal funds for specific projects. The MTP and TIP require MVP Policy Board approval.



### Project Implementation

Once programmed, funds may be used by state and local governments to implement projects that meet regional needs. Projects must be in the MTP and TIP.

# How is MVP funded?



**MATSU VALLEY**  
PLANNING *for*  
TRANSPORTATION

## Federal Fund Sources

Most of MVP's funds come from formula programs that distribute funds based on population and transportation system needs. MVP is also eligible to seek funds under various federal competitive grant programs. MVP's core funding programs include:



### Metropolitan Planning Funds (PL/5303)

These formula funds support MVP's planning activities. They fund transportation studies, staff, and long-range planning efforts.

**MVP FY26  
Allocation\***

**\$565,000**



### Surface Transportation Block Grants (STBG)

Projects that preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals.

**\$12,850,000**



### Carbon Reduction Program (CRP)

Projects designed to reduce transportation emissions, defined as carbon dioxide (CO2) emissions from on-road highway sources.

**\$2,750,000**



### Transportation Alternatives Program (TAP)

Projects focused on improving ground transportation: pedestrian and bicycle facilities, converting abandoned railroad corridors to trails, safe routes to school, environmental mitigation, historic preservation, vulnerable road user safety assessments, and vegetation management.

**\$936,000**

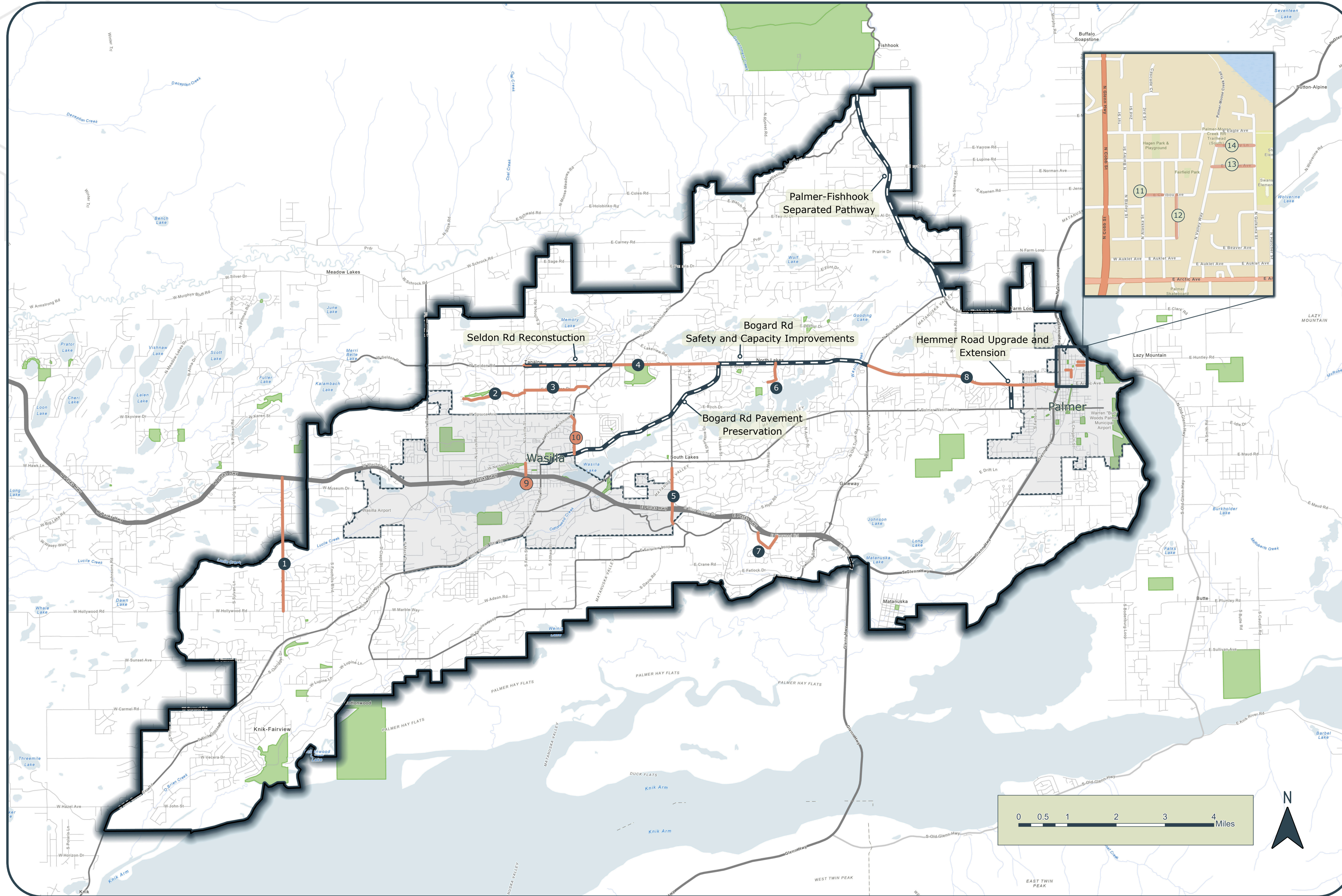
\*Includes carry-forward from FY24/FY25. Numbers rounded.

## Match Requirements

Most federal funds require a local/non-federal match. For MVP, facility owners will provide a **9.03%** match for capital projects programmed in the TIP. Additionally, in support of our operations and planning responsibilities, MVP receives annual dues from the jurisdictions represented by MVP's Policy Board to match our planning (PL) funds (i.e., the State of Alaska, Mat-Su Borough, City of Palmer, City of Wasilla, Knik Tribe, and Chickaloon Village Native Tribe).

## Where have MVP funds been spent so far?

Typically, MPOs program funds through TIP. However, as MVP is still working on developing our inaugural MTP and TIP, we adopted an **Interim Program of Projects (PoP)** in July 2024 (updated in 2025) to enable interim use of federal funds. The PoP includes several projects from the State Transportation Improvement Program (STIP) (e.g., Seldon Road Reconstruction from Wasilla-Fishhook to Lucille Street), as well as funding for the MVP Improvement Program to perform gravel or asphalt preservation activities on roads, sidewalks, and pathways. Construction on the latter is expected to begin summer 2026.



## Capital Projects



### Seldon Rd Reconstruction

This project will upgrade Seldon Road, between Wasilla-Fishhook and Lucille Street, to an arterial highway with a separate pathway to address geometry, safety and capacity issues.



### Palmer-Fishhook Separated Pathway

This project will construct a pedestrian/bike pathway along Palmer-Fishhook Road from Trunk Road to Edgerton Parks Road.



### Bogard Rd Safety and Capacity Improvements

This project will upgrade Bogard Road between Trunk Road and Grumman Circle to an arterial highway standard to address safety and capacity issues. The project will construct a pathway and will provide safety and capacity improvements which may include: roundabouts, raised median, widened shoulders, turn lanes, addressing access management issues, improving intersections, as necessary, providing an improved clear zone, drainage, and signage.



### Hemmer Road Upgrade and Extension

This project will extend and upgrade approximately 0.50 miles of Hemmer Road from the Palmer-Wasilla Highway to Bogard Road consisting of two travel lanes and a center turn lane. Improvements include a traffic signal at the Bogard Road intersection, shoulders, pedestrian and bicycle infrastructure, drainage and safety items.



### Bogard Rd Pavement Preservation

This project will preserve the pavement on Bogard Road between Trunk Road and Wasilla-Fishhook Road. The proposed project will reclaim the existing pavement structure in place, overlay with new pavement, and apply pavement markings to the roadway.

## Planning Projects



### Pavement Management Plan

The plan would include automated collection of pavement condition (smoothness, rutting, and cracking) on roads within the Metropolitan Planning Area (MPA) using Road Surface Profiling equipment consisting of distance measuring instruments, accelerometers and a Laser Crack Measurement System to provide high definition 3D profiles and 2D images of the road surface.



### Sign Management Plan

The plan will devise and implement a system to assess all traffic signs within the MPA on a regular basis and ensure they are maintained and replaced as needed to improve visibility and increase road safety. The sign assessment will be used to track sign data and to maintain a minimum retroreflectivity level of all signs to increase their visibility at night.



### Streetlight & Intersection Management Plan

The plan includes an inventory of all the streetlights within the MPA and development of a plan for converting the lights to LED. Intersections will be examined to determine any additional lighting system work as required for electrical code compliance and proper operation of the LED fixtures as well as additional repair and replacement work.

### Legend

- Capital Projects
- MVP Improvement Program Projects



### FFY25-27 MVP Improvement Program

#### Mat-Su Borough

- 1 Vine Road Striping
- 2 Gail Drive Mill & Pave
- 3 Mulchatna Drive Mill & Pave
- 4 Seldon Road Striping
- 5 Seward Meridian Parkway Striping
- 6 Earl Drive and Eek Street Mill & Pave
- 7 Gershmel Loop Mill & Pave
- 8 Bogard Road Striping

#### City of Wasilla

- 9 N. Lucille Street Mill & Pave
- 10 N. Peck Street

#### City of Palmer

- 11 Caribou Ave
- 12 N. Chugach Street
- 13 E. Dolphin Ave
- 14 E. Gold Key Lane



**MATSU VALLEY**  
PLANNING *for*  
TRANSPORTATION



# Public Transit Workshop Follow-up Survey Report

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March, 2026



Prepared by  
**Honu Planning**

## Overview

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Mat-Su Valley Planning for Transportation (MVP) is working to better understand local transportation needs and identify realistic solutions for the Mat-Su Borough. Following the transit workshop, a community survey was sent out to gather additional feedback and hear from a broader group of residents, service providers, and stakeholders.

This summary highlights the key themes and priorities that came out of that follow-up survey. It reflects real, on-the-ground challenges and focuses on practical improvements that can make a difference in the near term.

### Follow-up Survey Questions:

- **TELL US YOUR TRANSIT STORY...** What's one story from your community that we should take with us today
- **How can MVP better serve your needs?** Where do we need to listen more deeply before making our next move?
- **When community members say, "You really heard us,"** what will we have done differently to support public transit users?
- **When our public transit providers say, "You really heard us,"** what will we have done differently to support them?

### Results Summary:

Transportation in the Mat-Su is a significant challenge for people without a reliable vehicle, affecting their ability to get to work, access healthcare, and meet everyday needs.

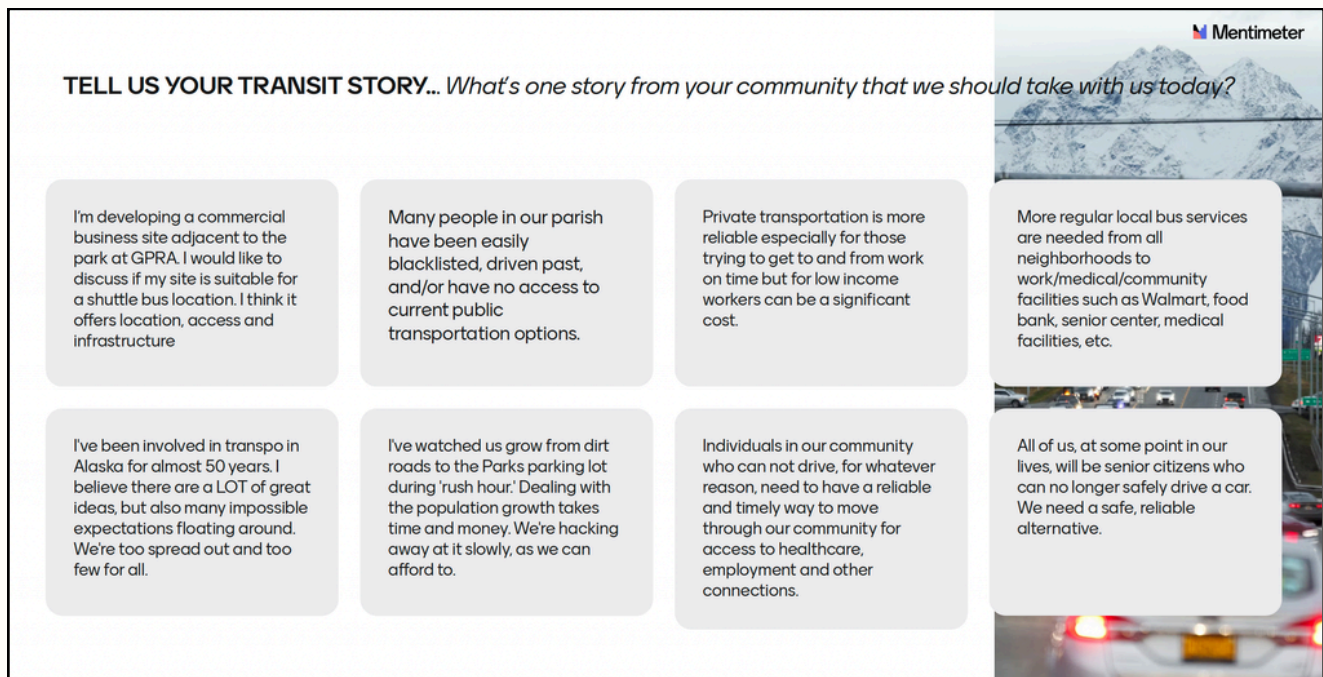
### Key takeaways:

- Transportation gaps are a major barrier in the Mat-Su, especially for people without a reliable vehicle.
- Seniors, people with disabilities, and low-income residents are most impacted and have the fewest options.
- Getting to jobs, healthcare, and basic services is often unreliable or difficult, leading to missed opportunities.
- The Mat-Su's size and rural layout mean a flexible mix of transit options is needed—not a one-size-fits-all system.
- The community wants faster, visible improvements and a shift from planning to real action.



# Survey Question Results

## Question 1: Tell Us Your Transit Story... What's one story from your community that we should take with us today



**The responses show a consistent message: transportation challenges in the Mat-Su Valley are directly affecting people's ability to live, work, and access basic services.**

- **Vulnerable populations are most impacted.** For these groups, lack of transportation can mean isolation and missed opportunities for care, work, and support services.
- **Health and stability are affected.** One of the strongest themes is that transportation is tied directly to health outcomes and personal stability. For example, a story described a person unable to continue medical treatment due to a lack of transportation, leading to worsening health.
- **Community-wide need for better service,** including more regular and reliable local bus service, better connections between neighborhoods and key destinations, and a system that supports both current needs and future growth
- **Recognition of local constraints—but strong need for improvement.** Participants acknowledged that the Mat-Su Valley is large, spread out, and growing slowly, making transit development here challenging. However, they still emphasized that incremental improvements are needed now, especially for those most impacted.



## Question 2: How can MVP better serve your needs? Where do we need to listen more deeply before making our next move?

The screenshot shows a Mentimeter poll interface. The question is: "How can MVP better serve your needs? Where do we need to listen more deeply before making our next move?". There are four response boxes visible:

- Response 1:** "I would like to be included in the process as the work progresses. Thank you."
- Response 2:** "Any improvement to the current transportation system need to be implemented soon. It is a problem that has been going on for a long time and it seems to have the biggest impact on the vulnerable."
- Response 3:** "You need to speak with individuals leaving corrections without a driver's license or even a vehicle. They want to make changes to improve their situation, but can't because they can't get to work."
- Response 4:** "You seem to be on the right track to provide public transit in the Matanuska Valley"

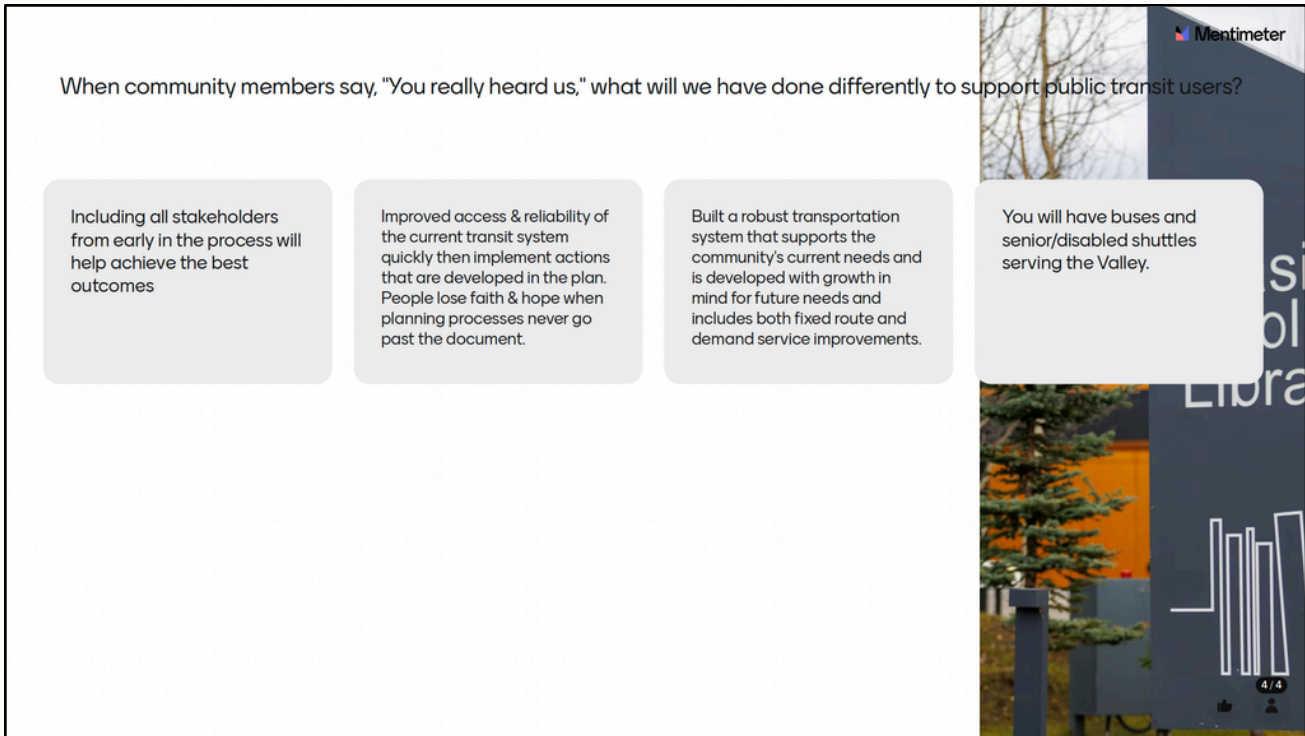
The background of the poll shows a scenic view of a valley with mountains and trees. The Mentimeter logo is in the top right corner, and a "4/4" indicator is in the bottom right corner.

**Responses to this question focused on one core message: people want to be included, consistently heard, and to see faster action that improves real-life transportation access—especially for the most vulnerable.**

- **Prioritize people most affected**, including seniors, people with disabilities, low-income residents, and people without a driver's license or vehicle (including those reentering the community).
- **Keep the public involved throughout the planning process**, and include them in decision-making and consultation.
- **Move from planning to action faster.** Participants noted that transportation issues have long existed, planning has gone on for years, and there is a strong need for visible improvements.
- **Improve access and reliability now.** Participants asked for more reliable service, faster implementation of improvements, and immediate steps to address current gaps in access to jobs, healthcare, and services.



### Question 3: When community members say, "You really heard us," what will we have done differently to support public transit users



When community members say, "You really heard us," what will we have done differently to support public transit users?

Including all stakeholders from early in the process will help achieve the best outcomes

Improved access & reliability of the current transit system quickly then implement actions that are developed in the plan. People lose faith & hope when planning processes never go past the document.

Built a robust transportation system that supports the community's current needs and is developed with growth in mind for future needs and includes both fixed route and demand service improvements.

You will have buses and senior/disabled shuttles serving the Valley.

Mentimeter

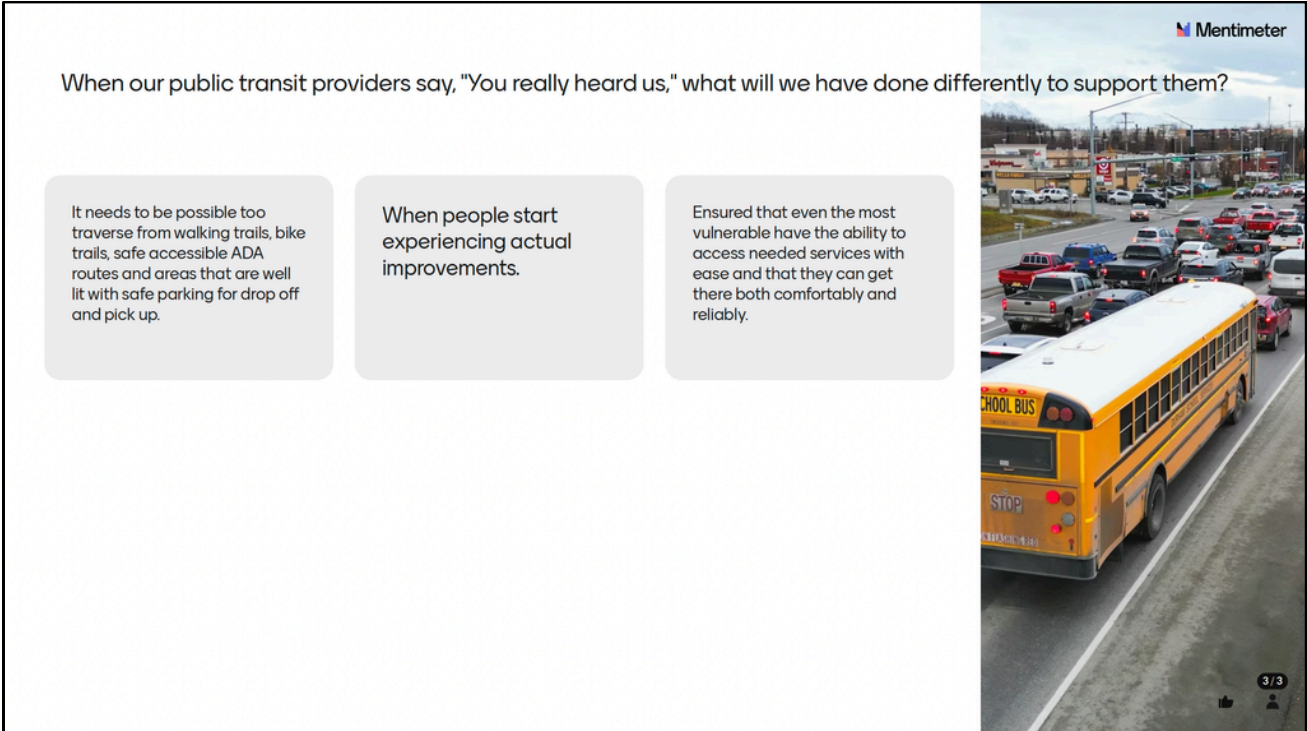
4/4

#### What would be different if people felt truly heard about public transit:

- Early and meaningful involvement of all stakeholders throughout the planning process to ensure better outcomes and trust
- Better follow-through so planning efforts don't stop at reports, but lead to real changes in service
- Faster, visible improvements to current transit—not just plans on paper, but real action people can see and use
- A mix of fixed bus routes and on-demand transportation options to improve flexibility and access
- A stronger, more complete transit system that meets today's needs but also plans ahead for future growth
- More reliable bus service, including better options for seniors and people who are disabled in the Valley



## Question 4: When our public transit providers say, "You really heard us," what will we have done differently to support them?



When our public transit providers say, "You really heard us," what will we have done differently to support them?

- It needs to be possible too traverse from walking trails, bike trails, safe accessible ADA routes and areas that are well lit with safe parking for drop off and pick up.
- When people start experiencing actual improvements.
- Ensured that even the most vulnerable have the ability to access needed services with ease and that they can get there both comfortably and reliably.

The screenshot also shows a background image of a yellow school bus in traffic, a Mentimeter logo in the top right, and a '3/3' indicator in the bottom right.

### What would be different if public transit providers felt truly heard:

- Transportation would be easier to use across walking paths, bike trails, ADA-accessible routes, and well-lit, safe areas for pick-up and drop-off
- People would start seeing real, tangible improvements in the system—not just plans or ideas
- Even the most vulnerable users would be able to access services easily, comfortably, and reliably
- Overall access would feel safer, more connected, and more practical for everyday travel across different transportation modes





**MATSU VALLEY**  
PLANNING *for*  
TRANSPORTATION



# Public Transit Workshop Summary Report

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## **Public Workshop #1 (In-person)**

March 12, 2026

Wasilla Senior Center

5:30-7:00 pm

## **Public Workshop #2 (Virtual)**

Tuesday, March 24, 2026

12:00 pm-1:30 pm

Zoom Meeting



Prepared by

**Honu Planning**

# Executive Summary

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In March 2026, Mat-Su Valley Planning for Transportation (MVP) hosted two public transit workshops to introduce the role of Metropolitan Planning Organizations (MPOs), gather input from residents, and inform the upcoming MVP Transit Plan to address community transit needs.

Residents emphasized the need for reliable, accessible, and affordable transit across the Mat-Su Borough—from Palmer and Wasilla to surrounding towns and rural areas. Many shared challenges reaching essential destinations like jobs, schools, medical services, and courts, especially for seniors, people with disabilities, and residents without cars.



## Key themes included:

- **Reliability and accessibility:** Residents need easily accessible transit options they can count on, including fixed routes and on-demand shuttles.
- **Flexible service for a large, low-density borough:** Demand-response and hybrid systems, such as the utilization of existing school bus networks, are essential to serve rural areas.
- **Infrastructure and safety:** Sidewalks, crossings, shelters, park-and-ride facilities, and winter maintenance are critical.
- **Planning for growth and economic mobility:** With the Mat-Su population growing faster than locally based jobs, transit investments are essential to maintain quality of life and support development along key corridors.
- **Collaboration and investment:** Coordinated action with agencies, businesses, and community groups, plus grants or tax incentives, will support long-term success.

Overall, participants emphasized that transit is more than a service—it’s vital for mobility, economic growth, and community well-being.



# Workshop Overview

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## Event Details

An in-person workshop was held on March 12, 2026, at the Wasilla Senior Center. A virtual workshop was held on March 24, 2026, via Zoom to provide an additional opportunity to participate. More than 50 Mat-Su Borough residents participated, including members of the public and representatives from local transit and transportation agencies, health organizations, advocacy groups, and local policymakers.

## Purpose

The workshop aimed to:

- Provide an overview of MPO and transit provider coordination
- Share recent survey findings
- Gather input on transit needs and priorities to help shape the planning approach for the upcoming MVP Transit Plan

## Format

The workshop included a presentation, interactive polling, a mapping exercise, questionnaires, and a facilitated group discussion.



# Agenda

01. Who is Mat-Su Valley Planning for Transportation (MVP)?
02. Metropolitan Planning Organizations & Transit Providers
03. MACS & FAST (Local Alaska Example Showing How MPOs and Transit Providers Can Work Together)
04. What People are Saying About Transit in the Mat-Su
05. Interactive Questions - Visioning Exercise
06. Food Break - Interactive Mapping Poster and Questionnaire
07. Group Discussion (Community Needs and Future Growth)
08. Next Steps



# Presentation Materials

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## About MVP

MVP shared this information to help attendees understand its role in shaping the region’s transportation system. As the federally designated Metropolitan Planning Organization (MPO) for the Mat-Su region, established in 2024, MVP leads regional transportation planning, including development of the Metropolitan Transportation Plan (MTP) and Transportation Improvement Program (TIP).

The MVP planning area covers both current and future urbanized areas and is designed to support coordinated, long-term investment in transportation infrastructure.

## MPO & Transit Provider Coordination

This portion of the presentation explained how the Metropolitan Planning Organization (MVP) and transit providers work together to plan, fund, and deliver transit service. MVP develops regional plans, including the Metropolitan Transportation Plan (MTP), and programs funding through the Transportation Improvement Program (TIP), while transit providers operate bus service, maintain vehicles and facilities, and provide paratransit service.

Transit providers participate in MPO planning to ensure their needs are reflected in regional priorities. MVP then includes transit projects in the MTP and TIP, programs federal funding, and supports planning through data and technical resources. Key funding sources include FTA Sections 5307 (operations and capital), 5339 (buses and facilities), and 5310 (services for seniors and individuals with disabilities). Once included in the TIP, these funds can be used to operate service and improve transit infrastructure.

Overall, this coordination helps align transit with regional investments and supports a more connected and efficient transportation system.



**MPO plans and funds regional transportation investments**

**Transit Provider operates and delivers transit service**



## Coordinating Transit in Fairbanks: A Local Example

This presentation was included as an educational component to give participants a real-world Alaska example of how a Metropolitan Planning Organization (MPO) and a transit provider can work together to plan, fund, and deliver transit service, and to help inform future transit planning in the Mat-Su region.

The presentation highlighted how regional planning and transit operations work together in Fairbanks. FAST Planning, the area’s MPO, leads transportation planning and helps secure federal funding, while MACS Transit, operated by the Fairbanks North Star Borough, provides bus and paratransit service.

Together, these agencies coordinate planning, funding, and implementation. FAST Planning develops regional plans and programs funding, and MACS Transit uses those resources to operate services and maintain the system.

The presentation emphasized that strong partnerships are essential, including coordination beyond transit agencies to improve access—such as sidewalks, crossings, and winter maintenance.

Recent planning efforts identified priorities such as improving bus stop accessibility, strengthening connections to transit, increasing service frequency, and expanding options for rural residents and people with limited mobility, with a focus on serving seniors, people with disabilities, and those without access to a vehicle.

Overall, the Fairbanks example demonstrates that close coordination between planning agencies and transit providers can create a more connected, accessible, and efficient transportation system. Key takeaways for the Mat-Su region include the importance of communication, shared data, and coordinated investments to support transit access.



### Benefits of Coordinated Planning

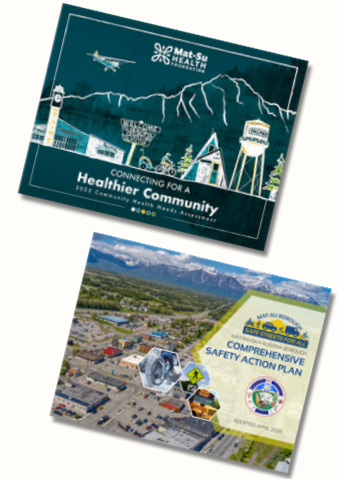
- Align with regional transportation investments
- Help secure federal funding
- Improve connections between transit and other modes
- Support equitable access to jobs, healthcare, and education
- Build a more resilient and efficient transportation system



## Existing Conditions & Community Input

Recent survey findings presented during the workshop highlight that safe, reliable, and affordable transportation is a top priority in the Mat-Su Borough.

Data from the 2025 Connecting for a Healthier Community: Community Health Needs Assessment (1,700 participants) and the Mat-Su Borough Comprehensive Safety Action Plan (912 participants) show that transportation remains a significant barrier—particularly for older adults, veterans, and those without access to a vehicle—limiting access to jobs, healthcare, and daily activities.



Key findings include high transportation costs, limited transit options and routes, long commute times, gaps in transit facilities, and a lack of safe walking and biking infrastructure. Seasonal challenges, especially inadequate winter maintenance and unsafe road conditions, were also identified as major concerns. The findings further note that infrastructure is not keeping pace with population growth and development.

The presentation highlighted a strong community desire to expand transit services, improve transit facilities, invest in safer walking and biking connections, and prioritize year-round maintenance and overall system connectivity.

## Community Vision & Feedback

### Visioning Results

Participants' input reinforced key findings from recent surveys, highlighting that accessibility, reliability, safety, and affordability are top community priorities for transit.

### Priority Investments

Participants emphasized transit improvements that enhance service and access, including:

- ADA-accessible and affordable buses
- Expanded fixed-route and commuter services
- On-demand and demand-response options for seniors and people with disabilities
- Transit facilities and amenities, such as heated, secure transit centers and shelters
- Longer-term options like light rail and improved multimodal connections

### Key Takeaways

Feedback shows strong support for investments that improve operations and reliability, expand access, and ensure safe, equitable transit infrastructure for all users.

Operations were viewed as the highest priority, followed by infrastructure and technology improvements.

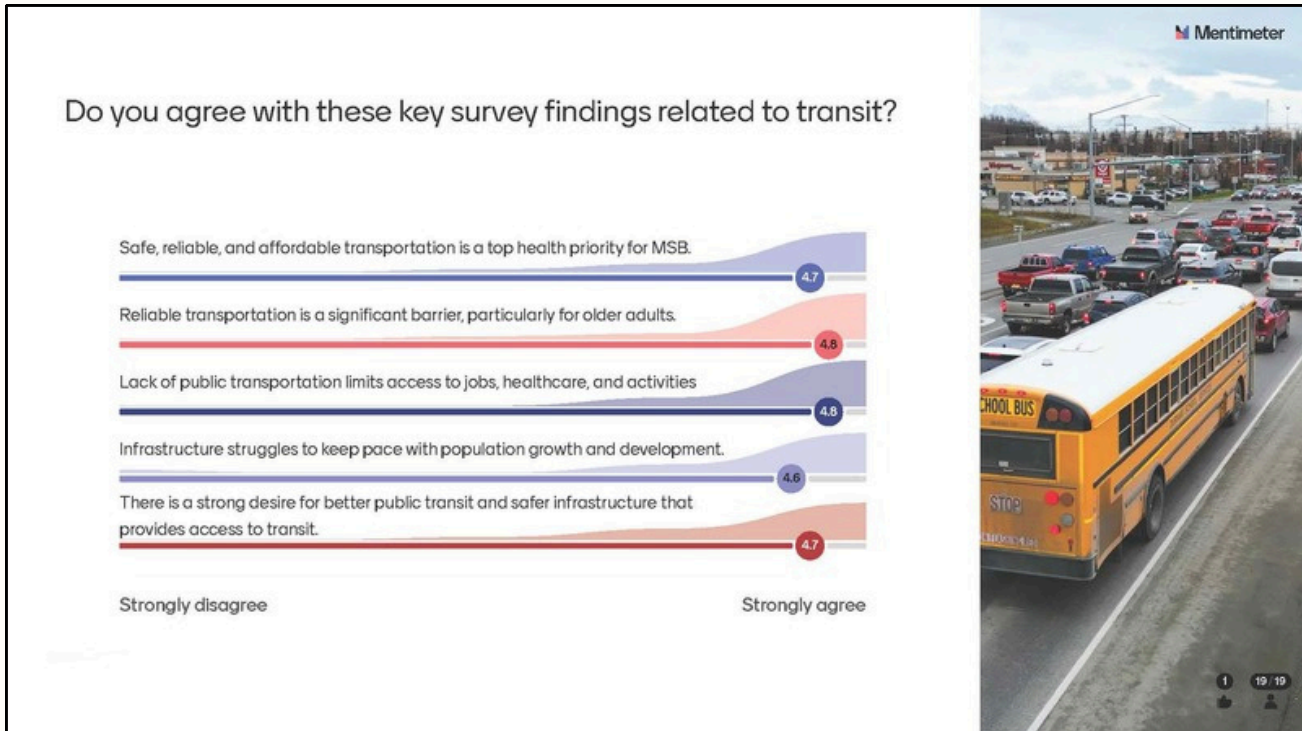


## Interactive Mentimeter Slide Results

Below are the results from the Mentimeter interactive portion of the public transit workshop.

### Transit Survey Key Findings

This slide from the virtual workshop demonstrates **strong agreement with survey findings**.



Participants strongly agreed with the key transit issues identified in earlier surveys, with average ratings of 4.6-4.8 out of 5. This shows a clear and consistent understanding of transportation challenges across the Mat-Su Borough.

Overall, participants agreed that:

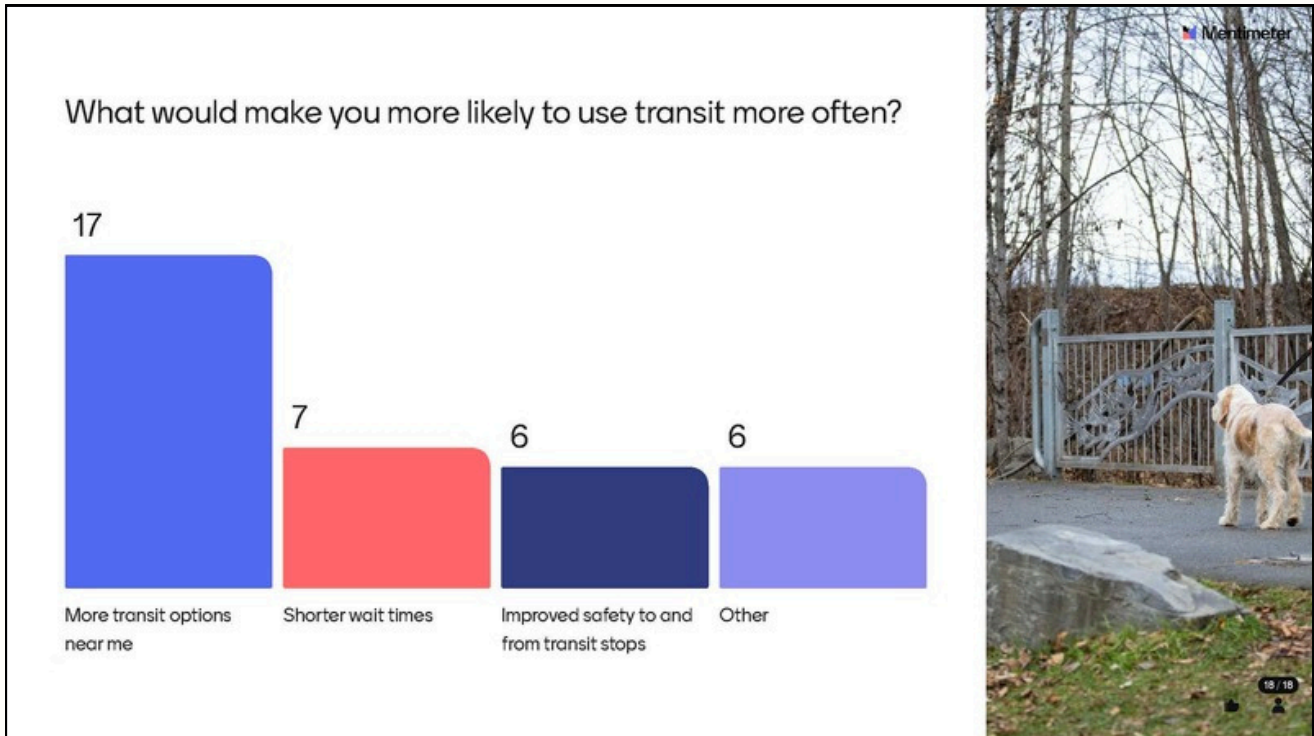
- Safe, reliable, and affordable transportation is a top priority in the Mat-Su Borough
- Transportation can be a real barrier, especially for older adults and people living outside of core urban areas
- Limited transit options make it harder to get to jobs, healthcare, and daily needs
- Roads and infrastructure are not keeping up with the Borough's rapid growth

These results reflect the realities of living in a large, spread-out region where most people rely on driving.



### Factors affecting the likelihood of using transit more often:

This slide from the virtual workshop indicates that **more transit options are the number one factor in encouraging them to use transit more often.**



Participants were asked to select options from the chart below to indicate which factors would make them more likely to use transit in the Mat-Su Borough. The most common responses were:

1. More transit options closer to where people live
2. Shorter wait times and more reliable service
3. Safer access to transit stops, especially in winter conditions

Many participants also emphasized the importance of having consistent routes, predictable schedules, and clear communication about services. There was a strong interest in better connections between communities and access to key destinations such as jobs, healthcare, and schools.



### Factors affecting the likelihood of using transit more often (other):

When asked about **additional factors that would encourage transit use**, workshop attendees highlighted the importance of **reliable service**, including **fixed routes** with set schedules and **better communication** with riders.



Participants also suggested a small-scale shuttle connecting neighborhoods and businesses along key routes, with safe shelters, expanded demand-response options, and access to medical providers. Other ideas included a shuttle linking the main Mat-Su hubs and parks, using a “hybrid” school-bus infrastructure for community transit during non-school hours, establishing a fixed-route or shuttle hub system, and providing reliable, cost-effective service with extended demand-response hours.

### Prioritizing transit infrastructure funding:

When asked **what single investment they would prioritize**, participants most often identified:

- Expanding demand-response service, especially for rural areas, seniors, and people with disabilities
- Adding fixed-route or hybrid service in more populated areas like Wasilla, Palmer, and along major corridors
- Improving transit facilities, including shelters, park-and-ride lots, and safe places to wait

Participants also mentioned the need for affordable options, better awareness of existing services, and a more coordinated system across the Borough.



Mentimeter

If you could fund just one transit infrastructure improvement, what would it be and why?

|                             |   |  |  |
|-----------------------------|---|--|--|
| Demand response operations. | More demand response, improvements to passenger shelters and park and rides     | Borough wide demand response                           | More demand response vehicle and operator opportunities  |
| More demand response        | Routine bus routes throughout the borough, similar to Anchorage's people mover. | Additional vehicles to eliminate capacity constraints. | Heated shelters at the park and ride bus stops. This allows more flexibility for people to be dropped off at the park and ride and reduces parking lot idling. |

15 / 15

Mentimeter

If you could fund just one transit infrastructure improvement, what would it be and why?

|  |   |   |   |
|--|---|---|---|
| More cohesive transit options for the community that is reliable | Awareness and education   | Signage and education   | Expanded funding for paratransit to assist those on fix/ limited incomes. |
| Demand Redponse is most important                                | I would fund the network of shelters so that the spots would be safe and identified. With safety and connectivity addressed upfront, users will be attracted in better numbers. | A few fixed routes throughout the valley in the am and pm between Palmer, Wasilla, kgb an fishhook. | Senior/disability transit options, especially for medical appointments    |

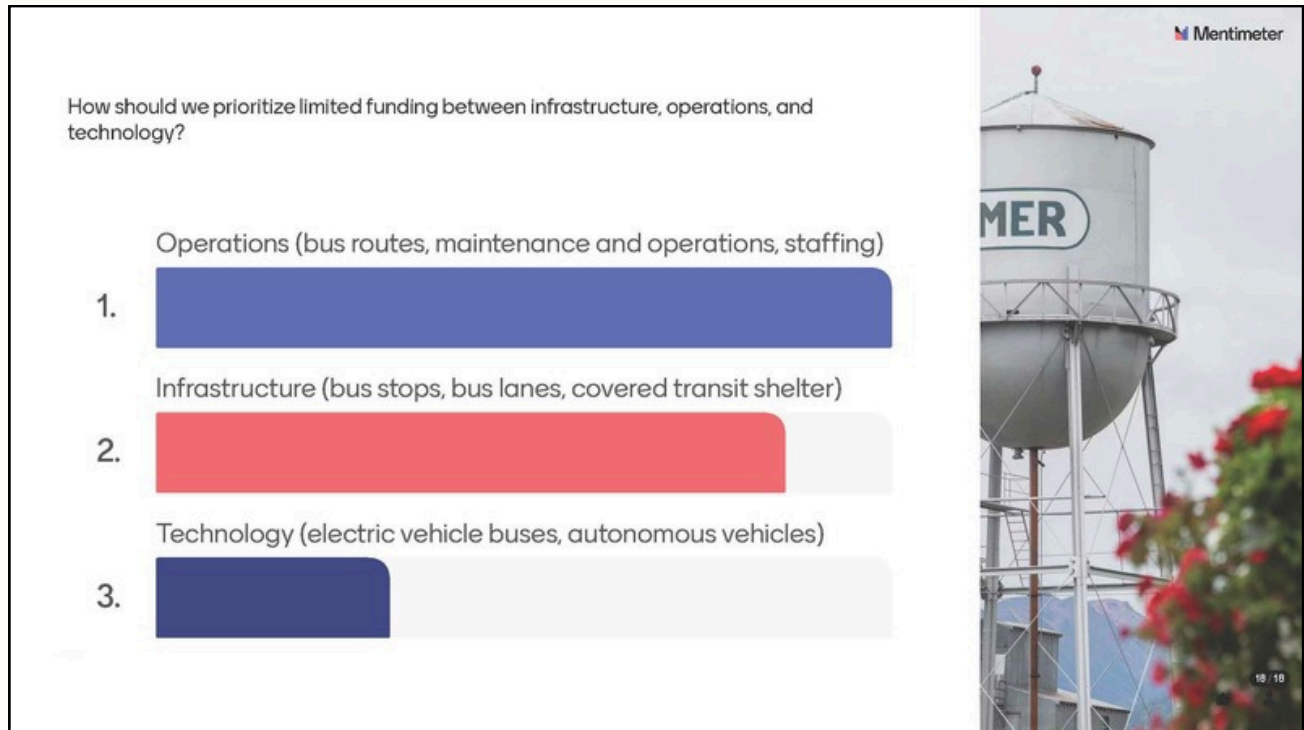
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## Prioritizing transit investments

Responses indicate that participants view **transit operations as the top priority for investment**, followed by **infrastructure improvements**, with technology enhancements considered a secondary focus.



## Group Discussion Summary

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### Community Needs for Transit Improvements

Workshop attendees highlighted that many residents—especially those with lower incomes or limited mobility—face challenges accessing essential services. Many people do not have reliable access to a car, making it difficult to reach places such as courthouses, food banks, medical services, job centers, and schools. Individuals without a driver’s license, seniors, disabled residents, and people in recovery or reentering society were specifically noted as populations who face significant transportation barriers. One attendee emphasized that one-third of Alaskans are non-drivers, including kids, seniors, and people with visual, mental, or physical impairments.

There was **strong support for better and more flexible transit options**. Suggestions included:

- **Fixed routes** and **on-demand services** tailored to residents’ needs, including disabled veterans.
- **Shuttle buses paired with multi-use shelters, lights, and signage** to provide safe and accessible stops across the community.
- **Leveraging existing school bus routes or hubs** to serve families and students, especially those attending charter schools.

Attendees also emphasized the importance of **outreach** and **awareness**:

- **Ensuring seniors** and other community members **are aware of available services** through coordination with senior centers.
- **Engaging organizations** that serve unhoused populations, formally incarcerated individuals, and those in substance treatment programs.

Challenges noted include unreliable buses in bad weather (including high winds), limited profitability for transit services, and concerns over vehicle-related property crime. Despite these barriers, attendees stressed that all modes of transit are essential community services, and reliable, flexible transportation is critical for accessing work, supporting families, and maintaining independence.

Overall, there was consensus that improving transit in the **Mat-Su Borough requires a community-focused approach**, ensuring equitable access to all residents—including those not typically represented in planning discussions—and combining reliability, flexibility, and awareness.



## Group Discussion Summary continued...

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### Future Population Growth and Economic Development

Workshop attendees emphasized the importance of planning ahead for future growth in the Mat-Su Borough, including preserving right-of-way corridors and identifying opportunities along key corridors like the Palmer-Wasilla Highway to expand transit access and support new development. There was interest in exploring larger investments, such as light rail, as a way to drive long-term economic growth and strengthen the community's transportation network.

Attendees highlighted that **expanding transit services can directly support economic development** by:

- **Improving access** to jobs and services, especially for residents without cars, seniors, and those with disabilities.
- **Enabling** concentrated **residential and job development**, which makes fixed-route transit more efficient and viable.
- **Supporting businesses**—like those already leveraging transit for customers and employees—to thrive and expand.
- **Promoting economic mobility**, helping residents reach employment opportunities and maintain health and quality of life as the borough grows.

**Coordination among a wide range of organizations**—including transportation agencies, health providers, government, and business development groups—was emphasized as critical to meet growing demand. Local commitment and funding strategies, such as identifying grants, match opportunities, or transportation-related tax credits, were identified as essential for long-term success.

**Land use and infrastructure planning** were also key themes. Attendees suggested:

- Updating zoning and incorporating **transit-oriented development** principles.
- **Planning a long-term vision** (20+ years) to protect key corridors and support future population growth.
- Adding **transit centers, heated bus shelters, park-and-ride facilities**, and better intermodal connections to improve usability.

Overall, workshop attendees noted that **investing in transit** is not just a service improvement—it's **an economic development strategy** that strengthens mobility, creates connected and walkable communities, and supports the long-term health and prosperity of the Mat-Su Borough.





## Key Themes and Findings

Several clear themes came out of the workshop:

- **Reliability and accessibility matter most:** People need transit they can easily access and count on, especially for longer trips and commuting
- **The Borough's size creates challenges:** Low-density development makes it harder to provide traditional transit everywhere
- **Flexible service is important:** Demand-response and hybrid systems are key for serving rural and outlying areas
- **Infrastructure needs improvement:** Safe access to transit—especially in winter—is a major concern
- **Service comes before technology:** Participants want better service first, before investing in new technologies
- **Planning for growth is critical:** Transit should be part of how the Mat-Su plans for future development

Overall, participants supported a **practical, flexible approach to transit** that reflects how people actually live and travel in the Mat-Su Borough.



## Next Steps: How will MVP use this workshop feedback?

MVP will use the key findings from this workshop to inform the development of the MVP Transit Plan. Workshop feedback will help identify priorities, challenges, and opportunities to improve transit, including expanding reliable, accessible service, enhancing infrastructure, and addressing the needs of vulnerable populations.

This information will guide strategic planning and coordination with local transit providers as work on the MVP Transit Plan begins in Summer/Fall 2026.

