



MatSu Valley Planning for Transportation

MEMBERS

Adeyemi Alimi, ADEC
Alex Strawn, MSB (**Chair**)
Ben White, Alaska DOT&PF
Bob Charles Jr., Knik Tribe
Brian Winnestaffer, Chickaloon Native Village
Chris Bentz, Alaska DOT&PF
Crystal Smith, MSBSD
Dan Tucker, RSA Representative
Erich Schaal, City of Wasilla (**Vice Chair**)
LaMarr Anderson, Public Transit Advocate (*Interim*)
Jude Bilafer, City of Palmer
Kate Dueber, ARRC
Lawrence Smith, Trucking Industry Advocate
Jesse Peterson, MSB TAB
Jade Tabony, Non-Motorized Advocate
Tom Adams, MSB

Microsoft Teams Meeting

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Agenda

Technical Committee

Tuesday, May 12, 2026

2:00 – 4:00 pm

Meeting Location

Assembly Chamber (back-half) - Matanuska-Susitna Borough DSJ Building
350 East Dahlia Ave, Palmer, AK

1. Call to Order and Roll Call
 - a. Welcome Caroline Miller
2. Consent Agenda (**Action Item**)
 - a. Approval of the May 12, 2026, Agenda
 - b. Approval of the April 14, 2026, Minutes
3. Staff Report
 - a. Staff Report and Schedule of Monthly Tasks
 - Notice of moving June and September meeting dates
 - a. June 16th, 2026
 - b. September 15th, 2026
 - b. DOT Project Development Process Presentation Chris Bentz, Mat-Su District Chief, DOT&PF
4. Policy Board Action Items from April 22nd
 - a. None
5. Voices of the Visitors (Non-Action Items)
6. **Action Items**
 - a. Recommendation that the Policy Board approve the MVP FFY27-FFY28 Unified Planning Work Program (UPWP) to be released for a 30-day public comment period



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7. Old Business
 - a. MTP Update
 - Revenue Assumptions and Data Gathering
 - Cost estimate update from Alaska DOT&PF
 - b. FFY26-29 STIP update - Adam Bradway, Alaska DOT&PF
 - c. Present MVP Complete Streets Policy (Kim)
 - Comments due by 6/15/2026
8. New Business
 - a. Improvement Program and Policy Update Presentation (Carrie)
 - Comments due by 6/15/2026
 - b. HSIP FFY27 Projects Update
9. Other Issues
 - a. Technical Committee at-large-seat vacancies
 - Transit Advocate
10. Informational Items
 - a. MVP Draft Mission, Vision, Values
 - b. DOT Tribal Consultation Policy Draft Public Comment Period (March 27 – May 11, 2026)
 - c. All MPO quarterly meeting June 22, 2026 - Fairbanks
 - d. Transit funding update
 - e. Pavement Asset Management Plan update
11. Technical Committee Comments
12. Adjournment

Next Scheduled MPO Technical Committee Meeting – Tuesday, June 15th, 2026 from 2:00-4:00 pm
to be held via Microsoft TEAMS and Matanuska-Susitna Borough DSJ Building.
Main Borough Building: [350 E. Dahlia Ave, Palmer, AK 99645](https://www.matsusuborough.org/350-E-Dahlia-Ave-Palmer-AK-99645)



MVP Technical Committee meeting May 12th, 2026

Action Item: Review and Recommend the Policy Board Release FFY27/FFY28 Unified Planning Work Program (UPWP) for a 30-day public comment period.

Recommended Motion: *Motion to recommend that the MVP Policy Board Release FFY27/FFY28 Unified Planning Work Program (UPWP) for a 30-day public comment period.*

Motion

Second

Vote

Staff Summary

The Unified Planning Work Program (UPWP) outlines MVP's transportation planning activities for Federal Fiscal Years (FFY) 2027 and 2028. Consistent with 23 CFR 450.104, the UPWP identifies the planning tasks to be performed, associated work products, responsible parties, timeframes, and funding sources.

The purpose of the UPWP is to guide and coordinate a comprehensive, cooperative, and continuing (3C) metropolitan transportation planning process.

This is MVP's second UPWP as a newly designated MPO. The document is required in order for MVP to receive Federal Highway Administration (FHWA) metropolitan planning (PL) funds and Federal Transit Administration (FTA) Section 5303 planning funds through the Alaska DOT&PF Consolidated Planning Grant. The UPWP is fiscally constrained based on the planning funds and local match expected to be available during the two-year period.

Many of the tasks included in this UPWP are carried forward from the FFY 2025–2026 UPWP. This is typical, as some planning activities extend beyond a single two-year cycle or were not initiated as originally scheduled.



Summary of Tasks and Work Products

Work products are organized by task as follows:

Task 100 – Core Planning Activities (Funding Source Metropolitan Planning Fund (PL), Unobligated PL, and STBG)

- 100(A): Unified Planning Work Program
- 100(B): Metropolitan Transportation Plan
- 100(C): Household Travel Survey
- 100(D): TransCAD Model
- 100(E): Transportation Improvement Program
- 100(F): Public Participation Plan
- 100(G): Support Services

Task 200 – Public Transit Planning (Funding Source FTA 5303 and Unobligated PL)

- 200(A): MSB Transit Planning Support / Transit Development Plan
- 200(B): Transit Development Plan

Task 300 – Asset Management and Project Development (STBG-funded)

- 300(A): Sign Management Plan
- 300(B): Streetlight and Intersection Management Plan
- 300(D): Pavement Asset Management Plan
- 300(E): Advanced Project Definition

Task 400 – Contingency (Unfunded, if resources become available)

- 400(A): Sidewalk, Separated Pathway, and ADA Crossing Inventory and Asset Management
- 400(B): Coordinated Human Services Transportation Plan Update (in partnership with MSB)



Budget

Table 2: Funding Sources for Metropolitan Planning Activities

Metropolitan Planning (PL) Funds	FFY2027	FFY2028
Description		
PL Distribution	\$ 451,135	\$462,413
Minus DOT Planning Support	\$ (66,000)	\$(66,000)
Subtotal PL Funds	\$ 385,135	\$396,413
9.03% Match	\$38,230	\$39,349
Subtotal	\$423,365	\$435,762
Less 7.21% ICAP	\$(30,525)	\$(31,418)
Total	\$392,840	\$404,344
Supplemental Federal Funds	FFY2027	FFY2028
Description		
MVP Planning Office (STBG)	\$181,940	\$ 181,940
Metropolitan Transportation Plan (Unobligated PL)	\$ -	\$ -
TransCad Travel Model (Unobligated PL)	\$ -	\$650,000
Household Travel Survey (Unobligated PL)	\$600,000	\$ -
MVP Advanced Project Definition (STBG)	\$181,940	\$ -
Supplemental Federal Funds	\$963,880	\$831,940
9.03% match	\$95,678	\$ 82,581
Subtotal	\$1,059,558	\$914,521
Less 7.21% ICAP	\$(76,394)	\$(65,937)
Total	\$983,164	\$848,584
Metropolitan Planning Total	\$1,376,004	\$1,252,928



Table 3: Funding Sources for Transit Planning Activities

Transit Planning (FTA 5303) Funds		
Description	FFY2027	FFY2028 (Estimate)
Apportionment	\$92,880	\$95,202
FTA 5303 Funds	\$92,880	\$95,202
9.03% Match	\$9,220	\$9,450
Subtotal	\$102,100	\$ 104,652
Less 7.21% ICAP	\$(7,361)	\$(7,545)
TOTAL	\$94,738	\$ 97,107
Supplemental Federal Funds		
Transit Development Plan (Unobligated PL)	\$500,000	\$ -
	\$500,000	\$ -
9.03% match	\$49,632	\$ -
Subtotal	\$549,632	\$ -
Less 7.21% ICAP	\$(39,628)	\$ -
Total	\$510,003	\$ -
Transit Planning Total	\$604,742	\$97,107

Notes for Table 2 and 3:

- Though MVP has proper fiscal policies in place, MVP has not operated at full capacity. Until the FFY 2027 Audit has been completed, we will not have a true picture of the annual operations costs. To cover the projected budget, STBG is being used to supplement PL to cover operations.
- PL for FFY28 was estimated by adding a 2.5% increase to the FFY27 documented PL allocation from DOT
- Transit PL for FFY28 was estimated by adding 2.5% to the FFY27 documented allocation
- Match: the non-federal share of PL will be covered by the annual dues from member organizations. The annual dues agreement that generates \$50,000 to cover the non-federal share of annual PL. The remaining non-federal share will be funded by legislative grant funds identified on page 12 of the UPWP. MVP will need to modify its annual dues calculation to cover the non-federal share of future UPWP's or seek out another Legislative Appropriation.
- Unobligated PL: 90% of the annual apportionment of FHWA PL funds will be distributed to the MPOs. Annually at a quarterly Statewide MPO Coordination Meeting, the MPOs and the state will propose, discuss, and decide on how to allocate any unobligated PL funds for the following fiscal year. This decision will be documented in the meeting notes. This year the MPO's and ADOT&PF agreed to



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allow MVP to use unobligated PL, Household Survey, Travel Model and the Transit Development Plan.

Staff's Recommendation: recommend approval for a 30-day public comment period.



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Agenda

Technical Committee

Tuesday, April 14, 2026

2:00 – 4:00 pm

Meeting Location

Lower-level conference room- Matanuska-Susitna Borough DSJ Building
350 East Dahlia Ave, Palmer, AK

1. Call to Order and Roll Call
 - a. Welcome Jade Tabony our new Non-Motorized Advocate and LaMarr Anderson our new *interim* Transit Advocate

Meeting called to order at 2:01PM.

Alex Strawn welcomed Jade Tabony as the new Non-Motorized Advocate and LaMarr Anderson as the new Interim Public Transit Advocate

Board Members Present:

Adam Bradway, Alaska DOT&PF, *proxy for Ben White, Alaska DOT&PF*
Adeyemi Alimi, ADEC
Alex Strawn, MSB (**Chair**)
Bob Charles Jr., Knik Tribe
Brian Winnestaffer, Chickaloon Native Village
Chris Bentz, Alaska DOT&PF
Crystal Smith, MSBSD
Dan Tucker, RSA Representative
Erich Schaal, City of Wasilla (**Vice Chair**)
LaMarr Anderson, Public Transit Advocate (*Interim*)
Jude Bilafer, City of Palmer
Kate Dueber, ARRC
Lawrence Smith, Trucking Industry Advocate
Jesse Peterson, MSB TAB
Jade Tabony, Non-Motorized Advocate



Tom Adams, MSB

Board Members Absent:

Ben White, Alaska DOT&PF

Visitors Present:

Anjie Goulding – MVP

Brad Sworts - MSB

Carrie Cecil – MVP

Julie Spackman - MSB

Kelsey Anderson - RESPEC

Kim Sollien – MVP

Kristina Huling – DOT&PF

Luke Bowland – DOT&PF

Majia DiSalvo – RESPEC

Mark Eisenman - DOT&PF

Pat Cotter - RESPEC

Rod Hanson – North Lakes Community Council

2. Consent Agenda (**Action Item**)

a. Approval of the April 14, 2026, Agenda

b. Approval of the March 10, 2026, Minutes

Motion to approve the consent agenda (*Tucker*), seconded (*Winnestaffer*). No objections, no discussion. Motion passes unanimously.

3. Staff Report

a. Staff Report and Schedule of Monthly Tasks

Kim Sollien provided the staff report, noting a busy period since the last meeting. Key highlights:

- Staff, particularly Carrie Cecil, worked to get the MVP project list evaluated and scored; a presentation on the top-scoring projects will be provided later in the meeting.
- Work has continued on the Complete Streets Policy, which is an action item on today's agenda.
- Anjie Goulding has been developing a draft scope of work template for MVP contracts.
- Draft scopes of work have been started for a household travel study and asset management plans.
- MVP's 4th staff member has been hired and starts May 4th.
- MVP has secured an office in Palmer and will move in on June 1st. The space includes three private offices, a small conference table area, and a full basement that will be converted to a multipurpose room suitable for hosting meetings, with ample on- and off-street parking.

4. Policy Board Action Items



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Kim Sollien provided a summary of actions taken at the last Policy Board meeting:

- Approval of the FFY25 Audited Financial Statement and findings letter submitted by Altman & Rogers Co. The organization's first annual audit resulted in no findings and high marks for internal controls.
- Approval of Jim Cooper, Edna DeVries, Bob Charles, and Katherine Keith as authorized check signers for MatSu Valley Planning for Transportation, reflecting a transition of chair and vice chair.
- Approval of Jade Tabony as Non-Motorized Advocate on the Technical Committee.
- Approval of LaMarr Anderson as Interim Public Transit Advocate on the Technical Committee.
- 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 MSB would receive 90% of all 5307 funds and ARRC would receive 10%; any funds not obligated by either recipient within three years could be reassigned to the other eligible recipient; and the 5307 split policy should be reviewed no later than two years following submission of the net apportionment letter. Motion amended to add: "MVP shall work with DOT&PF staff in preparing a formal small UZA apportionment policy." Approved.

Kim Sollien noted that the Policy Board engaged in a lengthy discussion on the 5307 funds and ultimately went a different direction than the Technical Committee's previous recommendation, approving a 90%/10% split in favor of MSB transit. A letter has been transmitted to Commissioner Anderson, and staff has heard the letter or a new split proposal has been forwarded to FTA.

- a. Motion to approve the FFY25 Audited Financial Statement and findings letter submitted by Altman & Rogers Co. *Approved.*
- b. Motion to approve Jim Cooper, Edna DeVries and Bob Charles as authorized check signers for MatSu Valley Planning for Transportation.

Motion to amend the original motion to include Katherine Keith as an authorized check signer. *Approved*



MatSu Valley Planning for Transportation

- c. Motion to approve Jade Tabony for the multimodal advocate on our Technical Committee. *Approved*
- d. Motion to approve LaMarr Anderson as the interim Public Transit Advocate on our Technical Committee. *Approved*
- e. 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. *Approved*

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

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

Rod Hanson (North Lakes Community Council) attended remotely from the DOT&PF parking lot, having arrived at the wrong location. No substantive comment.

6. Action Items

- a. Review and Recommend approval of the MVP Complete Streets Policy

Kim Sollien introduced the item, explaining that IIJA requires that 2.5% of MPO's Planning (PL) funds must be spent on complete streets-related planning activities including in support of one or more list activities (i.e., development of complete streets policy, development of complete streets project prioritization, planning in support of active transportation initiatives). Given staff capacity, MVP sees the development of the Complete Streets as the most expedient path to meeting the IIJA requirement at this time. She described the intent of the policy as a values-based tool to ensure all transportation users are considered throughout project development. The policy was designed to be broad and include exceptions for situations where accommodating all users is not appropriate.

Discussion:

Jude Bilafer asked whether there was an option to opt out of the policy.

Kim Sollien clarified that not adopting a policy would make meeting the IIJA requirement harder. She asked the committee to hear the full staff presentation before continuing with questions and noted the policy includes a range of options and exceptions.

Tom Adams expressed concern that the policy was received only one week prior to the meeting and asked whether approval could be delayed to allow more time for review and to consult with road owners, including RSA representatives. He questioned whether receiving a presentation from RESPEC at this meeting made sense given the timeline.



MatSu Valley Planning for Transportation

Dan Tucker noted it is unusual for a process like this to slow down once started, and expressed support for taking more time. He also raised a concern about whether the proposed policy sufficiently weighs safety considerations.

Tom Adams asked about the timeline for adoption.

Kim Sollien confirmed that staff has flexibility on timing but that it is intended that the policy be in place before the new fiscal year in October. The policy was included in the UPWP, so it is a required deliverable.

Chris Bentz raised a concern about ambiguous language in the policy, particularly the phrase "may include," noting it is unclear what meets the complete streets standard. He also stated his view that the appropriate sequence is data first, then a plan, then a policy, and questioned whether the current approach is the right tool for meeting the requirement.

Jesse Peterson agreed that more review time is warranted and noted the points raised about "may include" language relate to relatively minor construction elements.

Maija DiSalvo (RESPEC) estimated her presentation would take approximately 10 minutes, depending on questions.

Chris Bentz further elaborated that federal funding processes involve NEPA and extensive public involvement, and that the committee should be intentional about identifying users and planning locations. He reiterated his view that a data-driven plan should precede policy adoption.

Kim Sollien acknowledged the need for further planning to support complete streets implementation, but explained the policy is intended to serve as a values-based guide at this stage.

*Motion to continue this item to the next meeting (**Tucker**), seconded (**Bradway**).*

*Amendment to the motion to continue this item to the next meeting to instead postpone to the July meeting (**Adams**), seconded (**Bradway**). No discussion, no objections. Amendment passes unanimously.*

Discussion (continued after motion):

LaMarr Anderson asked for clarification on whether the policy is required by law.

Kim Sollien reviewed the IIJA requirements and explained that Option 1 (adopting a Complete Streets Policy) is what staff is capable of implementing at this time. She emphasized the intent is a broad document to ensure all users are considered when projects are submitted.

Chris Bentz stated the policy did not read as broad or vague to him upon review.



MatSu Valley Planning for Transportation

Tom Adams stated that if he had to vote at this meeting, he would vote no, as he does not yet have enough information to support the policy. He expressed willingness to consider it with more time.

Adam Bradway noted that it is common practice for complete streets policies to begin broad and become more stringent over time as community acceptance grows. He expressed openness to a broader, more principles-based policy but agreed the current draft goes too far.

7. Old Business

a. MTP Update

- Project Nominations and Evaluation Process Update
- MTP project prioritization timeline overview

Carrie Cecil presented an update on the MVP Project Nomination and Evaluation Process.

Chris Bentz asked whether 8 "other" nominators that were referred to road owners had in fact been nominated by those road owners.

Carrie Cecil confirmed that some were nominated by road owners, some were already active projects, and some were added to provide a scoring bump for addressing community needs.

Rod Hanson asked whether the North Lakes Community Council submission was treated as one of the 8 or separately, and noted it appears to have been included in a number of MSB projects.

Carrie Cecil confirmed that projects aligned with the Community Council's suggestions received an additional scoring bump in the scoring matrix.

Jade Tabony asked whether the checklist and prioritization materials are available to review.

Carrie Cecil confirmed the materials are available in prior meeting packets and offered to share them directly. She also noted an after-action review of the process was completed and lessons learned will inform future nomination cycles.

Tom Adams asked whether all submitted projects would be included in the MTP or whether the list would be over capacity.

Adam Bradway indicated it is too early to confirm, but that the MTP will likely be over capacity, particularly in the short term where projects must also appear in the TIP.

Tom Adams noted that MSB sees value in MVP's support for larger submitted projects and expressed concern that high-cost projects not crowd out others.

Adam Bradway suggested that an illustrative list could be used for large projects seeking federal funding, keeping them visible without consuming short-term fiscal capacity.



MatSu Valley Planning for Transportation

Chris Bentz clarified that inclusion in the MTP makes a project eligible for federal funding but does not preclude the project owner from pursuing additional match for larger projects.

Brian Winnestaffer asked whether the MTP can be amended for projects that missed the formal nomination process and cannot wait for the next cycle.

Kim Sollien confirmed that MTP amendments are possible and that staff would bring any such requests to the committee as they arise.

Adam Bradway noted that DOT&PF will follow up with project owners as they work on cost estimates.

b. FFY26-29 STIP update - Adam Bradway, Alaska DOT&PF

Adam Bradway reported that the STIP is close to finalization and that substantially all projects from the previous STIP are carried forward. He noted that in early FFY2027, a substantial amendment will be required to incorporate MVP's TIP once it comes online.

8. New Business

a. Alaska DOT&PF proposed projects for MTP inclusion

Adam Bradway reported that DOT&PF has met with MSB and the City of Wasilla to review the project list and is working to schedule a meeting with the City of Palmer. The list includes all current STIP projects as well as DOT&PF's full proposed project list for the MVP MTP, totaling approximately \$3.5 billion across the MTP horizon. He noted the list is still pending commissioner review and minor changes are anticipated. He highlighted that mid- and long-term entries showing \$20M are placeholders for active short-term projects not yet fully scoped.

b. Improvement Program and Policy Update

Kim Sollien provided an update on the 15 current Improvement Program projects.

Chris Bentz reported that utilities affecting the projects have been notified to relocate, surveying has been completed on 14 roads, right-of-way encroachments and ADA ramp compliance have been assessed, and designers are working on construction packages expected to be ready for review in approximately one month. He expects all work to be substantially complete by fall.

Kim Sollien asked when road owners can expect match request letters.

Chris Bentz indicated match letters will be sent following the refined engineer's estimate at the time of design review. He acknowledged complexity in separating shared costs by entity and committed to working through the cost allocation process.

Tom Adams noted MSB requires costs to be tracked by RSA and cannot commingle funding sources.



MatSu Valley Planning for Transportation

Kim Sollien noted that a review of the 24 pavement projects submitted through the MTP nomination process has raised questions about which projects appropriately belong in the Improvement Program versus the MTP. Staff will add additional detail to the Improvement Program policy and bring an updated version to the next meeting.

- c. Draft FFY27&28 Unified Planning Work Program (UPWP) project list and opportunity for Technical Committee input

Kim Sollien noted that the organization must apply for the next UPWP cycle. A preliminary list of planned activities is included in the packet beginning on page 59, with flagged items indicating items planned for the next timeframe. A more developed draft will be presented at the next meeting. She asked committee members to review and contact staff prior to the next meeting with any additions or concerns.

Motion to extend the meeting for 10 minutes (**Tucker**), seconded (**Winnestaffer**). No discussion. Approved.

9. Other Issues
 - a. Technical Committee at-large-seat vacancies
 - Transit Advocate
10. Informational Items
 - a. MVP Policy Board Letter to Commissioner Anderson recommending a split of the Section 5307 funding between direct recipients in the Mat-Su UZA
 - b. Review of HSIP FFY27 Workshop April 10th and MVP proposed project list
 - c. Letter from SOA Chief Assistant Attorney General Sean Lynch to FHWA- Addressing MPO Authority
 - d. DOT FFY26 Safe Streets and Roads for All Funding Notice [FY26 SS4A Notice of Funding Opportunity | US Department of Transportation](#)
 - e. Transit Workshop Summary Report
11. Technical Committee Comments

Brian Winnestaffer noted a data opportunity related to the school bus strike: a significant increase in bicycle use at schools suggests demand for non-motorized infrastructure that could be captured and used to support planning efforts.

Chris Bentz welcomed the new committee members and encouraged them to engage with the complete streets discussion.

Kate Dueber noted that Alaska Railroad passenger train service will be increasing again in mid-May.

Jade Tabony expressed excitement about the bicycle ridership data point raised by Brian Winnestaffer and noted she is engaging with her new role by looking at Palmer's transportation landscape with fresh eyes. She observed a lack of bicycle parking facilities in downtown Palmer.



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Tom Adams noted that MSB's project delivery process differs from federal-aid requirements and acknowledged there will be growing pains as the organization learns to work within federal funding constraints.

Alex Strawn thanked MVP staff for their hard work, welcomed new committee members, and encouraged them to reach out to staff to get up to speed.

12. Adjournment

Meeting was adjourned at 4:10PM.

Next Scheduled MPO Technical Committee Meeting – Tuesday, May 12th, 2026 from 2:00-4:00 pm to be held via Microsoft TEAMS and Matanuska-Susitna Borough DSJ Building.

Main Borough Building: [350 E. Dahlia Ave, Palmer, AK 99645](https://www.matsuska.gov/350-E-Dahlia-Ave)

DRAFT



March 2026 Staff Report

FFY25/26 UPWP Tasks

TASK 100 A UPWP

- Prepared the Technical Committee and Policy Board agenda and packet

Task 100 B Metropolitan Transportation Plan

- Weekly MTP check-ins with RESPEC and DOT
- Met to review the remaining budget and tasks 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

- Continued 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
- Developed a presentation for TC and PB to introduce the policy to them



- Reviewed second and third draft of the policy and provided feedback to RESPEC on changes

Task 100 C TransCad Modeling

- No update

TASK 100 D Household Travel Survey

- Staff conducted research to support preparation of appropriately scoped project. Research included meetings with AMATS, attendance of AMPO seminar, and review of existing AK DOT contract mechanisms.

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.

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

- Continue daily social media posts to encourage public engagement and new comments on our interactive map and take the survey
- Continued updating of our website
- Continue mail chimp, social media ads and digital advertising with frontiersmen for the March Public Transit Workshops

TASK 100 G Support Services

Budget Management

- Submitted invoices to DOT for January and February reimbursement
- Worked with an Alaska Broker to get health insurance quotes for the upcoming year. It looks like we can get a better rate with this new broker.

Meetings

- Attended a meeting with FHWA, FTA, FAST and AMATS on STIP, TIP, and MPO boundary coordination
- Transit Workshop coordination meeting with FAST, MACS and Honu consulting



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- Met with an At-Large TC Bike and Ped advocate applicant
- Onboarded Jesse Peterson the new Transportation Advisory Board Rep for the MSB
- Hosted the Transit Roundtable to discuss the transit meeting, 5307 funding and the upcoming MSB budget schedule
- Attended the Alaska Strategic Highway Safety Plan quarterly meeting
- Met with FAST Planning to review submitted STIP comments, Advanced Construction Funding, and the new TIP policy FAST is developing
- Attended RNS for the Alaska Data Bike Program
- Attended Alaska SHSP Focus Areas: Pedestrians and Bicyclists and Emergency Response
- Attended Alaska Active Transportation Coalition Monthly Meeting
- Attended AMPO's Inside the BASICS Act: What It Means for MPOs and the Road to Reauthorization
- Attended FAST Plannings TC meeting

Staffing

- Hired a Communication and Office Manager- they start May 4th

Correspondence

- Submitted comments on the Draft STIP related to usage of MVP's suballocations without consultation and the requested MVP's funding be displayed like FAST and AMATS in the fiscal constrain tables

Nonprofit Filings and Reports

- Signed the final audit report letter

Organizational Documents/Management

- Toured two office spaces in Palmer for consideration
- Reviewed lease agreement and requested additions

Agency Relationships

- No update



Contract Management

- Worked 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

- Update: two applicants are moving forward. One for the multimodal seat and the other for the transit seat. The applicant for the transit seat would like to serve as interim to help us out but can't make a long-term commitment. If the PB approves them, we will keep advertising for the seat.

Strategic Planning

- No update

Short-Range and Tactical Planning

- No update

Long-Range Planning

- No update

Training

- Staff attended BASICS Act webinars hosted by LOT Coalition and Association for Metropolitan Planning Organizations. The ***BASICS (Bridges And Safety Infrastructure for Community Success) Act ([H.R. 7437](#))*** was brought forward to Congress, timed to provide additional ideas and strategies to include in Surface Transportation Reauthorization. The BASICS Act would update federal transportation programs to (among other things) increase PL funds to MPOs, direct more funding to locally owned bridges and roads, and dedicate funding to safety initiatives.

Transit Support

TASK 200 A MSB Public Transit Planning Support

- Hosted the Public Transit In-person Workshop



- Hosted the Virtual Public Transit Workshop

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 conducted research on sign management plans and existing sign data to appropriately scope project and ensure appropriate deliverables. Research included meetings with AK DOT, MOA, and MSB and compilation and review of relevant FHWA guidance and research.

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 an update for the next meeting.

TASK 300 C MVP Streetlight and Intersection Management Plan

- Staff conducted research on streetlight and intersection management plans and existing sign data to appropriately scope project and ensure appropriate deliverables. Research included meetings with AK DOT, MOA, and MSB and compilation and review of relevant FHWA guidance and research.

TASK 300 D Pavement Asset Management Plan

- Alaska DOT&PF is working on initiating this project based on MSB request
- Project proposal received from contractor and currently under review.



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
- Drafted FFY27-28 UPWP and Budget for TC and PB approval for public comment

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.
- Received chapter 2 and 4 from RESPEC for MVP staff review
- Met with RSG and RESPEC to discuss MTP project prioritization and the timeline

TIP /Project Scoring Criteria

- No update

Complete Streets Policy



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- 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
- Developed a Complete Streets PowerPoint for TC and PB
- Developed a Complete Streets Infographic to highlight workflow
- Met with Julius Adolfsson with DOT&PF to review the Complete Streets Policy

Task 100 C TransCad Modeling

- No update

TASK 100 D Household Travel Survey

- Staff met with AK DOT&PF to explore contracting tool options. Anticipating proceeding with contracting in late summer/ early fall.

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 reorganizing the MTP scoring criteria for the TIP policy and met to begin work on the TIP funding policy to be reviewed and approved by the TC and PB in June

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

- Continue regular 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



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- 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 2nd 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
- Attended MSB budget hearings

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, incorporating feedback from Alaska DOT&PF

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



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- Carrie attended Association for Metropolitan Planning Organizations Planning Tools & Training Symposium in Lexington, KY April 20-22. Sessions attended included Making Better Online GIS tools; Accessing and Using Bureau of Transportation Statistics Data; use of AI in Transportation Planning; Corridor Planning Strategies; Addressing Web Accessibility Standards
- Staff continuing 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 has requested an 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



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



Alaska Department of Transportation & Public Facilities

Project Development



Framework's

- Phases- Refers to project programming phase as it appears in the STIP.
 - Phase 1 – Unprogrammed Legislative Authority
 - Phase 2 – Preliminary Engineering
 - Phase 3 – ROW
 - Phase 4 – Construction
 - Phase 7 – Utility Relocation
 - Phase 8 – Planning & Research
 - Phase 9 – Other



Framework's

- ATP- Authority to Proceed, needed for each phase authorized by FHWA. *Each entails certain requirements be met either by FHWA direct, or indirectly by DOT's approve project development process.*
 - **Phase 2** (2 ATPs)– Preliminary Engineering (thru enviro document) & Final Design.
 - Must complete NEPA document to move to final design.
 - **Phase 3** – ROW
 - Must provide ROW cost estimate based on current (70%) design, typically complete local preliminary plat approval and FHWA review of ROW plans.
 - **Phase 4** – Construction
 - Must have fully complete and internally (DOT) certified PSE assembly. Certification requirements are various per group (ROW, Utilities, Environmental, Design)
 - **Phase 7** – Utility Relocation
 - Utility agreements signed and supporting cost estimates
 - **Phase 8** – Planning & Research



Framework's

- **Project Types-** There are 6 primary/major project types:
 - **New Construction**
 - **Reconstruction**
 - **Resurfacing, Restoration & Rehabilitation (3R)**
 - **Preservation (1R)**
 - **Bridge**
 - **HSIP**

This is not inclusive of all the work/improvement types available for federal project budget development. http://www.dot.state.ak.us/stwddes/dcsprecon/assets/pdf/preconhwy/fhwa_improvement_type_code.pdf



Major Differences in Project Types

- **New Construction & Reconstruction**

- ✓ Must follow current design standards and criteria
- ✓ Waivers needed for any controlling criteria not met

- **Resurfacing, Restoration & Rehabilitation (3R)**

- ✓ Primary objective is to restore the structural integrity of existing roadway, extending service life
- ✓ Must complete a 3R analysis
- ✓ Limited cost-effective safety and capacity enhancements are possible as determined through analysis

- **Preservation (1R)**

- ✓ Preventative maintenance work
- ✓ Limited to existing infrastructure, other limits to eligible work

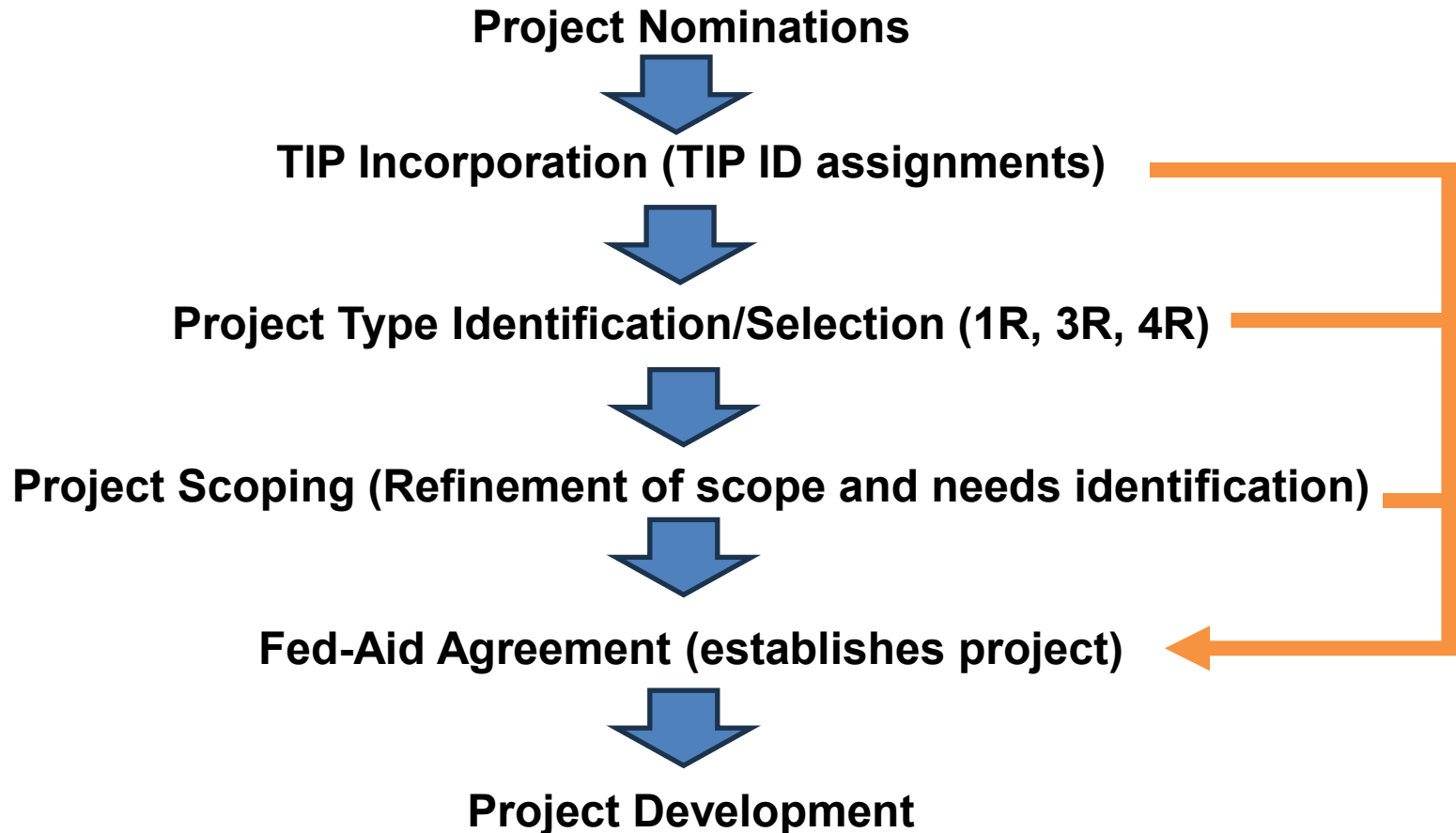
- **Bridge**

- **HSIP (Highway Safety Improvement Program)**

- ✓ Limited to scope as nominated by HSIP program (competitive and scored)

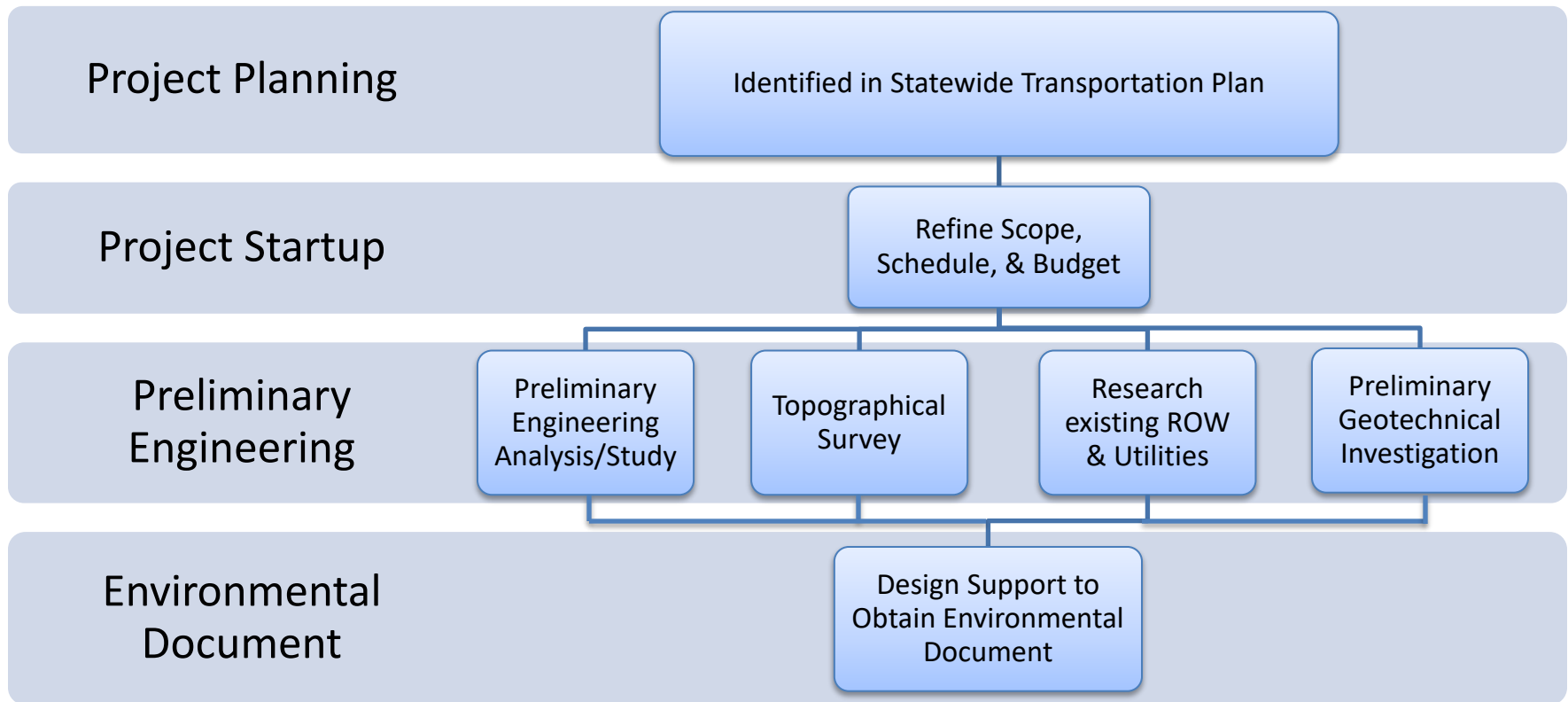


Steps to Development



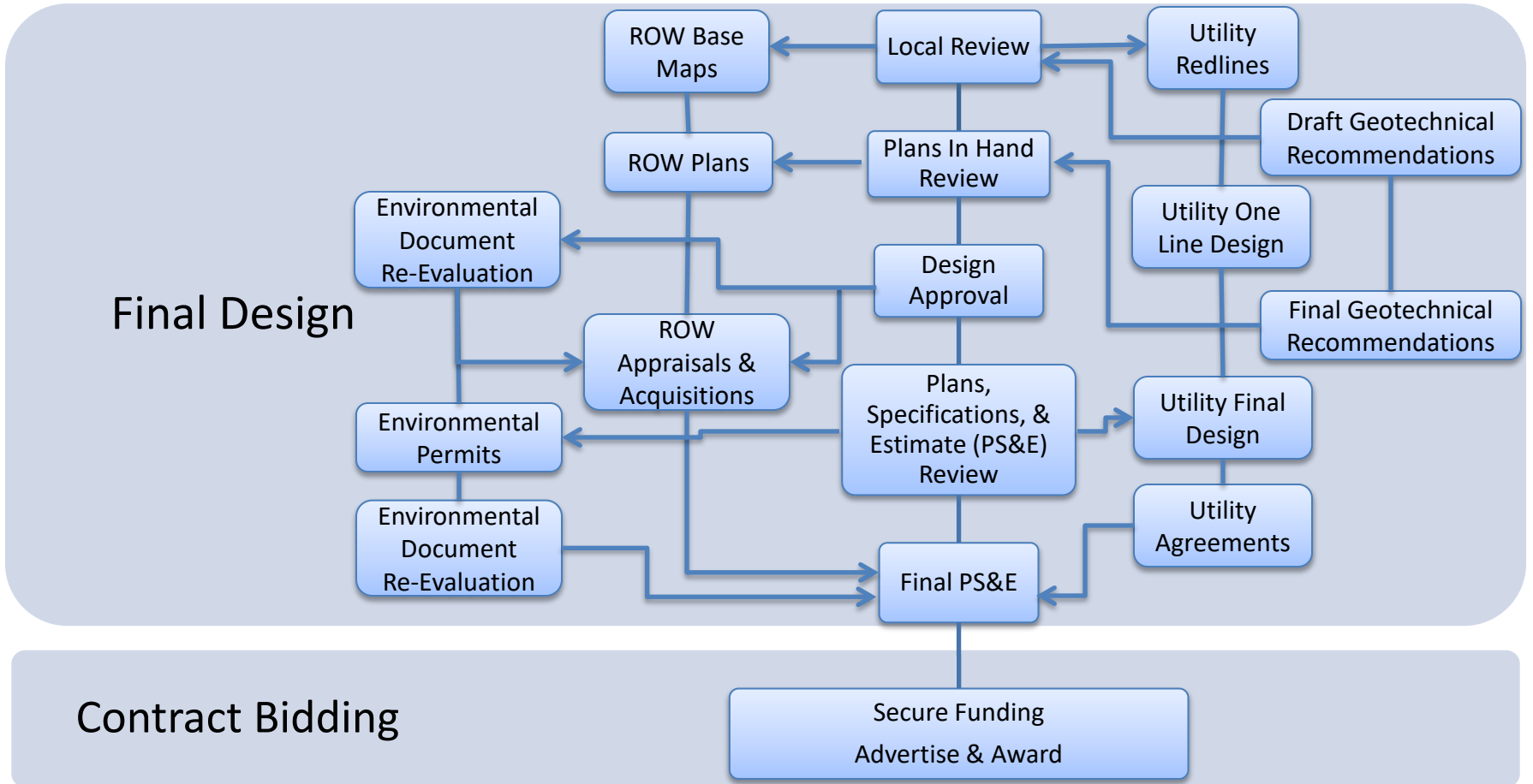


Highway Design Process



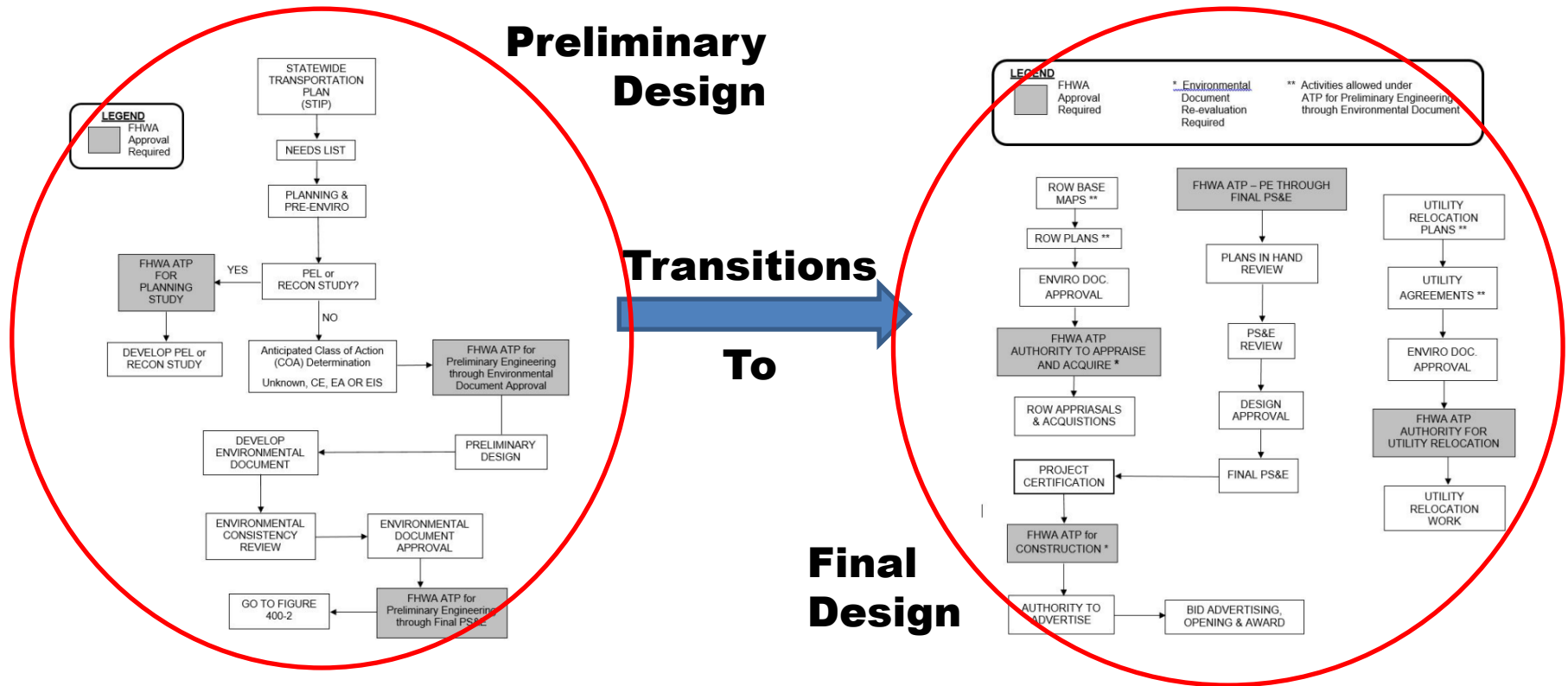


Highway Design Process (cont'd)





Project Development Process





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Unified Planning Work Program Federal Fiscal Year 2027-2028

May 2026 - *DRAFT*



Table of Contents

Acronyms and Abbreviations	Pg 3
Planning Context	Pg 5
Introduction to the Unified Planning Work Program	Pg 8
Self-Certification	Pg 9
Regional Planning Priorities	Pg 10
Federal Planning Factors and Performance Based Planning	Pg 14
Planning Emphasis Areas	Pg 15
Complete Streets Compliance	Pg 12
Funding	Pg 16
UPWP Funding Types	Pg 16
Work Elements	Pg 18
FFY 2025-2026 UPWP Accomplishments	Pg 19
FFY 2027-2028 UPWP Work Elements: Required Plans and Programs	Pg 19
TASK 100 (A) – UPWP Administration	Pg 19
TASK 100 (B) – Metropolitan Transportation Plan Completion and Implementation	Pg 20
TASK 100 (C) – Household Travel Survey	Pg 21
TASK 100 (D) – TransCad Modeling	Pg 22
TASK 100 (E) – Transportation Improvement Program Finalization, Implementation, Monitoring, and Amendments	Pg 23
TASK 100 (F) – Implementation of the Public Participation Plan and Title VI Plan	Pg 26
TASK 100 (G) – Support Services	Pg 26



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MATSU VALLEY
PLANNING *for*
TRANSPORTATION

TASK 200 (A) – Public Transit Planning Support	Pg 28
TASK 200 (B) – Transit Development Plan	Pg 29
TASK 300 – Supplemental Plans & Projects	Pg 31
TASK 300 (A) – MVP Sign Management Plan	Pg 31
TASK 300 (B) – MVP Streetlight and Intersection Management Plan	Pg 31
TASK 300 (C) – Pavement Asset Management Plan	Pg 32
TASK 300 (D) – MVP Advanced Project Definition	Pg 33
TASK 400 – Contingency Plans	Pg 34
TASK 400 (A) – Sidewalk, Separated Pathway, and ADA Compliant Crossing Inventory	Pg 34
TASK 400 (B) – Update the Coordinated Human Services Transportation Plan	Pg 35
Budget FFY 2027 and FFY 2028	Pg 37
Amendment and Adjustment Procedures	Pg 44



Acronyms and Abbreviations

The following acronyms and abbreviations are used throughout this document:

Acronym	Definition
3C	Continuing, Cooperative, and Comprehensive
ADA	Americans with Disabilities Act
Alaska DOT&PF	Alaska Department of Transportation and Public Facilities
AICP	American Institute of Certified Planners
AMATS	Anchorage Metropolitan Area Transportation Solutions
AMPO	Association of Metropolitan Planning Organizations
CHSTP	Coordinated Human Services Transportation Plan
CPG	Consolidated Planning Grant
DOT	Department of Transportation
FFY	Federal Fiscal Year
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
GIS	Geographic Information System
IIJA	Infrastructure Investment and Jobs Act
LED	Light-Emitting Diode
L RTP	Long-Range Transportation Plan
MAP-21	Moving Ahead for Progress in the 21st Century Act



Acronym	Definition
MPA	Metropolitan Planning Area
MPO	Metropolitan Planning Organization
MSB	Matanuska-Susitna Borough
MTP	Metropolitan Transportation Plan
MVP	MatSu Valley Planning for Transportation
NACTO	National Association of City Transportation Officials
NHS	National Highway System
PL Funds	Metropolitan Planning Funds (Section 112 / PL Funds)
PPP	Public Participation Plan
SSE	Scope, Schedule, and Estimate
STBG	Surface Transportation Block Grant
STIP	Statewide Transportation Improvement Program
STRAHNET	Strategic Highway Network
TAP	Transportation Alternatives Program
TC	Technical Committee
TDP	Transit Development Plan
TIP	Transportation Improvement Program
UA	Urbanized Area
UPWP	Unified Planning Work Program



Planning Context

As established by the Federal-Aid Highway Act of 1962, in order to receive access to federal transportation funding, Urbanized Areas (UA) with populations over 50,000 must be served by a Metropolitan Planning Organization (MPO) to conduct a continuing, cooperative, and comprehensive (3C) planning process.

The Mat-Su Borough Urbanized Area—encompassing Wasilla, Knik-Fairview, and North Lakes—was designated by the United States Census Bureau on the December 29, 2022, following the 2020 census certification.

MatSu Valley Planning *for* Transportation (MVP) was formed as the MPO for the Mat-Su UA on December 19, 2024, by agreement between the State of Alaska Governor, the Matanuska-Susitna Borough, the City of Palmer, City of Wasilla, Knik Tribe and Chickaloon Native Village.

MVP’s core purpose as an MPO centers on planning for the current and future transportation needs of the region, guiding transportation funding investments, and implementing transportation plans through projects, programs, and policies.

Our Mission is: 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.

Our Vision for our transportation system is: 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.

Our Core Values include:

- **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.

MVP's Governance Structure

MVP operates through a collaborative governance structure designed to balance technical expertise with policy direction. When MVP was created, the organizing committee strategically decided to use a non-profit structure for the organization. As a non-profit, MVP has autonomy to come to the planning table as equals with local, state, and Tribal entities, rather than being housed in an existing agency such as a city or borough who has their own governance structure and policies. This separation is key to providing a fair and balanced approach to planning for the region, with all partners having an equal role to play carrying out the vision of the MPO.

As outlined in our Operating Agreement, MVP's membership includes five regional governments and the Alaska Department of Transportation and Public Facilities (Alaska DOT&PF). Our seven (7) member Policy Board includes the Mayor and Manager of the Matanuska-Susitna Borough (MSB), the Mayor of the city of Wasilla, Mayor of the city of Palmer, Alaska DOT&PF Commissioner or their designee and the Tribal Transportation Director for Knik Tribe and Chickaloon Native Village.

MVP's Policy Board is advised by a sixteen (16) member Technical Committee (TC). The TC consists of representatives, such as engineers, planners, and other specialists from the cities of Palmer and Wasilla, the Matanuska-Susitna Borough, Knik Tribe and Chickaloon Native Village, the Alaska Railroad, the Matanuska-Susitna Borough School District, Alaska Department of Environmental Conservation, transit providers, and local freight operators. The Technical Committee is an advisory body to the Policy Board. The Policy Board is the decision-making body of MVP.

In accordance with the Bylaws and Intergovernmental Operating Agreement, MVP's Technical Committee and Policy Board hold regularly scheduled public meetings each month to guide MVP's transportation planning process and make decisions for plans, programs, and policies.

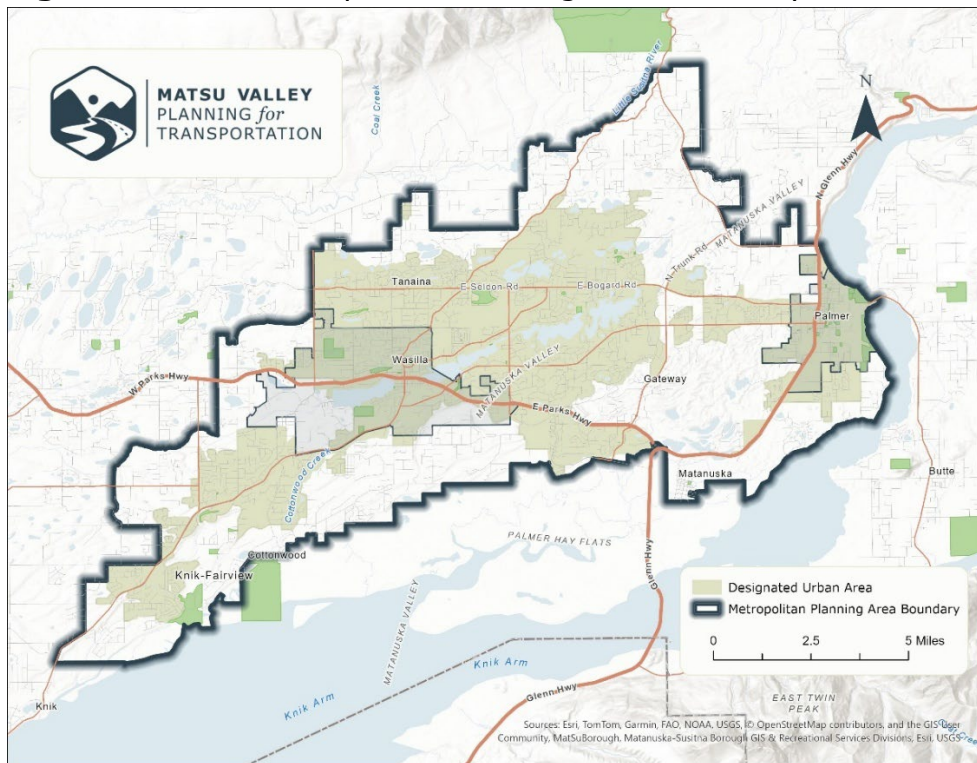


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MVP's Planning Area

MVP is responsible for transportation planning within the geographic boundary of its Metropolitan Planning Area (MPA). The MPA is required to include the entire Census-designated Urbanized Area, plus the area expected to become urbanized over the next 20 years. The adopted MPA, shown in Figure 1, includes the cities of Palmer, Wasilla, the area between the two cities, and portions of Fishhook, North Lakes, Gateway, Knik Goose Bay, and Knik-Fairview community council areas. This boundary may be updated at the Policy Board's discretion but must be updated every 10 years following the U.S. Census certification.

Figure 1: MVP's Metropolitan Planning Area boundary.





Introduction the Unified Planning Work Program

This is MVP's second Unified Planning Work Program (UPWP) as a new MPO. The UPWP covers the Federal Fiscal Years (FFY) 2027 and 2028 and was developed in collaboration with the Alaska DOT&PF Planning and Engineering staff, MSB, the City of Wasilla and Palmer Planning and Public Works staff and Knik Tribe and Chickaloon Native Village Transportation program staff. The draft was presented to the Technical Committee and Policy Board in May 2026 for approval to release the document for a 30 day-public comment period. Public comments will be reviewed and incorporated as appropriate, and the final draft was presented to the TC and Policy B in July. It is intended that the final UPWP will be approved in August for submission to Alaska DOT&PF, FHWA and FTA.

Purpose of the UPWP

The UPWP outlines MVP's transportation planning activities that will be undertaken over a two-year period. This UPWP will cover FFY 2027 and 2028. Consistent with the definition of UPWP at 23 C.F.R. 450.104, this UPWP includes a description of the planning work outlined by TASK and resulting products, who will perform the work, time frames for completing the work, and the source of funds.

The purpose of the UPWP is to ensure that a **comprehensive, cooperative, and continuing (3C)** approach to metropolitan transportation planning is maintained and coordinated between the MPO, Alaska DOT&PF, MSB, the Cities of Palmer and Wasilla, Knik Tribe, and Chickaloon Native Village.

The 3C process is:

- **Comprehensive:** Consideration of a wide range of strategies and investments;
- **Cooperative:** Participation by all relevant agencies, organizations, and the public; and
- **Continuing:** Including ongoing performance-based monitoring, evaluation, and update process.

The UPWP is required for MVP to receive metropolitan planning funds (PL Funds) from the Federal Highway Administration (FHWA) and 5303 Federal Transit Administration (FTA) planning funds through the Alaska DOT&PF consolidated planning grant. The UPWP is a fiscally constrained document based on the amount



of programmed planning grants and match contributions MVP is expected to receive over a two-year period. The UPWP may be revised as needed after adoption by Administrative Modification or Amendment, as defined in MVP's Operating Agreement.

In addition to the UPWP, MVP must develop and implement the following plans as part of the transportation planning process (23 USC 134 & 23 CFR 450):

- **Metropolitan Transportation Plan (MTP)** – a multimodal transportation plan that addresses a 20- year planning horizon that the MPO develops, adopts, and updates every four years.
- **Transportation Improvement Program (TIP)** – a prioritized listing/program of transportation projects covering a four-year period that is developed, adopted, and implemented by the MPO in coordination with the MTP.
- **Public Participation Plan (PPP)** – a guiding document that outlines the goals, strategies, and implementation plan for public involvement in the development of MPO plans, programs, and policies, including the MTP and TIP.

The planning activities for FFY 2027-2028 supporting the development and implementation of these plans are addressed within the tasks identified in this UPWP.

Self-Certification

In accordance with 23 CFR 450.336, MVP must self-certify that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements of:

1. 23 U.S.C. Section 134, 49 U.S.C. Section 5303, and 23 CFR Part 450;
2. In nonattainment and maintenance areas, Sections 174 and 176(c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506(c) and (d) and 40 CFR Part 93);
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR Part 21;
4. 49 U.S.C. Section 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex or age in employment or business opportunity;
5. Section 1101(b) of the FAST Act (Pub. L. 114-357) and 49 CFR Part 26 regarding the involvement of disadvantaged business enterprises in DOT-funded projects;



6. 23 CFR Part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR Parts 27, 37, and 38;
8. Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. 23 U.S.C. Section 324, regarding prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR Part 27 regarding discrimination against individuals with disabilities.

MVP's acknowledgement that all of the applicable federal regulations noted above were followed, is addressed in the cover letter attached with the UPWP.

Regional Planning Priorities

Federal metropolitan transportation planning regulations (23 U.S.C. § 134 and 23 CFR § 450.306) require transportation plans to consider the relationship between transportation, land use, and economic development. As such, MVP considered the goals, objectives, performance measures, and targets of state and regional plans such as the Statewide Long-Range Transportation Plan and the Matanuska-Susitna Borough (MSB) 2035 Long-Range Transportation Plan (LRTP) and the MSB 2007 Core Area Comprehensive Plan in the development of our MTP goals and objectives. Ensuring that MVP's planning efforts are consistent with State and Regional land use and transportation plans will lead to more effective decisions on transportation investments and improved interconnectivity in the regional area beyond the boundary of the MPA.

Federal Planning Factors and Performance Based Planning

To accomplish the objectives at 23 C.F.R. [§ 450.300](#) and [§ 450.306\(b\)](#), metropolitan planning organizations, in cooperation with the State and public transportation operators, are directed to develop long-range transportation plans called MTPs and TIPs through a performance-driven, outcome-based approach to planning for metropolitan areas of the State.

Title 23 further states that the MTP process shall be continuous, cooperative, and comprehensive and provide for consideration and implementation of projects, strategies, and services that will address the following factors. Each task included in



this UPWP addresses one or more of the following ten planning factors, as demonstrated in Table 1.

Federal Planning Factors

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase the safety of the transportation system for motorized and non-motorized users
3. Increase the security of the transportation system for motorized and non-motorized users
4. Increase the accessibility and mobility of people and freight
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
7. Promote efficient system management and operation
8. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation
9. Enhance travel and tourism
10. Emphasize the preservation of the existing transportation system

MVP has incorporated these planning factors into the goals and objectives of the MTP and the evaluation criteria for projects nominated for inclusion in the MTP and into many of the tasks in this UPWP.

Performance Based Planning

In addition to the planning factors noted above, the Moving Ahead for Progress in the 21st Century Act [MAP-21 Act] required that State Departments of Transportation (DOTs) and MPOs conduct performance-based planning by tracking performance measures and setting data-driven targets to improve those measures.

Performance-based planning ensures the efficient investment of federal transportation funds by increasing accountability of local agencies receiving the funds, prioritizing transparency to the public, and providing insight for better investment decisions that focus on key outcomes which relate to the seven national goals:

1. Improving Safety



2. Maintaining Infrastructure Condition
3. Reducing Traffic Congestion
4. Improving System Reliability
5. Improving Freight Movement & Supporting Regional Economic Development
6. Protecting the Environment
7. Reducing Delays in Project Delivery

In the development of MVP's policies and procedures and in the development of the MTP and TIP, MVP is incorporating Alaska DOT&PF's performance targets for safety, pavement condition, bridge condition, on-road mobile source emissions, and travel time reliability consistent with the Memorandum of Understanding between Alaska DOT&PF, Anchorage Metropolitan Area Transportation Solutions (AMATS), Fairbanks Area Surface Transportation (FAST), and MVP executed in July 2025. MVP's Policy Board adopted Alaska DOT&PF's recommended 2026 safety performance management targets on February 25, 2026.

Planning Emphasis Areas

MVP has developed its UPWP in consideration of federal transportation planning requirements and guidance, including the Planning Emphasis Areas initially identified following the Infrastructure Investment and Jobs Act (2021), as well as subsequent federal policy direction and applicable Executive Orders.

Planning Emphasis Areas are intended to guide the development of UPWPs and Statewide Planning & Research Work Programs. These emphasis areas are not bound in law, but MPOs, public transit providers, State DOTs, and Federal land management agencies are highly encouraged to incorporate them into their UPWPs and work programs during their update cycle. MVP has incorporated these emphasis areas into many of the tasks in this UPWP.

1. Complete Streets
2. Public Involvement
3. Strategic Highway Network (STRAHNET)/U.S. Department of Defense Coordination
4. Federal Land Management Agency Coordination
Planning and Environment Linkages
5. Data in Transportation Planning

Complete Streets Compliance

The IIJA¹ established new federal requirements to dedicate at least 2.5 percent of



an MPO's annual PL allocation (23 U.S.C. § 104(d)) to Complete Streets planning activities including carrying out one or more of the following activities:

1. adoption of Complete Streets standards or policies;
2. development of a Complete Streets prioritization plan that identifies a specific list of Complete Streets projects to improve the safety, mobility, or accessibility of a street;
3. development of transportation plans to –
 - a. create a network of active transportation facilities;
 - b. integrate active transportation facilities with public transportation services or improve access to public transportation;
 - c. create multiuse active transportation infrastructure with connections within or between communities;
 - d. increase public transportation ridership;
 - e. improve safety for bicyclists and pedestrians;
4. develop policies and plans that support transit-oriented development;

Section 11206 of the IIJA defines Complete Streets activities as “standards or policies that ensure the safe and adequate accommodation of all users of the transportation system, including pedestrians, bicyclists, public transportation users, children, older individuals, individuals with disabilities, motorists, and freight vehicles.”

The MVP is scheduled to formally adopt its own Complete Streets policy in July 2026. Following adoption, MVP's Complete Streets Policy will be implemented via our MTP project nomination process and as part of project development during TIP inclusion.

Additionally, the Complete Streets Policy supports compliance with Federal policy requiring consideration for bicycling and walking within transportation infrastructure.

For FFY 2027 and FFY 2028, assuming the policy is adopted, MVP will program and track Complete Streets-eligible activities within the UPWP and TIP to ensure compliance with IIJA requirements.

On the following page MVP's UPWP work tasks are shown in a table linking UPWP tasks with the Planning Factors, National Performance Goals, and new Federal Planning Emphasis Areas, and Complete Streets activities.



Table 1: Metropolitan Planning Process Federal Planning Factors

FFY 2027-2028 UPWP WORK TASKS		Metropolitan Planning Process Federal Planning Factors									
		Support economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency	Increase the safety of the transportation system for motorized and non-motorized users	Increase the security of the transportation system for motorized and non-motorized users	Increase the accessibility and mobility of people and freight	Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns	Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight	Promote efficient system management and operation	Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation	Enhance travel and tourism	Emphasize the preservation of the existing transportation system
Required Plans & Programs											
100(a)	Unified Planning Work Program	X	X	X	X	X	X	X	X	X	X
100(b)	Metropolitan Transportation Plan	X	X	X	X	X	X	X	X	X	X
100(c)	Household Travel Survey	X	X	X	X	X	X	X			
100(d)	TransCad Model				X		X	X			
100(e)	Transportation Improvement Program	X	X	X	X	X	X	X	X	X	X
100(f)	Public Participation Plan		X	X	X	X	X	X		X	
100(g)	Support Services	X	X		X	X	X	X	X	X	
Public Transit System Planning											
200(a)	MSB Planning Support	X		X	X	X	X			X	
200(b)	Transit Development Plan	X	X	X	X	X	X	X		X	
Supplemental Plans & Projects											
300(a)	Sign Management Plan	X	X	X			X	X			X
300(b)	Lighting and intersection Management Plan	X	X	X	X	X		X			X
300(c)	Pavement Asset Management Plan	X	X			X				X	
300(d)	Advanced Project Definition					X		X	X		X
Contingency Plans											
400(a)	Sidewalk, separated pathway, ADA Crossing Inventory	X	X	X		X	X	X		X	
400(b)	Coordinated Human Services Transportation Update	X				X	X	X			



Table 1a: National Performance Goals & Federal Planning Emphasis Areas

FFY2027-2028 UPWP WORK TASKS		National Performance Goals							Federal Planning Emphasis Areas					
		Safety	Infrastructure Condition	Congestion Reduction	System Reliability	Freight Movement & Economic Vitality	Environmental Sustainability	Reduce Project Delivery Delays	Complete Streets	Public Involvement	STRAHNET / DOD Coord	Federal Land Mgmt Agency Coordination	Planning & Environmental Linkages	Data in Transportation Planning
Required Plans & Programs														
100(a)	Unified Planning Work Program	X	X	X	X	X	X	X	X	X	X	X	X	X
100(b)	Metropolitan Transportation Plan	X	X	X	X	X	X	X	X	X	X	X	X	X
100(c)	Household Travel Survey	X	X	X	X	X	X	X	X	X	X	X	X	X
100 (d)	TransCad Model	X		X										X
100(e)	Transportation Improvement Program	X	X	X	X	X	X	X	X	X	X	X	X	X
100(f)	Public Participation Plan								X	X				X
100(g)	Support Services	X	X	X	X	X	X	X	X	X	X	X	X	X
Public Transit System Planning														
200(a)	MSB Planning Support	X	X	X	X	X	X			X			X	X
200(b)	Transit Development Plan	X	X	X	X	X	X		X	X	X	X	X	X
Supplemental Plans & Projects														
300 (a)	Sign Management Plan	X	X						X	X				X
300 (b)	Lighting and intersection Management Plan STBG	X	X		X	X	X		X	X	X			X
300 (c)	Pavement Asset Management Plan	X	X		X	X	X		X	X				X
300 (d)	Advanced Project Definition		X				X	X	X		X		X	X
Contingency Plans														
400 (a)	Sidewalk, seperated pathway, ADA Crossing inventory	X	X			X			X	X			X	X
400 (b)	Coordinated Human Services Transportation Update	X	X	X	X	X	X		X	X				X



Funding

UPWP Funding Types

All work, including staff time and consultant services (when necessary) are identified in the UPWP and are funded by one or more of the following sources:

Metropolitan Planning Funds (PL):

The MPO receives annual funding to carry out its federally mandated metropolitan planning requirements. PL funds can be used for up to 90.97% of a project.

Surface Transportation Program Block Grant (STBG) Funds:

The Surface Transportation Program provides funding to localities for projects on any Federal-aid highway. These include the National Highway System, bridge projects on any public road, transit capital projects, and intracity and intercity bus terminals and facilities. The primary purpose of these projects is to reduce congestion and improve the safety and efficiency of regional multimodal transportation systems. STBG provides flexible funding that can be used for up to 90.97% of a project. STBG funds may be used to supplement PL funds if necessary.

Transit Planning 5303 Funds:

FTA 5303 grants are federal funds designated for transit planning and research activities in the MPA area. The ADOT &PF has a Consolidated Planning Grant (CPG), which transfers the FTA 5303 funding to FHWA, allowing up to 90.97% of the funding to be used for a project. The CPG program is a way for States/MPOs to simplify the administrative processes surrounding FTA and FHWA metropolitan planning funds by merging the two into one federal grant. States/MPOs can request to transfer planning funds to either FHWA or FTA, delegating one “lead agency” for the award and administration of those funds. This program benefits the State/MPOs in many ways including but not limited to:

- Elimination of separate FTA and FHWA budget detail
- Expedited authorization of work
- Simplified work activity, accounting and billing
- One Federal oversight agency
- Single Federal match ratio
- Consolidated reporting

Alaska DOT&PF and its MPO subrecipients currently benefit from a CPG. This intent and the associated FFY 2024 FTA/FHWA funding levels are documented in the attached 2027 PL Distribution Formula update and FFY 2027 PL Consultation



document. FFY 2027 PL and 5303 funding will be distributed to MVP in this manner, consistent with the State's Consolidated Planning Grant.

Local Matching Funds (Or the Non-Federal Share)

Local matching funds are cost-sharing requirements for FHWA and FTA. Matching funds may include local tax revenue, bonds, private foundation funds, in-kind, private sector contributions, non-DOT federal funds and state of Alaska funds. Traditionally, federal grants cover a portion of the project expenses, while the remaining non-federal share is either matched by the state completely or partially matched by the state and the local entities. The 2027/2028 UPWP will utilize cash match provided by the MSB, Cities of Palmer and Wasilla, Chickaloon Native Village and Knik Tribe and State of Alaska.

State of Alaska Legislative Grant:

Grant No. 24-DC-022 Metropolitan Planning Organization SUPPORT \$1,000,000. The MSB was granted legislative appropriation in FY2022 to support the formation of MVP as the MPO for the Mat-Su Area. The funding guidelines include providing start-up membership fees and annual dues for Alaska DOT&PF and hiring an Executive Director to manage the organization and set up of the MVP office. Funding will also be used to provide the non-federal share for the MTP, the short-term TIP, Transit Development Plan, and related discretionary grant programs.

Unobligated PL

Under 23 USC 104(d), Alaska DOT&PF is responsible for allocating Title 23 metropolitan planning (PL) funds to the state's MPOs according to a formula that is developed by the state in consultation with the MPOs and approved by the FHWA.

De-obligated PL funds from an MPO's UPWP shall be made available to the MPO for use in its next UPWP. These funds are in addition to the MPO's annual distribution. Annually with the PL funds distribution notice, Alaska DOT&PF will provide the MPOs with the balance of unobligated FHWA PL funds available for statewide urban planning purposes. Annually at a quarterly Statewide MPO Coordination Meeting, the MPOs and the state will propose, discuss, and decide on how to allocate unobligated PL funds for the following fiscal year. This decision will be documented in the meeting notes.



Work Elements

Federal Fiscal Year 2025/2026 Unified Planning Work Program Accomplishments

- Prepared and submitted monthly reports for FFY 2025 and FFY 2026 to Alaska DOT&PF in accordance with Section 9.1.1 of the Inter-Governmental Operating Agreement and Memorandum of Understanding for Transportation Planning
- Hosted Monthly Technical Committee and Policy Board meetings
- Set up a financial management system with appropriate internal controls
- Developed all of the organizational policy documents including personnel, fiscal, recordkeeping, social media, conflict of interest, whistleblower and travel policies
- Hired four professional staff
- Developed a website www.mvpmmpo.com and social media presence
- Produced two educational videos about becoming an MPO and the MTP
- Updated and implemented the PPP and Title VI Plan with additional requirements for the MTP development
- Secured a consultant team and initiated the MTP with expected completion December of 2026
- Developed project evaluation criteria to rank and prioritize projects in for the MTP
- Initiated TIP development and TIP with expected completion December 2026
- Drafted a scope of work for the Household Travel Survey- contract will be initiated in FFY 2027
- Drafted a scope of work for the Streetlight and Sign Management Plan- contract will be initiated in late FFY 2026 or early 2027
- Initiated the Pavement Management Plan with Alaska DOT&PF leading the contract data collection will be completed in summer 2026 and all contract elements will be completed by January 2027
- Drafted a Complete Streets Policy-adoption pending Policy Board Approval
- Drafted an update to the MVP Improvement Program to better guide project sponsors
- Hosted a monthly meeting for Transit Providers, MSB staff, and Alaska DOT&PF staff
- Drafted a policy statement / memorandum proposing a split of the section 5307 FTA funding that Alaska DOT&PF adopted



- Hosted two special public transit workshops
- Hosted one Public Open house for the MTP and intend to host a second in late 2026 to once the draft MTP is complete and ready for public review
- Initiated the draft scope of work for a transit development plan
- Adopted Alaska DOT&PF's Performance Metrics for FFY 2027
- Developed a scope of work contract template to guide MVP when planning for large planning projects to better clarify project management expectations and create mechanisms to address issues in a timely manner
- Completed an Annual Audit for FFY 2025 -the audit was clean with no material findings

Federal Fiscal Year 2027-2028 Unified Planning Work Program Elements: Required Plans and Programs

TASK 100 (A) UPWP Administration

Purpose and Need: Alaska DOT&PF is responsible for providing the management oversight of the UPWP. MVP will prepare and submit monthly reports through FFY 2027 and FFY 2028 to Alaska DOT&PF in accordance with Section 9.1.1 of the Inter-Governmental Operating Agreement and Memorandum of Understanding for Transportation Planning and the Operation of the MVP office. The reports will document the planning activities performed and expenditures by MVP in accordance with the tasks listed in the UPWP. Alaska DOT&PF will review monthly and quarterly reports and submit payment to MVP for reimbursement once reports are approved. MVP and Alaska DOT&PF will jointly prepare the annual reports at the end of each fiscal year. MVP will initiate Administrative Modifications and Amendments to the UPWP as needed in accordance with the provisions of the Intergovernmental Operating Agreement. MVP will also initiate development of the next UPWP in April 2028, six months in advance of the expiration of this UPWP.

- **Completion Date:** Preparation and submittal of the FFY 2026 annual report (November 2026)
- **Responsible Party:** MPO Staff and Alaska DOT&PF
- **Resulting Product:** Preparation and submittal of FFY 2027 FFY 2028 monthly (MVP) reports for reimbursement purposes, prepare and provide the quarterly reports (January, April, July, October) to Alaska DOT&PF to be submitted to FHWA and FTA. MVP and Alaska DOT&PF will jointly compile the annual report for FFY 2027 and FFY 2028 and Alaska DOT&PF will submit



them to FHWA and FTA. Preparation for the next FFY 2029 and FFY 2030 UPWP will be presented to the Technical Committee and Policy Board for review in April of 2028

TASK 100 (B) Metropolitan Transportation Plan Completion and Implementation

Purpose and Need:

This task includes completion and adoption of the MTP, including final document development, review, coordination with the consultant team, and public and agency engagement and submission to FHWA and FTA. The MTP is anticipated to be adopted in early FFY 2027.

Implementation of the MTP through the UPWP will focus on advancing the plan's goals, strategies, and priority projects through targeted planning activities, data development, and coordination with regional partners. Consistent with federal metropolitan planning requirements (23 CFR 450) and guidance from the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), these activities will support a performance-based, multimodal transportation planning process that advances safety, system reliability, accessibility, and economic vitality.

During MTP development, several key data and planning gaps were identified. UPWP activities, in preparation for the next MTP, may begin addressing these gaps to support ongoing implementation of the plan.

Implementation activities in this UPWP may include:

- Additional documentation and evaluation of how MTP-identified projects address federal planning factors and contribute to regional performance targets, including safety
- Assessment of bicycle and pedestrian infrastructure needs to support a multimodal transportation system and improve connectivity including a Sidewalk, Separated Pathway, and Americans with Disabilities Act (ADA) compliant crossing Inventory and Asset Management
- Corridor and subarea planning efforts, including coordination between housing, land use, and transportation infrastructure to support informed decision-making
- Development and implementation of policies that support MTP goals, including integration of the Complete Streets Policy into project development processes



- Development of a more formal Public Transit working group for better coordination with local and regional partners to support the development of a more connected and accessible transit system
- Assessment of freight and passenger rail planning activities, including identification and documentation of infrastructure needs, coordination with rail stakeholders, and evaluation of opportunities to improve regional connectivity, system resilience, and efficient movement of goods and people

Implementation activities will also consider regional mobility needs, including access to employment, services, and transportation options for residents without reliable access to a personal vehicle. These activities represent initial steps in implementing the non-capital projects identified in the MTP by deploying additional planning activities and preparing projects and policies for future consideration in the TIP and other federal, state, and local funding opportunities.

- **Completion Date:** September 2028
- **Responsible Party:** MPO Staff, Consultants and Alaska DOT&PF
- **Resulting Product:** Adopted MTP-2050, Complete Streets Policy and a proposal for additional planning studies

TASK 100 (C) Household Travel Survey

This task was identified in the FFY 2025-2026 UPWP but because of the timeline of the MTP development and the decision to use the hybrid TransCad model, this task was not completed. Scope development has occurred in collaboration with Alaska DOT&PF and should be ready for contract award in early FFY 2027.

Purpose and Need: The purpose of the household travel survey is to collect statistically representative data on travel behavior across demographic groups and geographic areas within MVP's MPA. This information will provide essential inputs for the development, calibration, and validation of the regional TransCAD travel demand model by improving the accuracy of assumptions related to trip generation, travel mode choice, trip length, and time-of-day travel patterns.

The survey will serve as a foundational dataset for ensuring that model outputs reflect observed travel behavior within the Mat-Su region and will support improved forecasting, scenario planning, and project evaluation within future MTP's.

The survey will be conducted prior to the full TransCad model development.



This effort will design, test, and implement a household travel survey for the MPA. Major activities include:

- Development and review of survey specifications, sampling strategy, and survey instrument design
- Sample survey to test the survey instrument
- Public outreach, communications planning, and maintenance of a project website
- Implementation and analysis of the full household travel survey
- Data processing, validation, and weighting to ensure statistical representativeness
- Preparation of a final technical report and delivery of survey datasets for model integration
- Training for MVP staff on the use and application of survey data in modeling and planning processes
- **Completion Date:** Early 2028
- **Responsible Party:** MVP staff and Alaska DOT&PF staff and the consultant team will be responsible for the product and contract management.
- **Resulting Product:** A household travel survey report that will be used to inform the new regional travel demand model.

TASK 100 (D) TransCad Modeling

Purpose and Need: Due to the timing of the current MTP development process, MVP utilized a hybrid travel demand model adapted from the AMATS 2013 modeling effort rather than developing a new, region-specific model. Through the MTP process, it became clear that this approach was limited in its ability to accurately represent conditions within the Mat-Su MPA, including regionally specific population, employment, land use, and travel behavior.

While the available data was used to inform project identification in the current MTP, these limitations constrain MVP's ability to evaluate future scenarios or assess system performance as clearly as we hoped. Development of a regionally calibrated travel demand model is necessary to support data-driven decision-making and ongoing implementation of the MTP.

Looking ahead to the next plan update, the MTP-2055 will focus on the full MPA boundary and address multimodal transportation needs across all jurisdictions. The next MTP update is anticipated to begin in 2029, in advance of initiating the MTP



update MVP will develop a new travel demand model using current and locally relevant data for population, land use, employment, travel patterns, congestion, and economic activity.

The development of a TransCAD-based travel demand model will support a performance-based, multimodal transportation planning process consistent with federal requirements. Model development activities will include data collection, network development, land use analysis, and scenario evaluation to support forecasting and project assessment. This effort will improve MVP's ability to evaluate transportation investments, analyze system impacts, and advance projects through the planning and programming process.

MVP will coordinate with the Alaska DOT&PF to ensure the model is scalable, regionally appropriate, and aligned with statewide planning efforts. This coordination will also support consistency in horizon years, assumptions, and data inputs across agencies.

- **Completion Date:** As soon as the Household Travel Survey and report is complete the modeling effort will begin. Expected completion will be Late FFY 2029 - Early FFY 2030
- **Responsible Party:** Alaska DOT&PF, MPO Staff, Consultant(s)
- **Resulting Product:** An accurate TransCad model for the MVP MPA that can be used to inform projects outlined in the MTP and TIP.

TASK 100 (E) Transportation Improvement Program Finalization, Implementation, Monitoring, and Amendments as needed

Continuation of FFY 2025-2026 TASK-

The FFY 2027-FFY 2030 TIP is expected to be completed by early FFY 2027.

Work to be completed by early FFY 2027:

- Documentation of MVPs motorized and multi-modal project scoring criteria and linkage to funding eligibility
- Adoption of a Local Control Plan specific to Transportation Alternatives Program (TAP) funding
- Adoption of a TIP policy that outlines funding sources, a process for documenting the non-federal share for projects and an amendment and administration protocol



- Coordination with Alaska DOT&PF to develop Scope, Schedule, and Estimate (SSE) documentation for nominated MTP projects and to begin the pre-design phase
- Develop a fiscally constrained draft TIP based on prioritized MTP projects and available funding
- Conduct interagency coordination and consultation throughout TIP development
- Protocol for every TIP Amendment, release draft TIP for public review and conduct a minimum 30-day public comment period as outlined in the PPP
- Review, respond to, and incorporate public and stakeholder comments as appropriate
- Present the final TIP to the Technical Committee and Policy Board for review and adoption
- Transmit the adopted TIP to FHWA and FTA for approval and to Alaska DOT&PF for inclusion in the Statewide Transportation Improvement Program (STIP)

As is required for projects to be eligible for funding under 23 USC and 49 USC Chapter 53 all MVP projects funded by federal transportation funds on locally or state-owned non-National Highway System (NHS) roadways and transit projects will be found in MVP's TIP and incorporated by reference into the STIP. Federally funded projects within the MPO boundaries that are located on the State-owned NHS or facilities owned by the Alaska Railroad Corporation will generally be shown in MVP's TIP for informational purposes. Including all these projects will require careful coordination with the state and transit providers in the TIP development.

Concurrent with the submittal of the entire proposed TIP to the FHWA and FTA to be included as part of the STIP approval, the State and MVP shall certify that the MTP process is being carried out in accordance with all applicable requirements as set forth in 23 CFR 450.336. The self-certification shall be included as part of the cover letter in the transmittal of the TIP to FHWA and FTA.

Purpose and Need: Implementing, Monitoring and Amending the TIP

Implementation and monitoring of the TIP are necessary to ensure that programmed transportation investments remain consistent with the MTP, reflect current funding and project delivery conditions, and comply with federal fiscal constraint and performance-based planning requirements.

Because transportation projects are subject to changes in funding availability, design readiness, and implementation schedules, ongoing monitoring is required



to maintain an accurate and reliable TIP that supports effective decision-making and project delivery. Without consistent monitoring and updates, the TIP may become outdated, reducing its usefulness as a programming and coordination tool for MVP, the State, and project sponsors.

Implementation and Monitoring Activities:

TIP implementation will include development of a TIP project tracking process and regular monitoring of project progress, evaluation of funding and schedule changes, and coordination with Alaska DOT&PF to ensure consistency with MTP goals and federal performance-based planning requirements. Regular meeting will be schedule with Alaska DOT&PF project managers to ensure MVP staff are aware of progress or concerns in real time.

Administrative modifications will be processed in accordance with MVP's TIP policy or as needed to reflect changes in project scope, timing, or funding while maintaining fiscal constraint and regulatory compliance.

Amendments will be processed annually in accordance with MVP's TIP Policy.

As part of TIP implementation and project readiness, the MVP will develop a policy framework that establishes expectations for non-federal match commitments for projects programmed in the TIP. This may include requiring formal resolutions or other documentation from local jurisdictions or project sponsors confirming commitment of the non-federal share prior to advancement into design.

The policy will also define procedures for addressing situations where committed matching funds are not available at the time of project advancement. This may include reevaluation of project readiness, potential delays in project advancement, or removal from the TIP, as necessary, to maintain fiscal constraint and ensure the timely delivery of projects.

- **Completion Date:** TIP approval FFY 2027, TIP implementation, monitoring and amendments ongoing.
- **Responsible Party:** MVP staff, Consultant(s), Alaska DOT&PF staff providing Advanced Project Definition (estimates and schedules) and financial constraint limits.
- **Resulting Product:** FFY 2027–2030 Transportation Improvement Program for MVP, a policy statement about match / nonfederal share commitments and monitoring plan for the TIP



MVP
MATSU VALLEY
PLANNING *for*
TRANSPORTATION

TASK 100 (F): Implementation of the Public Participation Plan and Title VI Plan

Purpose and Need: The goal of this task is to implement and maintain an ongoing, inclusive, and accessible public involvement process that supports all MPO activities following adoption of the MTP and TIP. This includes ensuring continued compliance with Title VI of the Civil Rights Act of 1964 and related nondiscrimination requirements across all planning, programming, and decision-making processes.

Implementation will focus on providing timely access to information, maintaining consistent public engagement opportunities, and ensuring transparency in MPO actions, including TIP amendments, project development activities, and policy decisions. The MPO will continue to utilize a range of outreach methods, including digital platforms and in-person engagement, to reach a broad cross-section of the community.

MVP will also monitor and document public participation activities to evaluate the effectiveness of outreach efforts and identify opportunities to improve engagement, particularly among populations that may experience barriers to participation. These efforts will support a continuing, cooperative, and comprehensive (3C) planning process that reflects the needs and priorities of all users of the transportation system.

MVP will continue to submit annual performance reports to the Alaska DOT&PF Civil Rights office on Title VI activities and training and will update the PPP and Title VI plan as needed.

- **Completion Date:** Ongoing
- **Responsible Party:** MVP staff
- **Resulting Product:** Plans, Projects, Programs and Studies that are informed by the public.

TASK 100 (G) Support Services

Purpose and Need: This task includes the administrative, operational, and program management activities necessary to maintain, and operate MVP as a nonprofit organization in good standing and manage all of MVP's projects and programs. These support services provide the foundation required to carry out a 3C transportation planning process in accordance with federal requirements.



Support service activities are essential to building organizational capacity, establishing governance and administrative systems, managing federal and local funding, and supporting coordination with partner agencies, stakeholders, and the public. These functions ensure that all planning activities including the MTP, TIP, and public engagement efforts are implemented effectively, transparently, and in compliance with applicable regulations.

Without these support services, MVP would be unable to maintain organizational structure, meet federal requirements, or effectively deliver its transportation planning program.

Organizational Development and Administration

- Management of the MVP 501(c)(3) nonprofit corporation
- Human resources, payroll, accounting, benefits management, audits, insurance, and business compliance
- Procurement and management of office space, equipment, and administrative systems
- Hiring and management of MPO staff

Financial Management and Program Administration

- Budget development, tracking, and amendments
- Grant management and funding coordination
- Procurement of professional services
- Quarterly Financial Reporting
- Annual Audit and 990 filing

Operations and Governance

- Management of Technical Committee and Policy Board meetings
- Preparation of agendas, materials, and records
- Review and development of agreements, policies, and procedures

Coordination and Interagency Engagement

- Coordination with Alaska DOT&PF, local jurisdictions, Tribal organizations, and other MPOs
- Participation in statewide and regional committees
- Attendance at project meetings, planning efforts, and stakeholder groups

Planning Support and Technical Services

- Geographic Information System(s) (GIS) mapping and data development



- Review of planning documents and legislation
- Monitoring federal transportation policy and guidance

Public and Stakeholder Engagement

- General communication and correspondence
- Presentations to agencies, organizations, and the public
- Website and social media management

Professional Development

- Participation in conferences such as annual Association of Metropolitan Planning Organizations (AMPO) and National Association of City Transportation Officials (NACTO), other transportation planning trainings, and professional development activities including GIS Certificate Program, prerequisite course work for the American Institute of Certified Planners (AICP) credentials

Website and document accessibility compliance

- Review current Federal Regulations for ADA compliance and make changes to MVP's operations as needed
- **Completion Date:** Ongoing
- **Responsible Party:** MVP Staff
- **Resulting Product:** Successful MVP Operations

TASK 200 (A) Public Transit Planning Support

This is a continuation of TASK 200 A from the FFY 2025-2026 UPWP. MVP staff coordinated monthly meetings with the MSB, Valley Transit, Sunshine Transit, and Chickaloon Transit, Transit Advocates and the ADOT to create a forum to discuss needs and changes that were happening with the transition from the region being designated as Rural to Urbanized and the implications to Transit Operators. MVP staff also worked closely with MSB planning staff to support the FTA 5307 application development and submission process.

Purpose and Need: MVP receives Federal Transit Administration Section 5303 Metropolitan Planning Program funding under a CPG Alaska DOT&PF. These funds support multimodal transportation planning activities required to develop, manage, and improve public transportation systems.



Within MVP's MPA, transit services recently transitioned from State managed via subrecipient relationship to with the MSB assuming responsibility as the Direct Recipient for the region, providing transit services via contract operator. This is a new relationship and there is room to create a more comprehensive, coordinated planning framework to guide investments and operations of public transit services. As the region continues to grow, the need for reliable, accessible, and efficient public transportation is increasing, particularly to support access to employment, services, and regional connections.

5303 FTA funding will support a range of transit planning activities related to the operation and improvement of the public transportation system within the MPA. These activities may include, but are not limited to, transit roundtable meeting facilitation, support implementing and updating the MSB Coordinated Human Services Transportation Plan, special meeting facilitation, assistance navigating FTA regulations and requirements for MSB planning staff, capital planning, and asset management and the management of consultant services to develop a Transit Development Plan. Funding may also support the preparation of other transit plans and reports, as well as training and technical assistance to build local capacity as the Borough establishes and expands its transit program.

- **Completion Date:** Ongoing
- **Responsible Party:** MVP staff
- **Resulting Product:** Enhanced understanding of the transit services being provided and increased partnership among providers, transit advocates and local governments.

TASK 200 (B) Transit Development Plan

This task is a carry forward from FFY 2025-2026 UPWP. Due to staff, Technical Committee and Policy Board capacity this task was not initiated until late FFY 2026. In late FFY 2026, early FFY 2027 MVP anticipates having a draft scope of work to review with TC and Policy Board for approval. Work has begun on this task.

Purpose and Need: MVP will develop a Transit Development Plan (TDP) to establish a coordinated, data-driven framework for transit planning in response to the designation of a new urbanized area and continued regional growth. Transit services within the Mat-Su Borough are currently provided by multiple nonprofit and human service organizations without a unified strategy, resulting in fragmented service delivery and limited system-wide coordination. The TDP will support MVP's



responsibility to plan for a multimodal transportation system that meets the mobility needs of both the urbanized area and surrounding rural communities.

This effort will include a comprehensive assessment of existing transit services; evaluation of current and projected demand based on population, demographic, and economic trends; and identification of service gaps and unmet needs. Particular emphasis will be placed on the differing mobility needs within the urbanized area compared to rural portions of the Borough, as well as the challenges associated with providing service across a large and geographically dispersed region.

The TDP will assess the limitations of the current demand-response-only service model and evaluate the feasibility of introducing fixed-route and complementary paratransit services within the urbanized area. The plan will also identify opportunities for coordination among multiple providers to improve service integration, enhance system performance, and expand ridership access.

In addition, the TDP will evaluate opportunities to coordinate pupil transportation services with public transit, including shared use of vehicles, facilities, or service corridors where feasible, to improve efficiency and expand mobility in a large, low-density service area, while maintaining student safety standards and recognizing the operational constraints of school district transportation systems.

The TDP will define priorities, develop implementable service and coordination strategies, and identify potential funding sources, including those associated with federal transit programs.

Deliverables will include a final TDP document that provides actionable recommendations, performance measures, and an implementation framework to guide future transit investments and policy decisions. The plan will position the MVP and local providers to improve service coordination, enhance access to employment and essential services, and ensure compliance with applicable federal planning requirements

- **Completion Date: 9/30/2028**
- **Responsible Party:** MVP staff, Consultants, MSB staff and Alaska DOT&PF staff
- **Resulting Product:** A Transit Development Plan that offers a realistic assessment of the existing services, the current needs and anticipates the future needs for comprehensive public transit services and offers actionable operations plans that the MSB can implement as the Direct Recipient.



TASK 300 Supplemental Plan & Projects

The following projects are Supplemental Projects that will be programmed in the Alaska STIP prior to MVP's MTP or TIP. However, MVP was eligible for funding starting in FFY 2024. The following projects were proposed and approved by MVP's Policy Board. The Projects listed below are considered Planning projects and STBG funding will be used.

Each of these plans was proposed to be completed during the FFY 2025-2026 UPWP period. The pavement management plan fieldwork will be completed in FFY 2026 with the full report to be completed in early FFY 2027. The streetlight, intersection and sign management plan have not started but some scope development has started. We anticipate the fieldwork will begin in FFY 2027.

TASK 300 (A) MVP Sign Management Plan

Purpose and Need: MVP will develop a Sign Management Plan to establish a systematic, data-driven approach for inventorying, assessing, and maintaining traffic signs within the MPA. Currently, sign management practices are inconsistent and lack a comprehensive inventory. This creates challenges in ensuring that all signs meet visibility and condition standards necessary for safe roadway operations throughout the MPA.

The plan will assess sign condition, create a geodatabase that inventories all the existing signs, and prioritize maintenance and replacement activities. Particular emphasis will be placed on maintaining minimum retro reflectivity levels in accordance with applicable standards to ensure adequate nighttime visibility and enhance roadway safety.

By creating a centralized and consistent framework for sign management, the plan will support improved asset management, reduce safety risks associated with degraded or non-compliant signage, and assist local jurisdictions in making informed, cost-effective maintenance decisions.

- **Completion Date:** September 30, 2027
- **Responsible Party:** MVP staff, MSB staff, Alaska DOT&PF staff and consultants
- **Resulting Product:** A sign management plan of all the signs within the MPA including the MSB, cities and the Alaska DOT&PF and a prioritized list of projects in need of replacement and/or installation.



TASK 300 (B) MVP Streetlight and Intersection Management Plan

Purpose and Need: MVP will develop a Street Lighting and Intersection Illumination Management Plan to establish a comprehensive, data-driven framework for assessing, prioritizing, and improving roadway lighting within the MPA. Existing street lighting infrastructure may be aging, inconsistently maintained, or lacking a centralized inventory, creating challenges in ensuring adequate illumination, energy efficiency, and compliance with applicable safety and electrical standards.

This effort will include the development of a system-wide inventory of streetlights and illuminated intersections, along with an assessment of current lighting conditions, infrastructure performance, and maintenance needs. The plan will evaluate opportunities for conversion to energy-efficient Light-Emitting Diode (LED) lighting and identify locations where lighting levels or infrastructure conditions may not meet current safety or operational standards.

The plan will also identify common infrastructure deficiencies such as outdated wiring, grounding issues, or electrical system limitations and incorporate these considerations into a prioritized improvement strategy. Emphasis will be placed on enhancing visibility and safety at key intersections and corridors while supporting cost-effective, long-term asset management.

The resulting plan will provide clear recommendations, prioritization criteria, and an implementation framework to guide future investments in street lighting, improve roadway safety, ensure compliance with applicable standards, and increase system efficiency.

- **Completion Date:** September 30, 2027
- **Responsible Party:** MVP, staff, MSB staff, Alaska DOT&PF staff, and consultants
- **Resulting Product:** Streetlight management plan and inventory of streetlights and replacement schedules

TASK 300 (C) Pavement Asset Management Plan

The asset management plan was initiated during FFY 2026. Data collection is expected to finish in August 2026. The plan, data inventory report and any associated GIS database will be completed in FFY 2027.



Purpose and Need: As part of MVP’s transportation system planning efforts, developing a Pavement Asset Management Plan was identified as a key need to support long-term preservation of the region’s roadway network and to prioritize projects for our improvement program. The need for this plan is driven by the lack of a comprehensive, system-wide pavement condition database and the increasing importance of making data-driven investment decisions to extend pavement life and optimize limited maintenance funding.

Currently, pavement condition information is not consistently collected or systematically integrated into a unified asset management framework, limiting the ability to accurately forecast deterioration, prioritize preservation needs, and evaluate cost-effective treatment strategies across the network.

The Pavement Asset Management Plan will establish a consistent methodology for evaluating roadway conditions, including smoothness, rutting, and cracking, through automated data collection using advanced pavement profiling technologies. Condition data will be integrated into a geographic information system (GIS) and used to develop a prioritized inventory of pavement preservation and rehabilitation needs.

The resulting dataset and plan will be shared with MVP member agencies and used to support the development of future MTP and TIP development and will inform our Improvement Program as well as other planning efforts. This information is essential to support lifecycle cost analysis, improve investment prioritization, and enable more efficient allocation of resources to maintain and extend the service life of the regional roadway network. MVP intends to update the Pavement Management plan every three years.

- **Completion Date:** September 30, 2027
- **Responsible Party:** MVP staff, MSB staff, Alaska DOT&PF staff and consultants
- **Resulting Product:** An assessment of the pavement conditions in a geodatabase and a prioritization of pavement improvement projects for the MSB, and cities

TASK 300 (D) MVP Advanced Project Definition

Purpose and Need: MVP will programmatically set aside \$181,940 in STBG funds to support Advance Project Definition activities for projects nominated for inclusion in the MTP, TIP, and MVP Improvement Program. This effort is needed to improve project readiness and ensure that proposed transportation investments are



sufficiently defined to support accurate planning, prioritization, and funding decisions.

Currently, projects advanced for inclusion in the MTP and TIP may lack consistent or detailed scope, schedule, and cost estimates at the time of programming, creating challenges in prioritization, delivery timelines, and funding allocation. Advance Project Definition addresses this gap by providing standardized development of SSEs prior to final project programming.

The SSE development will be conducted by Alaska DOT&PF staff at the request of MVP when projects are nominated by member agencies for inclusion in the MTP and TIP. This coordinated approach ensures consistency in project development, improves cost estimating accuracy, and enhances the ability of decision-makers to evaluate project feasibility and readiness.

This effort will ultimately support more effective transportation programming by improving the quality of project information used in the MTP, TIP, and STIP, reducing delays in project delivery, and strengthening alignment between regional priorities and implementation outcomes.

- **Completion Date:** Ongoing
- **Responsible Party:** MVP and Alaska DOT&PF staff
- **Resulting Product:** Scope, Schedule and Estimates for projects MVP capital projects listed in the MTP and TIP

TASK 400 Contingency Plans if funding and time allows

TASK 400 (A) Sidewalk, Separated Pathway, and ADA compliant crossing Inventory and Asset Management (not funded)

Purpose and Need: MVP proposes to develop a Sidewalk, Separated Pathway, and ADA-Compliant Crossing Inventory and Asset Management Plan to address a key need identified during the MTP project evaluation process. During this process, it became evident that the lack of a complete, consistent, system-wide inventory of pedestrian infrastructure within the MPA limited the ability to accurately evaluate, prioritize, and compare proposed non-motorized transportation projects.

Inconsistencies and gaps in available data on sidewalks, separated pathways, and ADA-compliant crossing elements such as curb ramps, pedestrian signals, and



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marked crossings constrained MVP’s ability to assess existing network conditions, identify connectivity gaps, and evaluate accessibility needs in a comprehensive and equitable manner. This resulted in challenges in fully understanding how proposed projects would address system deficiencies or improve overall pedestrian network performance.

To address this need, the proposed inventory and asset management system will establish a standardized geodatabase of pedestrian facilities across the MPA. This geospatial database will document the location, condition, and functional characteristics of sidewalks, separated pathways, and ADA-compliant crossing infrastructure to support consistent evaluation of system connectivity, safety, and accessibility.

The resulting inventory will provide a foundational tool for more effective project evaluation and prioritization in future MTP updates, as well as support TIP development and other MVP planning activities. This inventory will also support implementation of a Complete Streets policy by providing system-wide data needed to evaluate existing conditions, identify gaps in multimodal connectivity and ADA accessibility, and inform context-sensitive design standards for future roadway, sidewalk, and crossing improvements.

- **Completion Date:** TBD
- **Responsible Party:** MVP staff, Alaska DOT&PF staff and a consultant team
- **Resulting Product:** Geodatabase and narrative report including all sidewalk, separated pathway, and ADA compliant crossing Inventory and condition

TASK 400 (B) Update the Coordinated Human Services Transportation Plan for the region in Partnership with the MSB (not funded)

Purpose and Need: MVP in partnership with the Mat-Su Borough (MSB) and key transportation and human service providers, is interested in supporting the update of the Coordinated Human Services Transportation Plan (CHSTP) for the region. This update is needed to ensure the coordinated transportation strategy reflects current and projected mobility needs of seniors, individuals with disabilities, low-income populations, and other transportation-disadvantaged residents across the Metropolitan Planning Area.



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The current CHSTP expires in 2028; however, an update is being proposed in advance to ensure continuity in coordinated planning, reflect changes in population growth and service delivery since the previous plan, and maintain eligibility for Federal Transit Administration (FTA) funding programs that require an up-to-date CHSTP as a condition of eligibility.

The updated CHSTP will provide a comprehensive assessment of existing specialized transportation services, evaluate unmet transportation needs, and identify opportunities to improve coordination among providers. This includes examining strategies for service integration, scheduling and resource coordination, and improved access to employment, healthcare, education, and essential services.

The plan will also identify prioritized strategies and implementation actions to guide future investments and strengthen coordination among public, private, and nonprofit transportation providers. The updated CHSTP will support more efficient use of limited funding resources, improve mobility options for transportation-disadvantaged populations, and ensure continued compliance with federal requirements for coordinated human services transportation planning.

- **Completion Date:** TBD
- **Responsible Party:** MVP staff, Alaska DOT&PF staff, MSB Staff, and a consultant team
- **Resulting Product:** FFY 2028-2032 Coordinated Human Services Transportation Plan



Budget FFY 2027-2028 proposed budget

MVP’s budget for FFY 2027–2028 is summarized in the tables below, which outline anticipated revenues, expenditures, and fund distribution. Tables 2 and 3 present the revenue sources available to MVP, including annual Metropolitan Planning (PL) funds and Federal Transit Administration (FTA) Section 5303 planning funds. These funds support MVP’s core operations and planning activities. The tables also identify supplemental planning funds that will be used to retain consultant services for major planning efforts.

Table 2: Funding Sources for Metropolitan Planning Activities

Metropolitan Planning (PL) Funds	FFY2027	FFY2028
Description		
PL Distribution	\$ 451,135	\$462,413
Minus DOT Planning Support	\$ (66,000)	\$(66,000)
Subtotal PL Funds	\$ 385,135	\$396,413
9.03% Match	\$38,230	\$39,349
Subtotal	\$423,365	\$435,762
Less 7.21% ICAP	\$(30,525)	\$(31,418)
Total	\$392,840	\$404,344
Supplemental Federal Funds		
Description		
MVP Planning Office (STBG)	\$181,940	\$ 181,940
Metropolitan Transportation Plan (Unobligated PL)	\$ -	\$ -
TransCad Travel Model (Unobligated PL)	\$ -	\$650,000
Household Travel Survey (Unobligated PL)	\$600,000	\$ -
MVP Advanced Project Definition (STBG)	\$181,940	\$ -
Supplemental Federal Funds	\$963,880	\$831,940
9.03% match	\$95,678	\$ 82,581
Subtotal	\$1,059,558	\$914,521
Less 7.21% ICAP	\$(76,394)	\$(65,937)
Total	\$983,164	\$848,584
Metropolitan Planning Total	\$1,376,004	\$1,252,928



Table 3: Funding Sources for Transit Planning Activities

Transit Planning (FTA 5303) Funds		
Description	FFY2027	FFY2028 (Estimate)
Apportionment	\$92,880	\$95,202
FTA 5303 Funds	\$92,880	\$95,202
9.03% Match	\$9,220	\$9,450
Subtotal	\$102,100	\$ 104,652
Less 7.21% ICAP	\$(7,361)	\$(7,545)
TOTAL	\$94,738	\$ 97,107
Supplemental Federal Funds		
Transit Development Plan (Unobligated PL)	\$500,000	\$ -
	\$500,000	\$ -
9.03% match	\$49,632	\$ -
Subtotal	\$549,632	\$ -
Less 7.21% ICAP	\$(39,628)	\$ -
Total	\$510,003	\$ -
Transit Planning Total	\$604,742	\$97,107

Notes for Table 2 and 3:

- Though MVP has proper fiscal policies in place, MVP has not operated at full capacity. Until the FFY 2027 Audit has been completed, we will not have a true picture of the annual operations costs. To cover the projected budget, STBG is being used to supplement PL to cover operations.
- PL for FFY28 was estimated by adding a 2.5% increase to the FFY27 documented PL allocation from DOT
- Transit PL for FFY28 was estimated by adding 2.5% to the FFY27 documented allocation
- Match: the non-federal share of PL will be covered by the annual dues from member organizations. The annual dues agreement that generates \$50,000 to cover the non-federal share of annual PL. The remaining non-federal share will be funded by legislative grant funds identified on page 12 of the UPWP. MVP will need to modify its annual dues calculation to cover the non-federal share of future UPWP's or seek out another Legislative Appropriation.
- Unobligated PL: 90% of the annual apportionment of FHWA PL funds will be distributed to the MPOs. Annually at a quarterly Statewide MPO Coordination Meeting, the MPOs and the state will propose, discuss, and decide on how to allocate any unobligated PL funds for the following fiscal year. This decision will be documented in the meeting notes. This year the MPO's and ADOT&PF agreed to allow MVP to use unobligated PL, Household Survey, Travel Model and the Transit Development Plan.



Table 4 summarizes estimated expenditures by year, including both MVP operational costs and consultant services.

Table 4: Estimated Cost by Task

Task	Description	Fund Source	FFY2027	FFY2028	Metro Planning	Transit Planning	TIP Management
Required Plans & Programs							
100 (A)	Unified Planning Work Program	MVP PL/STBG	\$50,000	\$50,000	X		
100 (B)	Metropolitan Transportation Plan Implementation	Unobligated PL	\$-	\$-	X		X
		MVP PL/STBG	\$100,000	\$20,000	X	X	
100 (C)	Household Travel Survey	Unobligated PL	\$400,000	\$150,000	X		
		MVP PL/STBG	\$100,000	\$50,000	X	X	
100 (D)	TransCad Modeling	Unobligated PL	\$-	\$650,000	X		X
		MVP PL/STBG	\$100,000	\$50,000	X		X
100 (E)	Transportation Improvement Program Implementation	MVP PL/STBG	\$150,000	\$50,000	X		X
100 (F)	Public Participation Plan	MVP PL/STBG	\$100,000	\$100,000	X	X	
100(G)	Support Services	MVP PL/STBG	\$150,000	\$170,000	X	X	
		Subtotal	\$1,150,000	\$1,290,000			
Public Transit System Planning							
200(A)	Transit Planning Support	FTA 5303	\$92,880	\$96,959		X	
200 (B)	Transit Development Plan	Unobligated PL	\$500,000	\$-		X	
		TOTAL	\$592,880	\$96,959			
Supplemental Plans and Programs							
300 (d)	Advanced Project Definition	MVP STBG/DOT	\$200,000	\$-	X	X	X
		TOTAL	\$200,000	\$-			



Contingency Plans and Projects

Task	Description	Fund Source	FFY2027	FFY2028	Metro Planning	Transit Planning	TIP Management
400 (A)	Sidewalk, Separated Pathway and ADA compliant crossing inventory	TBD		\$300,000	X	X	X
400 (B)	Coordinated Human Services Transportation Plan Update	TBD	\$100,000			X	
		MVP PL/STBG	\$50,000	\$50,000	X	X	
		Total	\$150,000	\$350,000			

Notes:

- *TASK 100 A, E, F, G activities will be completed by MVP staff using PL and STBG*
- *TASK 100 B, C, D assumes the use of a consultant with unobligated PL and MVP staff using PL and STBG to manage the contract and deliverables*
- *TASK 200 A activities will be completed by MVP staff using 5303 and PL and STBG*
- *TASK 200 B activities will be completed by a consultant with unobligated PL and the contract and deliverables will be managed by MVP staff using 5303, PL and STBG*
- *TASK 300 A activities will be completed by ADOT&PF staff*
- *TASK 400 are contingent on funding availability*



Table 5 compares annual funding sources with projected expenditures, demonstrating that the UPWP is fiscally constrained and does not program expenditures beyond expected revenues.

Table 5. Funding Source & Estimated Cost Comparison

Metropolitan Planning Activities	FFY2027	FFY2028
Available Funding (Table 2)	\$ 1,376,004	\$ 1,252,928
Estimated Costs (Table 4)		
Task 100 Required Plans & Programs	\$ 1,150,000	\$ 1,290,000
Task 300 Supplemental Plans and Projects	\$ 200,000	\$ -
Total	\$ 1,350,000	\$ 1,290,000
Transit Planning Activities		
Available Funding (Table 3)	\$ 604,742	\$ 97,107
Estimated Costs (Table 4)		
Task 200(A) Transit Planning Support	\$ 92,880	\$ 96,959
Task 200(B) Transit Development Plan	\$ 500,000	\$ -
Total	\$ 592,880	\$ 96,959



Table 6 provides a detailed operations budget, including anticipated revenues and expenditure over a two-year period.

Table 6: Proposed UPWP (FFY 2027-2028) Based on the FFY 2026 Approved Annual Office Budget for MVP

Expenditures	FFY2027	FFY2028
Personnel	\$ 368,964	\$ 380,032
Fringe Benefits: Health Insurance & 401k	\$ 111,732	\$ 115,084
Occupancy & Rent	\$ 40,000	\$ 40,000
Administrative Services Payroll fees & HR Support	\$ 3,240	\$ 3,240
Professional Services including Accounting & Legal	\$ 18,000	\$ 20,000
Annual Audit & 990 Prep	\$ 22,500	\$ 22,500
Information Technology	\$ 26,000	\$ 27,000
Printing Postage & Publication	\$ 7,000	\$ 7,000
Meetings	\$ 8,000	\$ 5,000
Training and Travel	\$ 20,000	\$ 22,000
Professional General Liability Insurance	\$ 13,154	\$ 15,000
Membership fees AMPO/APA/ Foraker	\$ 5,000	\$ 5,000
Advertising	\$ 20,000	\$ 20,000
Supplies	\$ 5,000	\$ 5,000
TOTAL	\$ 668,590	\$ 686,856
Revenue	FFY2025	FFY2026
PL Fund Distribution	\$ 385,135	\$ 396,413
9.03% Match	\$ 38,230	\$ 39,349
5303 Apportionment	\$ 92,880	\$ 95,202
9.03% Match	\$ 9,220	\$ 9,450
Supplemental Federal Planning STBG Funds for MVP Office	\$ 181,940	\$ 181,940
9.03% Match	\$ 18,060	\$ 18,060
Subtotal	\$ 725,464	\$ 740,414
Less 7.21% ICAP	\$ (52,306)	\$ (53,384)
Subtotal	\$ 673,158	\$ 687,031
Less DOT&PF Planning Support	\$ -	\$ -
TOTAL	\$ 673,158	\$ 687,031

Note: the MVP budget is based on four FTE with full benefits, a large office space in Palmer or Wasilla that can accommodate the full PB and TC. Additional STBG funding was added to support the operations of the office.



Table 7 summarizes the distribution of funds, including PL funds allocated to MVP, PL funds provided to Alaska DOT&PF for planning support, and the non-federal match associated with all revenue sources.

Table 7: Metropolitan & Transit Planning Fund Distribution

Metropolitan Planning Funds	FFY27		FFY28	
MVP Operations	\$	385,135	\$	396,413
Alaska DOT&PF Planning	\$	66,000	\$	66,000
Subtotal	\$	451,135	\$	462,413
9.03% Match	\$	38,230	\$	39,349
Subtotal	\$	423,365	\$	501,762
less ICAP 7.21%	\$	(30,525)	\$	(36,177)
Total	\$	392,840	\$	465,585
Transit Planning FTA 5303				
MVP Operations	\$	92,880	\$	95,202
9.03% Match	\$	9,220	\$	9,450
Subtotal	\$	102,100	\$	104,652
Less ICAP 7.21%	\$	(7,361)	\$	(7,545)
Total	\$	94,738	\$	97,107
Table 8 Non-Federal Share				
		FFY27		FFY28
MVP PL Match	\$	38,230	\$	39,349
Supplemental Planning Funds Match	\$	95,678	\$	82,581
FTA 5303 Match	\$	9,220	\$	9,450
Supplemental Planning Transit	\$	49,632	\$	-
Total	\$	192,759	\$	131,381



Amendment and Adjustment Procedures:

As outlined in MVP’s operating agreement changes in work assignments and studies to be performed to meet transportation planning requirements may be made by the MPO at such times and to such extent as deemed necessary. Changes in funding levels for tasks, or changes in tasks, shall be requested as soon as possible after the need for such change is recognized.

Amendment to the UPWP

An Amendment to the UPWP is required when changes result in a significant modification to task scope, objectives, or deliverables, or when budget revisions exceed 20 percent of the approved task budget or \$35,000, whichever is greater. Amendments may include the addition or removal of tasks, substantial scope changes, or significant budget reallocations.

Amendments require the concurrence of the MPO, Alaska DOT&PF, FHWA, and FTA prior to implementation. All amendments are subject to public review and comment consistent with the MPO’s public participation process.

Administrative Modifications to the UPWP

An Administrative Modification applies to minor changes that do not significantly affect task scope, objectives, or deliverables, and that do not exceed 20 percent of the approved task budget or \$35,000, whichever is greater.

Administrative modifications require concurrence of the MPO and Alaska DOT&PF prior to implementation. FHWA and FTA will be notified of approved administrative modifications in a timely manner.

MVP Complete Streets Policy Process



1. PLANNING

- MTP project Initiation
- Project sponsors draft project scope
- Review CS checklist for ideas and considerations



3. MVP PROJECT SUBMISSION

- Nominate project for inclusion in the MTP
 - List multimodal accommodations in the project narrative
- If requesting an exception, document the request in the narrative



5. PROJECT PRIORITIZATION AND SELECTION

- Projects are reviewed and prioritized for the TIP
 - In crafting scopes for TIP projects, DOT&PF reviews projects for multimodal considerations using the CS checklist to further document treatments
- Is the project feasible?
 - If yes, scope is finalized for the TIP and cost estimate, design, and schedule are completed
 - If no, document why and contact MVP and the Applicant to discuss
 - Changes to the project scope that require an exception are reviewed by the MVP Policy Board
- Project funding is obligated

2. CONSIDERATIONS



- Does the project include existing multimodal accommodations and are they ADA compliant?
 - If yes, the project complies with CS
 - If no, list the upgrade describe accommodations the project is willing to include in the scope to comply with CS
- Does this project consider including multimodal accommodations?
 - If yes, describe CS accommodations the project is willing to include in the scope
 - If no, why?
 - If an exception applies, work with MVP to develop justification

4. PROJECT SCORING



- Projects are ranked and scored through the MTP process
- CS accommodations have their own set of criteria
- Non-administrative exception requests on scored projects are reviewed by the MVP Policy Board for approval
- Scored projects receive a cost estimate from DOT&PF
 - Clear documentation of CS accommodations in the project narrative supports more accurate estimates





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Complete Streets Policy

Technical Committee – May 12, 2026



Policy in Action

This Complete Streets policy DOES:

- ✓ Affirms MVP's requirement to plan for and develop a safe, efficient, multimodal transportation system for the region
- ✓ Guides open and transparent decision-making across a project lifespan based on need, safety, and cost
- ✓ Allows flexibility by context
- ✓ Encourage integration of multimodal consideration into existing practices

This Complete Streets policy DOES NOT:

- × Mandate specific project outcomes or design features
- × Override engineering standards or funding constraints
- × Ensure accountability on its own



CS Policy Sections

- 1.0 Purpose of CS Policy**
- 2.0 Definition of CS**
- 3.0 Principles of CS**
- 4.0 Commitment to Safe Multimodal Network**
- 5.0 Implementation**
- 6.0 Exceptions to Policy**
- 7.0 Future Data Collection & Programming**
- 8.0 Next Steps & Opportunities**
- 9.0 Guidance & References**



1.0

Purpose

This CS Policy is MVP's commitment follow 23 CFR 450.300 to plan, design, and fund a safe and efficient multimodal transportation system that serves all users, in all seasons.

- Allows MVP to track outcomes and demonstrate progress towards a safer and more connected transportation system.
- Creates a simple workflow for project nominators and project managers that requires documentation of Complete Streets accommodations, or justification for excluding Complete Streets considerations, in project nomination and development processes.
- The policy is designed to be a tool to support these efforts.



Definition

MVP utilized federal guidelines to support the policy's definition of CS and to provide context to the federal requirements.

*"...standards or policies that ensure the safe and adequate **accommodation of all users** of the transportation system, including pedestrians, bicyclists, public transportation users, children, older individuals, individuals with disabilities, motorists, and freight vehicles."*

- ✓ IIJA requires 2.5% of MVP's PL funds are spent on planning for complete streets activities, including one of the four activities below:
 - adoption of **Complete Streets standards or policies**;
 - development of a **Complete Streets prioritization plan** that identifies a specific list of Complete Streets projects to improve the safety, mobility, or accessibility of a street;
 - **development of transportation plans** to – create a network of active transportation facilities; integrate active transportation facilities with public transportation services or improve access to public transportation; create multiuse active transportation infrastructure with connections within or between communities; increase public transportation ridership; improve safety for bicyclists and pedestrians; and
 - develop **policies and plans that support transit-oriented development**.
- ✓ Developing high-level CS standards (this policy) is the first step!

2.0



3.0

Principles of Complete Streets

Using existing best practices, the principles outlined in the policy build on the federal definition and guide how Complete Streets are considered and implemented.

They provide a flexible framework to help project sponsors and managers develop and finalize project scopes.



Commitment to a Safe Multimodal Network

Ensures vehicle travel is not the only mode considered as we develop projects.

This section of policy outlines MVP's MTP Goals and shows the connection between established goals and the intention behind Complete Streets in action:

- Ensure transportation improvements align with local land use patterns and connect housing to employment.
- Improve transportation safety for all modes.
- Leverage all available funding resources.
- Maintain the system in a state of good repair.
- Create opportunities for more diverse transportation options.
- Shorten commute times and improve mobility.
- Build a resilient transportation network.

4.0



Implementation

- ✓ Provides guidance on how the policy will be used
- ✓ Provides opportunity at multiple decision points to consider the willingness to add non-motorized amenities, if and when it makes sense
- ✓ Utilized when a project is initially nominated and then again in the design phase when DOT is making final decisions on project engineering
- ✓ Ensures safety is considered from the perspective of different users

Complete Streets Checklist – built as an optional tool and guide for project nominators; provides infrastructure ideas and is helpful in considering how a roadway might be used by multiple modes

Complete Streets Standards – Identifies guidance and compliance for specific modes and types of accommodations

- Corridor with existing ADA-compliant sidewalk or pathway on at least one side of the street is considered compliant
- Requires use of design guidance to ensure safe accommodations
- Encourages transit provider coordination when appropriate
- Consideration for curb and clearance standards on known freight corridors

5.0



Exceptions to Policy

Acknowledgement that there are specific circumstances or projects where considering Complete Streets doesn't make sense and provides a path forward. Enhances transparency of the public process.

Administrative Exceptions are processed administratively and don't require adherence to policy or formal approval to move forward.

- Preventative maintenance of the transportation network that does not change the roadway geometry or operations.
- Equipment purchases or planning-specific projects that do not include construction in any phase of the project.
- Projects that are not seeking Title 23 or 49 federal funding through MVP.

Non-Administrative Exceptions require approval by MVP Policy Board before moving forward.

- Users are legally prohibited from using a roadway.
- When the costs associated with right-of-way acquisition or utility relocation are disproportionate to the total project cost.
- There is an inability to enter into an agreement to assume operations and maintenance of the facility.
- The cost of accommodation is excessively disproportionate to the need or probable use.
- There exist substantial funding limitations that cannot be overcome with flexible design solutions.
- Detrimental environmental or safety impacts outweigh the benefits of enhanced multimodal access.

6.0



Future Data Collection & Programming

Specific performance measures are identified in the MTP, so are not included in this policy. Instead, the policy outlines potential data collection efforts that could be useful in measuring progress in the future.

- Bicycle and pedestrian facility inventory and condition index
- ADA compliance on existing curbs
- Percentage of roads with a speed limit greater than 45 mph with adjacent separated pathways
- Percentage of transit stops with shelters
- Emergency vehicle response times
- Miles of streets retrofitted, designed, or built to Complete Streets standards
- Number or percentage of trips by walking/rolling, biking, transit, and driving
- Percentage of sidewalks and pathways maintained as winter-passable
- Linear feet of new or reconstructed sidewalks and pathways
- Number of new or reconstructed ADA-compliant curb ramps
- Number of new or repainted crosswalks

7.0



Next Steps & Opportunities

MVP utilized federal guidelines to support the policy's definition of CS and to provide context to the federal requirements.

- ✓ Training – Identifies a commitment to encourage training opportunities and collaboration between agencies, along with support to each agency to develop and implement similar standards for their own projects
- ✓ Future Planning – MVP's commitment to consider Complete Streets in planning and project efforts
- ✓ Complete Streets Policy Review – At a minimum, this policy would be reviewed during each MTP update. This is the first version – collaboration should be ongoing to determine what is working well, where improvements could be made, and to consider changes to best practices.

8.0



9.0

Guidance and References

Provides direct links to supporting resources and design guidance:

- FHWA Bicycle and Pedestrian Legislation
- Smart Growth America
- AASHTO's Policy on Geometric Design of Highways and Streets
- Alaska Highway Preconstruction Manual
- Urban Street Design Guide
- MSB 2023 Coordinated Human Services Transportation Plan



Complete Streets Designs

- ✓ Designs page provides a comprehensive list of infrastructure options (not all inclusive)
- ✓ Menu of options to choose from

Example:

Pedestrian Improvements (second box)

- Sidewalks on either side of street
- Striped crosswalks
- Pedestrian traffic signal features
- Crossing and wayfinding signage
- Pedestrian-level lighting

Complete Streets Designs			
Facility Considerations*	Existing (Y/N)	Proposed (Y/N)	Additional Details, Notes, and Justification
Access & Mobility Curb ramps, crosswalks, pedestrian traffic signal features, pathways, and sidewalks in good condition and ADA-compliant, acceptable slopes, reduced conflict between modes, access management improvements, etc.			
Pedestrian Improvements Sidewalks on either side of street, striped crosswalks, pedestrian traffic signal features, crossing and wayfinding signage, pedestrian level lighting, etc.			
Bicycle Facilities Separated bike path, bike lane, designated shoulder, crossing signals to allow bicycles to safely cross on green, signage and pavement marking specific to bike facilities, bike parking, racks, lockers, etc.			
Transit Accommodations Transit shelters, bus turnouts, transit provider coordination, bike/ped connection to transit route, bus stop lighting improvements, etc.; local transit provider comments required if the project is on an existing or proposed transit route			
Trucking/Freight Appropriate curb and clearance standards if on a known trucking/freight corridor			
Other Connectivity Enhancements Connections to other bike paths, pedestrian facilities, or transit facilities, connections to everyday destinations and neighborhoods including schools, hospitals, senior care, community centers, <u>persons</u> with disabilities, or other priority populations within the project area, etc.			
Other Design Elements Public seating or benches, Cultural or Historic Preservation, fish passage improvements, placemaking, landscaping or community green space, etc.			

*Facilities listed above are examples and are not meant to be an exhaustive list of Complete Streets considerations.

Complete Streets Exceptions

- ✓ Reflection of what is written in the Policy
- ✓ Checklist can help quickly determine if a project might qualify for an exception, identifies the type, and provides space for developing a justification
- ✓ MVP staff can provide support to develop justification language

EXCEPTIONS				
Items Related to Complete Streets	Yes	No	N/A	If "Yes" Provide Description
Administrative Exceptions**				
Is the project preventative maintenance that does not change roadway geometry or operations? <i>This includes mowing, sweeping, pavement patching, and spot repair.</i>				
Is the project equipment or planning related only and will not be a construction project in any phase?				
Is it a project that is not seeking Title 23 or 49 federal funding through MVP?				
Non-Administrative Exceptions*				
Are any specific users prohibited from using a roadway? <i>Where access is legally prohibited, project managers should consider opportunities to address or remove barriers to network connectivity and crossings that are important for serving non-motorized users, along with other modes.</i>				
Are the costs associated with ROW acquisition or utility relocation disproportionate to the total project cost?				
Is there an inability to enter into an agreement to assume operations and maintenance of the facility?				
Is the cost of accommodation excessively disproportionate to the need or probable use?				
Are there substantial funding limitations that cannot be overcome with flexible design solutions?				
Are there detrimental environmental or safety impacts that outweigh the benefits of enhanced multimodal access?				
<small>*If yes to any of the below exceptions, additional backup data and/or documentation must be provided and Non-Administrative Exceptions will need to be approved by the MVP Policy Board. **Administrative Exceptions are excluded from adhering to the Complete Streets policy requirements.</small>				

Next Steps-

Technical Committee 30-day Review Period

- MVP will send out the CS document package after the TC meeting
- Utilize the form provided to make comments on the policy document or checklist
- Submit comment form to MVP no later than COB on June 15th

Commenter Name	Policy or Checklist	Section Number	Page Number	Line Number	Comment/ Issue/ Suggested Text Edit	MVP Comment Review
Carrie Cecil	Policy		4	3	37 Suggest linking text " MVP's 2050 Metropolitan Transportation Plan" to MVP MTP 2050 Vision, Goals, and Objectives document - https://www.mvmpo.com/_files/ugd/260f8a_cf48aa93f7104f18adacb2c5c486cd7b.pdf	



Thank You!



MATSU VALLEY
PLANNING *for*
TRANSPORTATION

Contact Us:

kim.sollien@mvpmpo.com

907-982-9080



Matsu Valley Planning *for* Transportation Complete Streets Policy

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- 1.0 Purpose of Complete Streets Policy
- 2.0 Definition of Complete Streets
- 3.0 Principles of Complete Streets
- 4.0 Commitment to a Safe Multimodal Network
- 5.0 Implementation
- 6.0 Exceptions to Policy
- 7.0 Future Data Collection and Programming
- 8.0 Next Steps and Opportunities
- 9.0 Guidance and References

1.0 Purpose of Complete Streets Policy

Set forth the Federal policy 23 CFR 450.300- Metropolitan Planning Organization's are *designated for each urban area to carry out a continuing, cooperative, and comprehensive performance-based multimodal transportation planning process, including the development of a metropolitan transportation plan and a TIP, that encourages and promotes the safe and efficient development, management, and operation of surface transportation systems to serve the mobility needs of people and freight (including accessible pedestrian walkways, bicycle transportation facilities, and intermodal facilities that support intercity transportation, including intercity buses and intercity bus facilities and commuter vanpool providers) fosters economic growth and development, and takes into consideration resiliency needs, while minimizing transportation-related fuel consumption and air pollution.*

MatSu Valley Planning for Transportation (MVP) is committed following the federal requirements outlined for MPO's. This Complete Streets Policy is MVP's formal acknowledgement that MVP is required to plan, design, and fund a multimodal transportation system that safely and efficiently serves all users, in all seasons. Successful implementation of Complete Streets requires interagency coordination and collaboration with the Alaska Department of Transportation and Public Facilities (Alaska DOT&PF), local governments, and other partner agencies to accomplish efficient and effective system planning for all modes.

The Mat-Su Valley is growing, and with that growth comes both an opportunity and a responsibility to shape how people move through our communities. A Complete Streets approach ensures that people biking, walking, or riding transit, and individuals with disabilities are appropriately included in transportation planning. Every project, every

1 investment, and every funding decision should reflect the full range of people who rely on
2 our transportation network.

3 As the Metropolitan Planning Organization (MPO) for the Mat-Su Valley, MVP coordinates
4 local, state, and tribal voices in setting regional transportation priorities and distributing
5 federal funding. This policy affirms that commitment at the planning and programming
6 level. Implementation falls to the Alaska DOT&PF, which will apply Complete Streets
7 principles to every project in the MVP area to ensure the needs for people biking, walking,
8 riding transit, and Americans with Disabilities Act (ADA) are considered at each stage of
9 project development, and any reasoned decision not to include multimodal accommodations
10 is documented for public transparency.

11 **2.0 Definition of Complete Streets**

12 Complete Streets Standards or Policies, as defined by the Infrastructure Investment and
13 Jobs Act (IIJA), are:

14 *"...standards or policies that ensure the safe and adequate **accommodation of all users**
15 of the transportation system, including pedestrians, bicyclists, public transportation users,
16 children, older individuals, individuals with disabilities, motorists, and freight vehicles."*

17 As an MPO, MVP is responsible for developing a multimodal network that considers the
18 transportation needs of all members of the community. This Complete Streets Policy has
19 been developed to meet the requirement of IIJA, which requires that not less than 2.5% of
20 MVP's Metropolitan Planning (PL) funds (23 U.S.C. § 104(d)) be spent on planning for
21 complete streets activities, and to carry out one or more of the following activities
22 consistent with Section 11206 of the IIJA¹:

- 23 1) adoption of Complete Streets standards or policies;
- 24 2) development of a Complete Streets prioritization plan that identifies a specific list of
25 Complete Streets projects to improve the safety, mobility, or accessibility of a street;
- 26 3) development of transportation plans to –
 - 27 a. create a network of active transportation facilities;
 - 28 b. integrate active transportation facilities with public transportation services or
29 improve access to public transportation;
 - 30 c. create multiuse active transportation infrastructure with connections within or
31 between communities;
 - 32 d. increase public transportation ridership;
 - 33 e. improve safety for bicyclists and pedestrians; and
- 34 4) develop policies and plans that support transit-oriented development.

35 Additionally, the Complete Streets Policy supports compliance with Federal policy requiring
36 consideration for bicycling and walking within transportation infrastructure.²

¹ U.S. Congress. H.R.3684 - Infrastructure Investment and Jobs Act; SEC. 11206. INCREASING SAFE AND ACCESSIBLE TRANSPORTATION OPTIONS. (a) Definition of Complete Streets Standards or Policies

² United States Code, Title 23, Section 217 Bicycle transportation and pedestrian walkways.

1 2.1 Local Context

2 The Mat-Su Valley's road network has historically been designed primarily for motor vehicle
3 use. As a result, within the Metropolitan Planning Area (MPA), active transportation users
4 are underserved. With a continuously growing population and multimodal network gaps,
5 there is an increase in safety concerns, risks, and accessibility challenges to meet the many
6 needs of our population. A Complete Streets approach supports the MVP's long-term vision
7 for connected communities, economic resilience, and year-round mobility.

8 **3.0 Principles of Complete Streets**

9 The following are core principles of Complete Streets³:

- 10 • **Context-Sensitive Design:** Projects must reflect local land use patterns, be
11 consistent with community-vetted local land use goals and plans, and consider social,
12 environmental, and aesthetic context.
- 13 • **Connected Network Development:** Investments should improve safe, direct links
14 between neighborhoods, schools, services, and regional centers.
- 15 • **Comprehensive Right-of-Way Consideration:** All modes and users must be
16 considered in planning, design, funding, maintenance, and operations, including
17 pedestrians, bicyclists, transit riders, motorists, and off-highway vehicles, where
18 allowed.
- 19 • **Use of Current, Excellent Design Guidance:** Projects must apply the latest
20 evidence-based design guidance, including Alaska-specific and seasonal
21 considerations.
- 22 • **Operational Flexibility:** Designs must support year-round safety and maintenance,
23 including snow removal and storage, appropriate equipment for all facilities, and
24 preservation of multimodal access in all seasons.
- 25 • **Performance-Based Decision-Making:** Policies should use measurable outcomes
26 for safety, access, and multimodal mobility, including comfort and usability for
27 walking, biking, and transit, and identification of higher-need or higher-use areas.
- 28 • **Consistent Implementation:** Complete Streets principles must be incorporated
29 across planning, project development, and interagency coordination.
- 30 • **Community Engagement:** Projects should include early and meaningful public and
31 stakeholder input to ensure community needs are reflected.

32 **4.0 Commitment to a Safe Multimodal Network**

33 MVP's Complete Streets Policy is a commitment that future transportation projects will
34 consider the needs of everyone using the road right-of-way as early as practicable and
35 throughout the project life. This policy integrates the needs of all users into everyday
36 transportation planning practices.

37 A Complete Streets approach requires consideration of every project's greater context,
38 including the surrounding community's current and expected land use patterns and

³ Smart Growth America – Complete Streets: <https://www.smartgrowthamerica.org/program-of-work/complete-streets/>

1 transportation needs. It ensures the full right-of-way is planned, designed, funded, and
2 operated to provide safe, connected access for people of all ages, abilities, and travel
3 modes.

4 This policy supports MVP’s mission to carry out a collaborative, data-driven, and consensus-
5 based metropolitan transportation planning process that allocates transportation resources
6 wisely. It advances MVP’s 2050 Metropolitan Transportation Plan (MTP) goals to:

- 7 • Ensure transportation improvements align with local land use patterns and
8 connect housing to employment.
- 9 • Improve transportation safety for all modes.
- 10 • Leverage all available funding resources.
- 11 • Maintain the system in a state of good repair.
- 12 • Create opportunities for more diverse transportation options.
- 13 • Shorten commute times and improve mobility.
- 14 • Build a resilient transportation network.

15 This Complete Streets Policy acts as a framework for developing a multimodal transportation
16 system that is safe, efficient, and accessible for all users. Over time, MVP may establish
17 more prescriptive design standards for Complete Streets implementation, develop a formal
18 Complete Streets Plan identifying priority corridors for phased improvements, or create a
19 prioritization framework to guide investments across the transportation network.

20 At this stage, MVP is advancing a policy-based approach that maintains flexibility in project
21 development while incorporating clear action steps. These steps are intended to ensure that
22 applicants and project managers consistently consider the needs of pedestrians, bicyclists,
23 public transit riders, and freight operators when developing a project and finalizing the
24 scope of work.

25 **5.0 Implementation**

26 The principles of Complete Streets will be considered in all project phases in an effort to
27 create safer, more accessible roadways for all users, including planning, programming,
28 design, right-of-way acquisition, construction, construction engineering, reconstruction, and
29 operations. This applies to new projects, retrofit or reconstruction projects, preventative
30 maintenance projects, and ongoing operations within the MPA boundary. Specific allowable
31 exceptions are identified in Section 6.0 *Exceptions to Policy*.

32 Successful implementation of Complete Streets requires interagency coordination and
33 collaboration with the Alaska DOT&PF, local governments, and other partner agencies to
34 accomplish efficient and effective system planning for all modes.

35 MVP will incorporate Complete Streets criteria into the MTP project nomination form and the
36 MTP project evaluation criteria to ensure that local governments are considering the needs
37 of all users and all modes with each project MVP supports. During the Transportation
38 Improvement Program (TIP) scope, schedule, and budget development the Alaska DOT&PF
39 will ensure the Complete Streets policy criteria are incorporated in to the project or certify

1 that an approved exception has been granted and if not, MVP staff will be notified to
2 address the exception need.

3 5.1 Complete Streets Checklist

4 To ensure projects account for all users throughout the life of a transportation project, MVP
5 has created a Complete Streets checklist in partnership with Alaska DOT&PF.

6 The checklist is optional and evaluates whether multimodal considerations have been
7 appropriately included in the project. This process helps translate MVP's Complete Streets
8 Policy and intent into a user-friendly guide that results in tangible project outcomes. Some
9 key elements of the Complete Streets checklist include:

- 10 • Access and Mobility
- 11 • Bicycle and Pedestrian Facilities
- 12 • Transit Accommodations
- 13 • Connectivity Enhancements
- 14 • Community Impact

15 The checklist tool should be referenced by the agency nominating a project for inclusion in
16 the MTP if the project will be administered or funded by MVP. This includes projects that fall
17 wholly or partially within the MPA boundary. While the project sponsor is not required
18 to complete the Complete Street checklist as part of the nomination process, it is
19 their responsibility in preparing the project nomination to consider how the project might
20 serve all users and provide sufficient description to that end in the nomination. Conversely, if
21 it is known or anticipated that the nominating agency would seek an exception from
22 the Complete Streets policy, that should be noted as part of the nomination process. MVP
23 staff are responsible for ensuring that any project nomination forms or evaluation
24 criteria align with the expectations of this Complete Streets Policy.

25 As part of the TIP scope, schedule, and budget preparation process, Alaska DOT&PF and
26 MVP staff will jointly evaluate projects for compliance using the checklist.

27 Exception requests will be reviewed in accordance with Section 6.0 *Exceptions to Policy*.
28 Projects found not in compliance with this policy, or for which an exception request is
29 denied, will not be prioritized for funding during the applied for funding cycle. Initiating
30 agencies are encouraged to engage with MVP staff early on with any questions regarding
31 the Complete Streets evaluation process and any anticipated needs for exceptions.

32 5.2 Complete Streets Standards

33 Projects located along corridors already served by a ADA compliant, continuous sidewalk
34 with appropriate signalized and unsignalized crossings, or a multi-use path separated from
35 the roadway and in good condition on at least one side of the roadway, are considered to be
36 compliant with the intent of this Complete Streets Policy.

37 If designated bicycle lanes are included, the design for their width, markings, and treatment
38 at intersections and crossings should follow the design guidance of the American Association

1 of State Highway and Transportation Officials (AASHTO) Guide for the Development of
2 Bicycle Facilities,⁴ included in Section 9.0 *Guidance and References*.

3 If the planned facility currently serves public transit, or is proposed to serve public transit
4 services identified in a plan, the project sponsor shall request comments from the local
5 transit provider during the project development process. This ensures that collaboration
6 occurs and that accommodation of transit vehicles and opportunities to access transit
7 facilities are provided.

8 If the project takes place along a known trucking/freight/EMS corridor, consideration will be
9 made to follow appropriate curb and clearance standards, and access and egress as
10 appropriate.

11 **6.0 Exceptions to Policy**

12 6.1 Applicability

13 Certain project types may be excluded from adhering to the MVP Complete Streets Policy,
14 when the incorporation of Complete Streets elements is not feasible or appropriate due to
15 the nature of the project.

16 Any exceptions to the Complete Streets Policy must be specific and will provide supporting
17 documentation to indicate the basis for the decision. Administrative Exceptions (see Section
18 *6.2 Administrative Exceptions*) are excluded from adhering to the Complete Streets Policy
19 requirements and will be processed administratively, while all Non-Administrative Exceptions
20 (see Section *6.3 Non-Administrative Exceptions*) require approval by the MVP Policy Board.
21 Non-administrative exceptions may be requested during the Complete Streets Policy
22 compliance review process. To ensure transparency, projects that have approved exceptions
23 will be publicly available.

24 Nothing in this Complete Streets Policy shall preempt or prevent any governmental entity
25 within the MPA from establishing additional or rigorous requirements consistent with the
26 purposes of this policy.

27 6.2 Administrative Exceptions

28 Administrative exceptions are excluded from adhering to the MVP Complete Streets Policy.
29 Administrative exceptions apply to preventative maintenance activities that do not alter
30 roadway geometry or operations, such as mowing, sweeping, pavement patching, and spot
31 repair. Resurfacing projects are excluded from preventative maintenance for the purpose of
32 this policy, as resurfacing provides an opportunity for repainting and restriping surfaces,
33 including shoulders, bike lanes, crosswalks, and other potential Complete Streets
34 accommodations. Equipment purchases or planning-only efforts that do not include
35 construction in any phase of the project will also qualify for an administrative exception.

⁴ American Association of State Highway and Transportation Officials (AASHTO) Guide for the Development of Bicycle Facilities: <https://aashtojournal.transportation.org/>

1 The list of administrative exceptions is identified below and do not require approval by the
2 MVP Policy Board.

- 3 • Preventative maintenance of the transportation network that does not change the
4 roadway geometry or operations.
- 5 • Equipment purchases or planning-specific projects that do not include
6 construction in any phase of the project.
- 7 • Projects that are not seeking Title 23 or 49 federal funding through MVP.

8 6.3 Non-Administrative Exceptions

9 Non-Administrative Exceptions are identified in the list below. These exceptions are required
10 to be approved by the MVP Policy Board.

- 11 • Users are legally prohibited from using a roadway. *Where access is legally*
12 *prohibited, project managers should consider opportunities to address or remove*
13 *barriers to network connectivity and crossings that are important for serving non-*
14 *motorized users, along with other modes.*
- 15 • When the costs associated with right-of-way acquisition or utility relocation are
16 disproportionate to the total project cost.
- 17 • There is an inability to enter into an agreement to assume operations and
18 maintenance of the facility.
- 19 • The cost of accommodation is excessively disproportionate to the need or
20 probable use.
- 21 • There exist substantial funding limitations that cannot be overcome with flexible
22 design solutions.
- 23 • Detrimental environmental or safety impacts outweigh the benefits of enhanced
24 multimodal access.

25 **7.0 Future Data Collection and Programming**

26 MVP is committed to developing and instituting more comprehensive ways to measure
27 performance to determine how well the transportation network is serving all users. Below is
28 a list of potential future data collection, inventory, and programming activities that should
29 be considered to support the Complete Streets network:

- 30 • Bicycle and pedestrian facility inventory and condition database
- 31 • ADA compliance on existing curbs
- 32 • Percentage of roads with a speed limit greater than 45 mph with adjacent
33 separated pathways
- 34 • Percentage of transit stops with shelters
- 35 • Emergency vehicle response times
- 36 • Miles of streets retrofitted, designed, or built to Complete Streets standards
- 37 • Number or percentage of trips by walking/rolling, biking, transit, and driving
- 38 • Percentage of sidewalks and pathways maintained as winter-passable
- 39 • Linear feet of new or reconstructed sidewalks and pathways
- 40 • Number of new or reconstructed ADA-compliant curb ramps
- 41 • Number of new or repainted crosswalks

1 **8.0 Next Steps and Opportunities**

2 8.1 Training

3 MVP, with the assistance of Alaska DOT&PF, shall look to encourage and provide training
4 opportunities for local governments and state personnel that collaboratively support the
5 implementation of Complete Streets principles and best practices. These efforts will
6 encourage the use of Complete Streets by partner agencies when implementing their own
7 projects in and outside of the MPA.

8 8.2 Future Planning

9 In furtherance of the goals and intent set forth in this policy, MVP will continue to explore
10 opportunities to include Complete Streets strategies and concepts in all manner of MVP
11 funded projects and planning efforts including, but not limited to, preventative pavement
12 preservation projects and other asset management activities, community outreach and
13 education efforts, and alignment between transportation needs and current and future land
14 uses.

15 8.3 Complete Streets Policy Review

16 This policy will be reviewed, at a minimum, during every MTP update to ensure relevancy
17 and an accurate reflection of the state of the region. Policy updates will incorporate new
18 ideas and current industry best practices.

19 **9.0 Guidance and References**

- 20 • FHWA Bicycle and Pedestrian Legislation:
 - 21 ○ http://www.fhwa.dot.gov/environment/bicycle_pedestrian/legislation/sec217.cfm
- 22 • Smart Growth America:
 - 23 ○ <https://www.smartgrowthamerica.org/program-of-work/complete-streets/>
 - 24 ○ <http://www.smartgrowthamerica.org/complete-streets>
- 25 • AASHTO’s A Policy on Geometric Design of Highways and Streets:
 - 26 ○ <https://www.fhwa.dot.gov/programadmin/standards.cfm>
- 27 • Alaska Highway Preconstruction Manual
 - 28 ○ <https://dot.alaska.gov/stwddes/dcsprecon/preconmanual.shtml>
- 29 • Urban Street Design Guide:
 - 30 ○ <https://nacto.org/publication/urban-street-design-guide/>
- 31 • MSB 2023 Coordinated Human Services Transportation Plan (recently documented
32 MSB priority population demographics):
 - 33 ○ [https://matsugov.us/projects?task=download&collection=file_upload_x&xi=1](https://matsugov.us/projects?task=download&collection=file_upload_x&xi=1&file=file_upload&id=20799)
34 [&file=file_upload&id=20799](https://matsugov.us/projects?task=download&collection=file_upload_x&xi=1&file=file_upload&id=20799)

36
37 Policy Last Updated
38 April 28, 2026



1

Complete Streets Checklist

2 In accordance with the Matsu Valley Planning for Transportation (MVP) Complete Streets
3 Policy, this form is optional and intended to assist the Alaska Department of Transportation
4 & Public Facilities (Alaska DOT&PF), MVP members, and the general public in achieving a
5 safe, efficient, and multimodal transportation system that fosters reliable and accessible
6 options for all individuals and modes of travel.

7 This form can be used as a guide by the agency nominating a project for inclusion in the
8 Metropolitan Transportation Plan to ensure the project complies with the MVP Complete
9 Streets Policy. It is understood that the project will be reevaluated for compliance and
10 exemptions during the Transportation Improvement Program (TIP) development by Alaska
11 DOT&PF.

Project/Corridor Name:

Roadway Functional Classification:

Posted Speed Limit:

Average Annual Daily Traffic (AADT):

Date:

Project Manager:

Initiating Agency/Government:

Phone:

Project Description (including scope, budget, funding source, and estimated timeline):

--

Complete Streets Designs

Facility Considerations*	Existing (Y/N)	Proposed (Y/N)	Additional Details, Notes, and Justification
<p><u>Access & Mobility</u> Curb ramps, crosswalks, pedestrian traffic signal features, pathways, and sidewalks in good condition and ADA-compliant, acceptable slopes, reduced conflict between modes, access management improvements, etc.</p>			
<p><u>Pedestrian Improvements</u> Sidewalks on either side of street, striped crosswalks, pedestrian traffic signal features, crossing and wayfinding signage, pedestrian level lighting, etc.</p>			
<p><u>Bicycle Facilities</u> Separated bike path, bike lane, designated shoulder, crossing signals to allow bicycles to safely cross on green, signage and pavement marking specific to bike facilities, bike parking, racks, lockers, etc.</p>			
<p><u>Transit Accommodations</u> Transit shelters, bus turnouts, transit provider coordination, bike/ped connection to transit route, bus stop lighting improvements, etc.; local transit provider comments required if the project is on an existing or proposed transit route</p>			
<p><u>Trucking/Freight</u> Appropriate curb and clearance standards if on a known trucking/freight corridor</p>			
<p><u>Other Connectivity Enhancements</u> Connections to other bike paths, pedestrian facilities, or transit facilities, connections to everyday destinations and neighborhoods including schools, hospitals, senior care, community centers, persons with disabilities, or other priority populations within the project area, etc.</p>			
<p><u>Other Design Elements</u> Public seating or benches, Cultural or Historic Preservation, fish passage improvements, placemaking, landscaping or community green space, etc.</p>			

*Facilities listed above are examples and are not meant to be an exhaustive list of Complete Streets considerations.

EXCEPTIONS

Items Related to Complete Streets	Yes	No	N/A	If "Yes" Provide Description
Administrative Exceptions**				
Is the project preventative maintenance that does not change roadway geometry or operations? <i>This includes mowing, sweeping, pavement patching, and spot repair.</i>				
Is the project equipment or planning related only and will not be a construction project in any phase?				
Is it a project that is not seeking Title 23 or 49 federal funding through MVP?				
Non-Administrative Exceptions*				
Are any specific users prohibited from using a roadway? <i>Where access is legally prohibited, project managers should consider opportunities to address or remove barriers to network connectivity and crossings that are important for serving non-motorized users, along with other modes.</i>				
Are the costs associated with ROW acquisition or utility relocation disproportionate to the total project cost?				
Is there an inability to enter into an agreement to assume operations and maintenance of the facility?				
Is the cost of accommodation excessively disproportionate to the need or probable use?				
Are there substantial funding limitations that cannot be overcome with flexible design solutions?				
Are there detrimental environmental or safety impacts that outweigh the benefits of enhanced multimodal access?				

**If yes to any of the below exceptions, additional backup data and/or documentation must be provided and Non-Administrative Exceptions will need to be approved by the MVP Policy Board.*

***Administrative Exceptions are excluded from adhering to the Complete Streets policy requirements.*

Additional comments, supporting documentation, and clarifications for checklist responses:

This Complete Streets Checklist is not required to be submitted along with every project nomination but is meant to be used as guidance for considering multimodal accommodations. If requesting an exception, the Checklist can be used to document and formalize the justification and exception request, and the Approval Determination form on the next page can be utilized to determine exception approval.

Approval Determination

- This project meets or exceeds requirements of the MVP Complete Streets Policy.
- This project will meet the requirements of the MVP Complete Streets Policy with the following changes:

- This project does not meet the requirements of the MVP Complete Streets Policy. Please revisit the following sections and resubmit:

- This project does not meet the requirements of the MVP Complete Streets Policy. An exception has been granted.
- This project does not meet the requirements of the MVP Complete Streets Policy. An exception has been denied, please resubmit.



MatSu Valley Planning *for* Transportation Metropolitan Planning Organization

1 **MVP Improvement Program**

2 The MVP Improvement Program is designed to efficiently deliver small-scale
3 transportation infrastructure improvements within MVP's Metropolitan
4 Planning Area (MPA) by focusing on preservation and minor upgrades that
5 require minimal design and can be constructed within a short timeframe (1-
6 2 years). Eligible projects include maintenance of gravel and asphalt
7 surfaces, as well as related ADA improvements and enhancements such as
8 lighting, signage, drainage, intersection improvements.

9 Projects must demonstrate clear need, comply with applicable standards,
10 and avoid significant right-of-way or utility impacts to ensure timely delivery.
11 Rather than being scored, projects are selected through an annual
12 subcommittee process composed of agency stakeholders, with cost
13 estimates developed by Alaska Department of Transportation and Public
14 Facilities (Alaska DOT&PF). The program emphasizes bundling similar
15 projects to improve cost efficiency and streamline construction.

16 The program is to be included as a recurring project group in the MVP
17 Transportation Improvement Program (TIP). Continued funding of the
18 Improvement Program is at the discretion of the MVP Policy Board. Final
19 project recommendations will be reviewed by the Technical Committee and
20 approved by the Policy Board.

21 **Program Scope**

22 The scope of the MVP Improvement Program is to perform gravel or asphalt
23 surface maintenance and preservation activities on roads, sidewalks, and
24 pathways. Work may also include upgrading existing illumination, signing,
25 striping, storm drains, and intersection improvements, including
26 nonmotorized crossings, as well as ADA upgrades to sidewalks and curb
27 ramps. The paving of gravel roads is allowable under this program.

28
29 Project activities are to be implemented without an extensive environmental
30 or design effort in order for projects to be delivered for construction within a
31 1-2-year timeframe.

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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 • Katherine Keith, DOT&PF • Mayor Jim Cooper, City of Palmer



MatSu Valley Planning *for* Transportation Metropolitan Planning Organization

32 **Project Eligibility**

33 To ensure compatibility with the program scope and anticipated timeframes,
34 improvement projects nominated for inclusion in the program shall meet the
35 following eligibility criteria:

- 36 1. Projects must have anticipated construction within the current TIP
37 timeframe.
- 38 2. Projects must be consistent with the definition and scope of
39 "preservation project" as outlined in the ADOT&PF Alaska Highway
40 Preconstruction Manual.
- 41 3. Projects must have no anticipated right-of-way impacts.
- 42 4. Projects must have limited/ no anticipated impacts to utilities.

43 In the instance that an improvement project is selected for inclusion in the
44 program but requires a scope change such that it no longer meets the
45 project eligibility criteria, that project will be removed from the improvement
46 program and may be subject to evaluation, scoring, and prioritization prior
47 to inclusion in the TIP as a standalone project.

48 **Project Submission Requirements**

49 All project submissions must include the following information:

- 50 1. Project location including a narrative description of project location
51 including termini (i.e., road intersection or mile marker) and map.
- 52 2. Project narrative that describes the need for the treatment and all
53 preservation activities.
- 54 3. Summary of pavement condition or other asset condition.
- 55 4. Documentation that the proposed project meets internal policy, code,
56 or design standards and requirements of the nominating jurisdiction.
- 57 5. Documentation that the project is anticipated to have no right-of-way
58 impacts
- 59 6. Documentation that the project is anticipated to have limited/ no utility
60 impacts.

61

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MatSu Valley Planning *for* Transportation Metropolitan Planning Organization

62 **Project Selection Process**

- 63 1. MVP will put out a call for project submissions no later than February
64 15 of each year soliciting new projects to be included in the
65 Improvement Program.
- 66 2. A subcommittee will meet no later than March 31 of each year to
67 review new project submissions and previously unfunded submissions
68 and develop a list of projects to include in the following year's
69 program. The subcommittee will be made up of representatives of the
70 Policy Board stakeholders responsible for maintaining transportation
71 infrastructure or familiar with the infrastructure needs within their
72 jurisdiction.
- 73 3. Alaska DOT&PF will develop estimates for the projects nominated
74 based on the scope of work.
- 75 4. After the Scope, Schedules, and Estimates (SSEs) are developed, MVP
76 staff will bring recommendations, based on funding constraints, to the
77 Technical Committee, which will review the list and make the final
78 recommendations to bring forth to the Policy Board for approval. All
79 projects will be brought forth with recommendations clearly identified.
- 80 5. Eligible project submissions not selected in the current year will be
81 retained and made available for review during the preparation of
82 subsequent program year project lists.
- 83 6. The final approved project list will be incorporated into the TIP as part
84 of MVP's annual TIP review and update process.
- 85 7. Efforts will be made to package similar projects in one bid document to
86 achieve economies of scale and to simplify the construction
87 management efforts.

88

89 Policy Board Approval June 18, 2024 edits proposed April 2026

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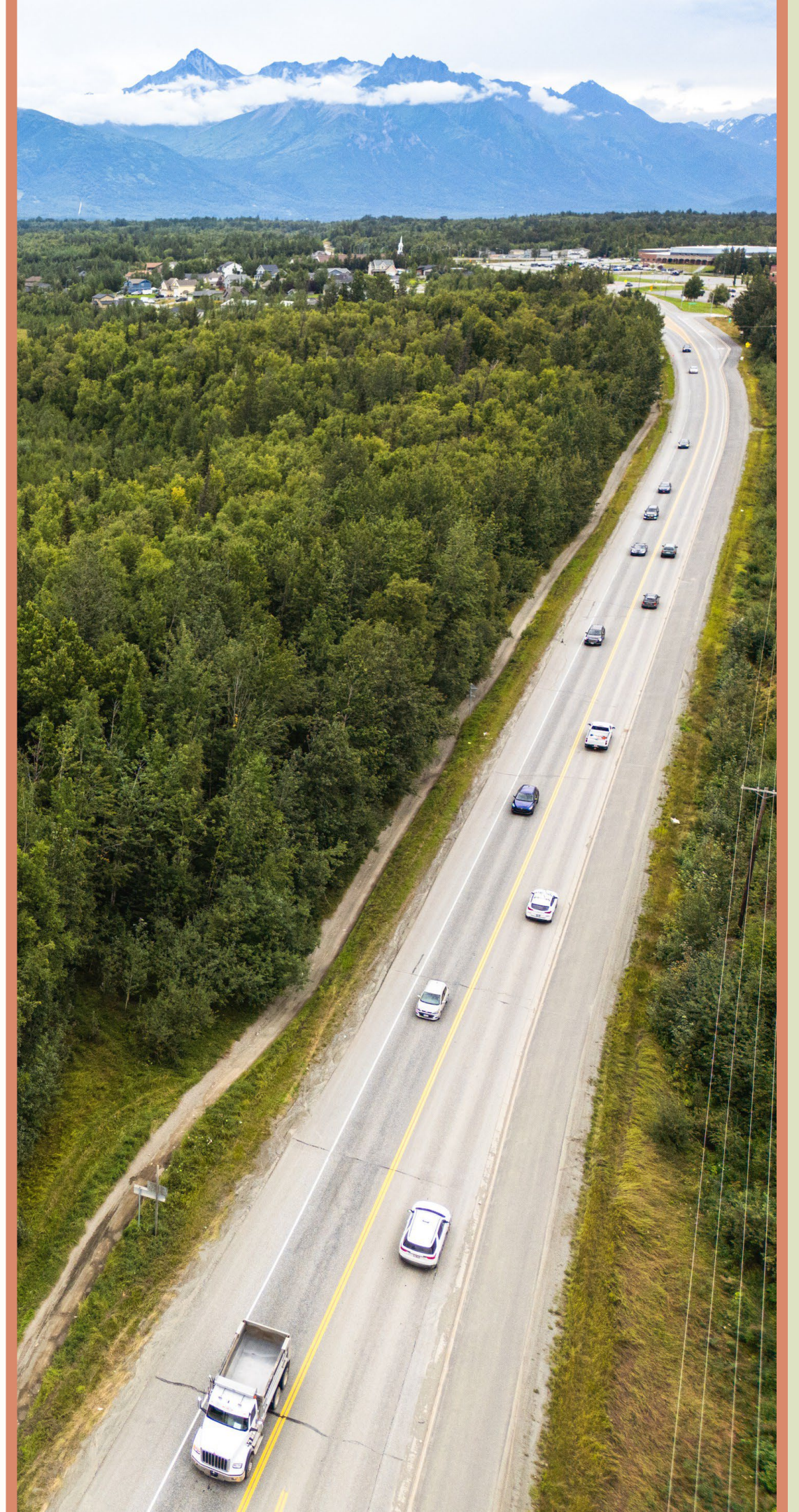
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MATSU VALLEY
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MVP Improvement Program Updates

Technical Committee – May 12, 2026



Program Goal

The MVP Improvement Program is designed to efficiently deliver small-scale transportation infrastructure improvements within MVP's Metropolitan Planning Area (MPA) by focusing on preservation and minor upgrades that require minimal design and can be constructed within a short timeframe (1–2 years).

The program structure provides a means of continuous project development, funding, and implementation within the TIP programming model to streamline and improve project delivery across the Mat-Su Urbanized Area.

MVP Policy Board adopted initial version of the Improvement Program on **June 18, 2024**



Improvement Program (Round 1)

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.

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

	MSB	Wasilla	Wasilla*	Palmer	Program Cost*
Phase 2	\$837,000	\$172,000	\$187,000	\$46,000	\$1,070,000
Phase 4	\$9,122,000	\$1,934,000	\$2,108,000	\$516,000	\$11,746,000
Total	\$9,959,000	\$2,106,000	\$2,295,000	\$562,000	\$12,816,000

*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.

Impetus for Policy Update

- Increased clarity of program scope and project eligibility
- Defined process for addressing projects with scope change
- Clarify relationship between the Improvement Program and TIP
- Create structured project submission, review, and selection process



Key Policy Updates - Introduction

- Provides brief narrative summary of program and
- Outlines relationship between the Improvement Program and TIP
 - The Improvement Program is a recurring project group
 - Continued funding of the program in the TIP is at the discretion of the Policy Board



Key Policy Updates – Program Scope

“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 **upgrading existing** illumination, signing, striping, storm drains, and intersection improvements, including nonmotorized crossings, as well as ADA upgrades to sidewalks and curb ramps. The paving of gravel roads is allowable under this program.”

- Previously, scope included “new” illumination, signing, striping, etc.
- This change narrows scope to be more consistent with Program intent.





Key Policy Updates – Project Eligibility

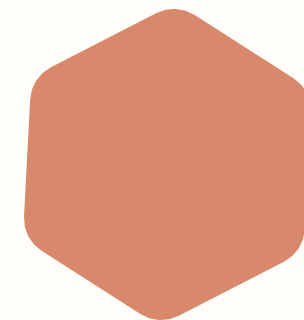
1. Projects must have anticipated construction within the current TIP timeframe.**
2. Projects must be consistent with the definition and scope of “preservation project” as outlined in the ADOT&PF Alaska Highway Preconstruction Manual.
3. Projects must have no anticipated right-of-way impacts.
4. Projects must have limited/ no anticipated impacts to utilities.

If project scope changes such that it no longer meets these eligibility criteria, the project will be removed from Improvement Program and will be reviewed for potential inclusion in the TIP.



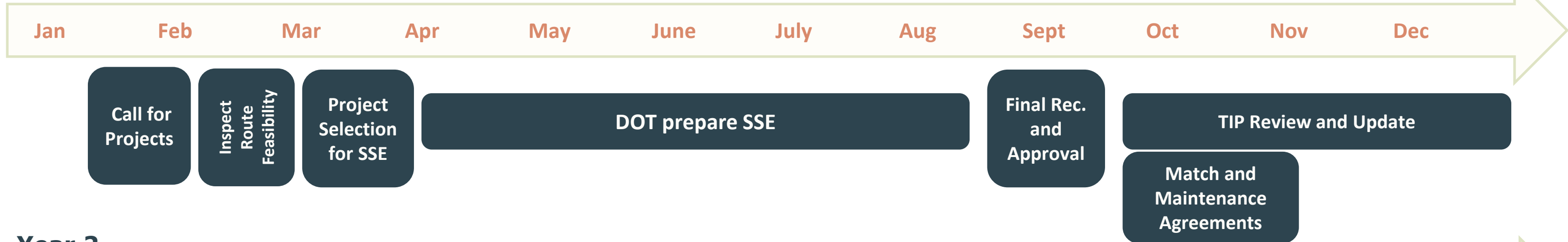
Key Policy Updates – Project Submission Requirements

1. Project location
2. Project narrative describing need for treatment and intended project scope
3. Summary of pavement condition or asset condition
4. Documentation that the proposed project meets the internal policy, code, or design standard and requirements of the nominating jurisdiction.
5. Documentation that the project is anticipated to have no right-of-way impacts.
6. Documentation that the project is anticipated to have limited/ no utility impacts.

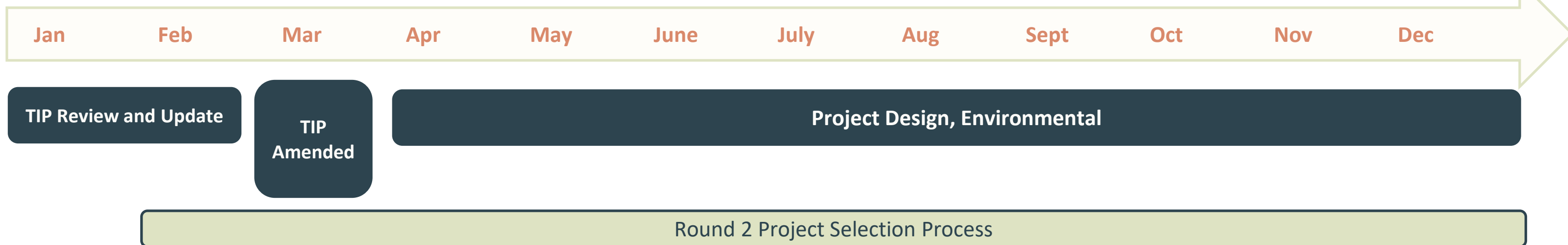


Key Policy Updates – Project Selection Process

Year 1



Year 2

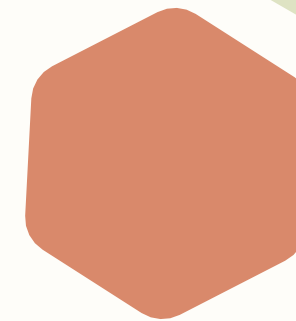


Year 3



Next Steps

- Initial questions/discussion
- Review between now and June meeting (comments due 6/15 in comment matrix)
- Action to recommend in July
- New project solicitation/ coordination





Memorandum

Date: May 5, 2026

To: MVP Technical Committee and Policy Board

From: MVP Staff

Subject: 2027 HSIP Projects Under Consideration

I. Background

Consistent with federal regulatory requirements at 23 CFR 924, Alaska DOT&PF manages the Highway Safety Improvement Program (HSIP). The purpose of the HSIP is to identify and fund highway safety projects that maximize lives saved and injuries eliminated per dollar spent.

As part of DOT&PF's facilitation of the HSIP, personnel from the Traffic and Safety Office conduct an annual crash analysis, corrective measure evaluation, and project selection process. Because all HSIP projects located within MPO planning area boundaries must be included in the MPO's TIP, coordination between the MPO and DOT&PF during the project development process is critical to ensuring effective project delivery.

As part of DOT&PF's 2027 HSIP project identification and development process, a work session with MVP was held on April 10, 2026 to review the results of the initial crash/ risk analysis and discuss areas of concern for potential safety countermeasures. All Technical Committee members and/or their designees were invited to attend.

II. Summary of Discussion and Outcomes

- **Crusey Street**

Based on DOT&PF analysis, **Crusey Street** was identified as the only high-risk/ priority area within the MPA that is not otherwise the subject of an existing project in planning, development, or active construction. MVP staff and Technical Committee members in attendance confirmed that this is a known high risk/ high priority area (it was identified in the MSB Comprehensive Safety Action Plan) and encouraged its inclusion for consideration as DOT&PF proceeds with countermeasure evaluation and cost-benefit analysis.

- **Clapp Street**

DOT&PF also identified Clapp Street as a high-risk area. Although there is current/planned work on this route, attendees encouraged DOT&PF to consider curve delineators or left turn lanes as relatively low-cost fixes to address some of the common crash types in the area.

- **Vulnerable Road User (VRU) Focused Projects**

Distinct from the crash analysis review, DOT&PF asked for any recommendations for projects that would address safety for VRU in particular as there is a minimum amount of HSIP funds that Alaska is required to spend towards such projects each year.

Following the work session and in collaboration with staff from MSB Planning and Engineering departments, MVP staff reviewed the recently submitted MTP 2050 project nominations for possible HSIP VRU eligibility. The MSB Safe Routes to School Working Group also met with the DOT&PF Highway Safety team to discuss the HSIP program and possible VRU projects.

The following projects were identified and submitted to the DOT&PF Highway Safety Team on April 24, 2026:

- Mchetanz Elem. Path and crossing improvements
- Dena'ina Elementary and Redington Jr/Sr High School paths and crossings
- KGB Elementary Pathways & Crossing
- Snowshoe Elementary path and crossing improvements (pedestrian crossing only)
- Pathways for Teeland/Mat-Su Career Tech High School/ Fronteras Charter School
- Lucille Street Pathway North Extension
- Local Road Speed Management Plan

III. Action Requested

None, MVP will continue to coordinate and check in with DOT&PF concerning the status of projects under consideration. DOT&PF has committed to providing updates about what projects are ultimately submitted for formal nomination and a summary of any projects that are held back and why.



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.