



MatSu Valley Planning for Transportation

Representatives:

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

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Agenda

**Wednesday, October 22nd, 2025
1:30-3:00 pm**

Meeting Location

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

1. Meeting called to order and Roll Call
2. Consent Agenda (**Action Item**)
 - a. Approval of October 22nd, 2025, Agenda
 - b. Approval of August 27th, 2025, Minutes
3. Committee/Working Group Reports
 - a. Staff Report
 - Annual Financial Statement
4. Voices of the Visitors (Non-Action Items)
5. Technical Committee October 14th Action Items
 - a. Motion to approve the MTP Vision Statement, Goals, and Objectives as presented for a 30-day Public Comment Period. (*Winnestaffer*), seconded. *Passed unanimously.*
 - b. Motion to recommend that the Policy Board adopt the Public Participation Plan as presented. (*Tucker*), Seconded. *Passed unanimously.*
 - c. Motion to recommend that the Policy Board approve and send a letter to Alaska DOT &PF documenting the lack of consultation on MVP's carryover funding, utilization of MVP STBG and CRP funds without consultation, and for not involving MVP in the discussion about the FFY26-29 STIP prior to its release to the public. *New motion: postpone, to allow staff time to document FFY24 and FFY25 projects using MVP's suballocations and an accounting of available funds for FFY26 for the November 4th meeting. (Strawn), seconded. Yes – 9, No – 2. Motion carried. The letter presented to the TC is in the Packet on Page 76.*
6. Action Items
 - a. MTP Vision Statement, Goals and Objectives Release for a 30-day Public Comment Period (Action Item)
Recommended Motion: Motion to approve the MTP Vision Statement, Goals, and Objectives as presented for a 30-day Public Comment Period.
 - b. Public Participation Plan adoption (Action Item)



MatSu Valley Planning *for* Transportation

Recommended Motion : Motion to adopt the Public Participation Plan as presented.

- c. MVP FFY 26 Annual Budget Approval (Action Item)

Recommended Motion: Motion to approve the FFY annual budget as presented

- d. IRS Form 990 prep and FFY 2025 Annual Audit (Action Item)

Recommended Motion: Motion to approve a professional services agreement with Altman, Rogers & Co. for IRS Form 990 prep and FFY 2025 Annual Audit

7. Executive Session

- a. Executive Director Review
- b. Staffing Update and Performance Review Summary

8. Old Business

- a. Metropolitan Transportation Plan Update
 - i. Review Public Involvement Schedule and First Open House, December 3rd, location TBD (RESPEC)
- b. Evaluation Criteria Work Session October 23rd, 10am-1pm at the Curtis D. Menard Memorial Sports Center
- c. 26-29 STIP Update from Lauren Little, Chief Engineer DOT&PF

9. New Business

- a. None

10. Other Issues

- a. Transit update

11. Informational Items

- a. STIP Memo Carry-Over Funding – Lack of 3C Process for MVP Sub-Allocations
- b. Office Space Consideration
 - a. [AlaskaRealEstate.com - \(MLS# 25-12477\): 432 S Alaska Street #1-3, Palmer](https://www.alaskarealestate.com/MLS/25-12477)
- c. UPWP Quarterly/Final Report
- d. PL Match Request for FFY26: Invoices sent to Policy Board Members
- e. Element Agency Branding Update
- f. MVP Facebook/Instagram Review

12. Policy Board Comments

13. Adjournment

Next Scheduled MPO Policy Board Meeting – November 19th, from 1:30 pm to 3:00 p.m. to be held via Microsoft TEAMS and at the Alaska DOT MatSu District Office at 500 S Seward Meridian Pkwy, Wasilla, Alaska.



**Policy Board
Action Items
October 22nd, 2025**

Action: Motion to approve the October 22nd Consent Agenda, including the Agenda and Minutes

MOTION:

Yes

No

Abstain

Action: Motion to approve the MTP Vision Statement, Goals, and Objectives for a 30-day Public Comment Period

MOTION:

Yes

No

Abstain

Staff summary:

The draft vision statement, goals, and objectives for MVP's Metropolitan Transportation Plan (MTP) were developed by the RESPEC project team, and Hanu Consulting through consultation with MVP staff, a workshop with the MVP Technical Committee on September 2nd, and review of federal requirements. The vision statement, goals, and objectives form the foundation of the MTP by establishing a clear framework for decision-making and long-term investment.

- The **vision** articulates the desired future for its transportation system
- The **goals** translate that vision into broad priority areas such as safety, mobility, and resilience.
- The **objectives** further refine each goal into measurable outcomes that guide project selection, policy development, and performance evaluation.
- The **strategies** are the detailed methods and approaches for implementing objectives and will be developed during the project selection and prioritization phases of the MTP.

Together, these elements ensure the MTP is not only aligned with regional values and priorities but also provides a transparent, strategic approach to addressing current needs and preparing for future growth.

The Technical Committee reviewed and recommended the Policy Board approve them for release for a 30-day public comment period at the Oct 14th meeting. The comment period provides the public with the opportunity to voice their alignment with the vision and highlight their priorities for the goals and objectives.

- The MTP memo in the packet provides an overview of the Vision,



MatSu Valley Planning *for* Transportation

Goals, and Objectives development process.

- MTP draft vision, goals, and objectives is a one-pager to support the TC offering edits and or making a motion.

Action: Motion to adopt the Public Participation Plan as presented.

MOTION:

Yes

No

Abstain

Staff Summary:

This final draft reflects comprehensive revisions to create a more accessible, reader-centered document that better serves community members while maintaining full compliance with federal requirements. The document was also edited to reflect MVP's new brand guidelines.

Key Changes

Reorganized Structure: The document now follows a logical reader journey: what this plan is, what MVP does, how to participate, and why participation is required.

Participation information now appears earlier rather than later, giving Mat-Su residents quicker access to actionable engagement opportunities.

Consolidated Legal Framework: Federal requirements are now in one comprehensive section, eliminating redundancy and clearly connecting legal mandates to MVP's transparency commitments.

Enhanced Accessibility: Question-based section headers addressing reader concerns directly. Plain language explanations of technical concepts. Smooth transitions between topics. User-friendly graphics.

Community Partnerships Integration: The Community Partnerships section is now positioned within the participation framework, showing how MVP engages diverse stakeholders as part of the overall process.

There is a full PPP update memo in the packet.

Action: Motion to Approve MVP's Annual FFY 26 Budget

MOTION:

Yes

No

Abstain

Staff Summary:

The FFY26 Annual Budget outlines expected revenue and planned expenditures for the upcoming fiscal year. Projected revenue totals approximately \$932,995, which includes new federal funding from the Federal Highway Administration (FHWA PL) and Federal Transit Administration (FTA PL), as well as unspent carryover funds from FFY25 and funding from the MSB Legislative Grant.



MatSu Valley Planning for Transportation

Projected expenses for FFY26 are approximately \$781,859, which supports core planning activities, staff operations, and program deliverables in alignment with MVP's UPWP requirements.

Page 6 of the Annual Financial Report provides a detailed breakdown of revenue and expenditures, along with variance explanations compared to the FFY25 budget.

This proposed budget ensures financial stability for the organization while maintaining compliance with all federal and state grant requirements.

Action: Approval of a professional services agreement with Altman, Rogers & Co. for IRS Form 990 preparation and FFY 2025 Annual Audit services.

MOTION:

Yes

No

Abstain

Staff Summary:

In alignment with MVP's financial policy requiring competitive bids for expenditures exceeding \$5,000, staff initiated a Request for Proposals (RFP) process to secure professional services for the organization's annual financial audit and IRS Form 990 preparation.

RFPs were distributed to four qualified CPA firms. Of those, two firms responded:

- **Altman & Rodgers Co.** provided a timely and competitive proposal, including a fee estimate of **\$22,500**. Staff also submitted supporting financial documents upon request to assist with their evaluation.
- **Foster CPA** responded but indicated they are not currently accepting new clients.

*No responses were received from **Whah Sherry Ea & Associates LLC** or **Thomas Head & Greisen**.*

*Though our policy states that we must request proposals from qualified firms, the policy is silent on actions to take if no one responds to our request. Based on the state and federal requirements of an annual audit and IRS Form 990 submissions, the time-sensitive nature of these documents, and based on the completeness, responsiveness of the proposal, the staff recommends moving forward with **Altman & Rodgers Co.** for our annual audit and Form 990 preparation services for FFY25 fiscal year.*

A copy of the RFP letter that was sent to firms in included in the packet

MVP for Transportation MPO Policy Board Meeting

Representatives:

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



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Phone Conference ID: 568 381 409#

Minutes

Wednesday, August 27th, 2025

1:30-3:00 pm

Meeting Location

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

1. Meeting called to order and Roll Call

Meeting called to order: 1:31PM.

Members Present:

Alex Strawn, MSB for Mike Brown - MSB
Bob Charles, Knik Tribe (Secretary)
Edna DeVries, Mayor - MSB
Sean Holland, DOT&PF (Treasurer)
Steve Carrington, Mayor – City of Palmer (Vice Chair)

Members Absent:

Brian Winnestaffer, Chickaloon Native Village
Glenda Ledford, Mayor – City of Wasilla (Chair)
Mike Brown, MSB

Visitors Present:

Kim Sollien - MVP Executive Director
Anjie Goulding - MVP
Adam Bradway AK DOT&PF
Lauren Little, AK DOT&PF

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

- a. Approval of August 27th, 2025, Agenda
- b. Approval of July 23rd, 2025, Minutes

Motion to approve the consent agenda and meeting minutes (Holland), seconded. Approved unanimously.

3. Committee/Working Group Reports

- a. Staff Report
 - Schedule of Topics

MVP for Transportation MPO Policy Board Meeting

Kim Sollien gave a staff report.

- **Insurance Coverage:** The organization has successfully secured commercial insurance through Combs Insurance at an annual premium of \$13,000. While this exceeds the initial budget expectations, it represents the most competitive rate available in the current market.
- **Personnel Updates:** MVP has hired Carrie Cecil as Senior Planner, with an anticipated start date in October 2025. Additionally, recruitment continues for an administrative support position, with hiring expected in the near term.
- **Office Facilities:** Staff have engaged a commercial real estate broker to identify suitable office space that will provide improved public accessibility for community engagement.
- **Compliance Training:** Executive Director Sollien and staff member Goulding completed mandatory Title VI training and are preparing the annual Title VI compliance report.
- **Meeting Schedule Consideration:** Given the substantial agenda items resulting from Metropolitan Transportation Plan timeline adjustments, staff recommend considering cancellation of the September meeting to allow for a more comprehensive October session.

Anjie Goulding provided an overview of current work with Element Agency and anticipated project deliverables.

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

None.

5. Technical Committee Action Items of the August 12th meeting

- a. Review and recommend that the Policy Board send a memo to the Alaska DOT Commissioner's office and STIP Team outlining MVP's funding and project questions documented in STIP Amendment #2. (*Action Item*) Motion to approve by Winnestaffer, seconded, passed unanimously.

6. Action Items

- a. Letter from the MVP Policy Board about the approved STIP Amendment #2 regarding MVP's FFY24, FFY25, and FFY26 STBG, CRP, and TAP suballocations, carryover funding, FTA 5307 funding, and questions around MVP's approved Program of Projects. **Recommended Motion: Motion to approve the letter to Alaska Department of Transportation & Public Facilities Commissioner Ryan Anderson, Deputy Commissioner Katherine Keith, and the STIP Team outlining MVP's FFY24, FFY25, and FFY26 funding allocation questions documented in STIP Amendment #2.**

Kim Sollien provided a comprehensive analysis of federal funding programs and associated challenges, referencing the detailed memorandum included in the meeting materials. Each recommendation and concern outlined in the memorandum was explained to board members.

Discussion Highlights:

Adam Bradway acknowledged that current funding allocation processes lack transparency but emphasized this is a transitional period. Once the Metropolitan Transportation Plan (MTP) and Transportation Improvement Program (TIP) are fully implemented, the process will become significantly more transparent and streamlined. The Alaska Department of Transportation committed to enhanced communication regarding fund utilization and ensuring MVP receives timely notification of program changes.

Regarding carry-over funds from Federal Fiscal Years 2024 and 2025, Adam Bradway clarified that undisbursed funds remain available and are not lost. He recommended a trilateral coordination meeting between DOT, MVP, and relevant stakeholders to establish programming priorities and fund allocation strategies.

MVP for Transportation MPO Policy Board Meeting

Lauren Little explained recent Infrastructure Investment and Jobs Act (IIJA) implementation changes affecting regional funding distribution. She noted that MVP and the Fairbanks Area Surface Transportation (FAST) Planning Organization now share consolidated funding pools, necessitating enhanced regional coordination for project execution. DOT currently lacks standardized formulas for inter-regional fund distribution, making decisions on a case-by-case basis through individual TIP processes.

In response to inquiry from **Sean Holland** regarding appropriate correspondence recipients, Lauren Little recommended directing formal communications to her office rather than the Commissioner level, with her office taking responsibility for coordinated responses. DOT reaffirmed its commitment to improved transparency and communication protocols.

*Motion to postpone action on this item until the next Policy Board meeting (**Holland**), seconded. Passed unanimously.*

7. Old Business

a. Metropolitan Transportation Plan Update

- Existing Conditions Plan Review: Project List
- MTP Goals and Objectives Work Session September 2nd from 10:30 am – 1:30 pm location TBD.

Kim Sollien reported that board members have received approximately 70 pages of preliminary project documentation. The Technical Committee is conducting comprehensive analysis of regional transportation network performance and reviewing supporting data sets. Based on this technical analysis, engineering consultants may recommend additional projects to address identified deficiencies.

Following technical review completion, MVP will initiate public engagement to solicit community input on project priorities and identify any transportation needs not captured in the preliminary assessment. This represents the initial phase of the comprehensive planning process.

The MTP vision statement and supporting goals and objectives will be refined through Technical Committee working sessions before returning to the Policy Board for formal review and adoption.

8. New Business

a. Review and Recommend MVP's Program of Projects Update FFY24, FFY25, FFY26

- For discussion: The TC suggested staff perform an accounting of funds based on MVP Policy Board approved Program of Projects and an Accounting of Funds based on STIP Amendment #2

Kim Sollien requested board direction on continuing project tracking activities for the multi-year Program of Projects. Mayor DeVries confirmed the necessity of maintaining comprehensive project tracking, with consensus support from board members.

Bob Charles inquired about the feasibility of allocating FFY 2026 funding based on current projections and establishing placeholder amounts for anticipated carry-over funds. Kim Sollien confirmed this approach aligns with organizational planning objectives.

Sean Holland requested clarification on MVP's role in Transportation Improvement Program development. Adam Bradway confirmed that demonstration of MVP support is sufficient for project programming in the State Transportation Improvement Program.

MVP for Transportation MPO Policy Board Meeting

9. Other Issues

a. Transit Update

- 5310 funding split between Fairbanks and Mat-Su Urban Areas
- MSB update on Transit Program development and timeline

Section 5301 Rural Transit Funding: Federal funding totaling \$500,000 is available to social service providers for transportation voucher programs, fleet maintenance, or vehicle acquisition initiatives.

MSB Transit Grant Application: **Alex Strawn** reported that the Matanuska-Susitna Borough has submitted a \$1.7 million transit grant application. Contract negotiations are proceeding with the sole responsive bidder. The funding acceptance and appropriation is scheduled for Matanuska-Susitna Borough Assembly consideration on September 16, 2025.

10. Informational Items

a. FFY 26- FFY 29 STIP Update- Lauren Little Chief Engineer, Alaska Department of Transportation & Public Facilities

Lauren Little provided an overview of the five-year State Transportation Improvement Program development and implementation timeline.

b. SAFE ROADS National Initiative: Presentation by Lauren Little, Chief Engineer, Alaska Department of Transportation & Public Facilities

Lauren Little presented information on the national SAFE ROADS initiative and potential regional participation opportunities.

11. Policy Board Comments

Sean Holland reported that the Anchorage Metropolitan Area Transportation Solutions (AMATS) organization has also cancelled its September meeting.

Mayor DeVries recommended delegating the September meeting decision to Kim Sollien, with flexibility to conduct a brief virtual session if urgent matters arise or to cancel entirely if no pressing business emerges.

Bob Charles expressed concern that September meeting cancellation might impact Federal Fiscal Year 2026 Program of Projects development and approval timeline.

12. Adjournment

The meeting was adjourned at 2:57 PM

Next Scheduled MPO Policy Board Meeting – September 24th, from 1:30 pm to 3:00 p.m. to be held via Microsoft TEAMS and at the Alaska DOT MatSu District Office at 500 S Seward Meridian Pkwy, Wasilla, Alaska.



Staff Report September 2025

FFY25/26 UPWP Tasks

No Technical Committee or Policy Board meeting was held during September

TASK 100 A UPWP

Task 100 B Metropolitan Transportation Plan

- Met with the MTP Team to practice the Vision Goals and Objectives Work session
- Facilitated the vision, goals and objectives work session with the TC on September 2nd
- Reviewed the Existing Conditions Report and gave feedback to RESPEC on flow, data, and document organization.
- Revisited the outreach plan for the MTP to begin building the tools, handouts, presentations, and further flesh out tasks. Reviewed PPP agreements for the MTP to ensure we are following our commitments.
- Reviewed MTP table of contents and gave feedback to the consultant team
- Reviewed MTP press release and gave feedback to the consultant team
- Reviewed MTP draft goals and objectives and gave feedback to the consultant team
- Reviewed MTP draft survey and gave feedback to the consultant team
- Scheduled December 3 Open House with the Public

TIP Scoring Criteria

Complete Streets Policy

Task 100 C TransCad Modeling

- Reviewed the new MVP 2050 Allocation Memo from RSG

TASK 100 D Household Travel Survey

TASK 100 E Transportation Improvement Program

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

- Tracking comments on the PPP and responding as necessary
- PPP public comment period closed 9.11.2025
- Staff submitted comments to RESPEC to reorganize the PPP and to add formal introductions to each section of the plan.
- Finalized the PPP for the TC and PB approval

TASK 100 G Support Services



Staff Report September 2025

Budget Management

- Drafted a FFY26 budget with the new staffing plan and updated the organizational costs based on FFY25 spending
- Worked with the accountant to develop a timeline for a year-end financial report
- Submitted invoices to Policy Board members for FFY PL match
- Submitted Invoices to MSB for DOT Membership Dues, and other direct costs outlined in the legislative grant budget

Meetings

- Met with FHWA, FTA, Alaska DOT, and the other MPO's to discuss goals for the FFY26-29 STIP process, timelines and TIP amendments
- Met with Alaska DOT and the other MPO's to discuss TIP format
- Met with FHWA to discuss how DOT is using MVP funding without consultation for the August Redistribution for Knik Goose Bay Road. FHWA wanted to know if DOT consulted with us on this project.
- Hosted the Transit Roundtable and gave an update on the 5310 funds, MSB resolution, and the 5307 funds MSB grant and contract timeline. Also, discuss how the transit providers want to provide feedback, highlight infrastructure needs in the MTP.
- Met with RESPEC to discuss ongoing issues with the MTP projects and to get clarity of staffing and capacity issues and needs
- Met with RESPEC and HDR to get Public Outreach Plan started
- Attended the Alaska Active Transportation Coalition kick-off meeting
- Presented at the Michael Baker Luncheon with the other MPO directors- topic's MPO 101 and how the consultant community can support MPO's.

Staffing

- Senior Planner starts Oct 14th
- Coordinated with Tech Wise our IT firm to onboard our new employee onboarding
- Coordinated with Vensure, our Payroll company, for our new employee onboarding
- Coordinated with Premera our health insurance provider, for our new employee onboarding
- Started annual review for ED and six-month review for the Transportation Planning Manager
- Executive Director Vacation September 20th-28th.

Office Management

- Engaged a commercial realtor to assist MVP with securing office and meeting space



Staff Report September 2025

- Reviewed our new logo and the first and second cut of MVP's 101 video, website, graphic templates for powerpoint presentations, and social media
- Started an Instagram and Facebook account

Correspondence

- Reviewed MVP's STIP Amendment #2 response letter. We are waiting to hear from DOT what our carryover amounts are for FFY26 before we draft a new letter with questions or a new program of projects.

Nonprofit Filings and Reports

- Finalized Audit and 990 prep proposal request letter
 - Sent request to **Whah Sherry Ea & Associates LLC**
 - No response to our inquiry
 - Sent request to **Altman& Rodgers Co.**
 - Sent a statement of financial position and profit and loss report as a follow-up
 - They responded with a quote
 - Sent request to **Thomas Head & Greisen**
 - No response to our inquiry
 - Sent request to **Foster CPA**
 - They responded that they are not taking new clients

Organizational Documents

- Secured General Liability, Directors and Officers, Cyber Security, and commercial auto Insurance for MVP with Combs Insurance

Agency Relationships

Contract Management

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

- Bob Charles and Brian Winnestaffer requested a timeline/flow chart for our website that tracks and displays all of our projects, deliverables and timelines. RESPEC made a simple one for the MTP. MVP staff are looking at options to make this information available to board members and the public.
- TC requested that staff draft a program of projects that documents what MVP asked for in FFY 24 &25, draft a Program of Projects update that shows MVP's request and what is in the STIP.



Staff Report September 2025

- The updated Program of Projects has not be finalized for TC and PB review for FFY26 projects because we are waiting to hear what DOT is willing to give us.

Strategic Planning

Short-Range and Tactical Planning

Long-Range Planning

Funding / Budget

- Received payment from the MSB for ADOT's membership dues
- Received payment for planning match from CVTC, Palmer, and Wasilla

Training

- Staff attended the annual AMPO conference in Rhode Island, September 15-19
- Anjie Goulding is 75% done with MPO 101 training and starting MTP Deep Dive Training through AMPO

TASK 200 A MSB Public Transit Planning Support

TASK 200 B Transit Development Plan

- Met with Julius Adolffson Acting Multimodal Planning Chief, Active Transportation Planner & Statewide Bike-Ped Coordinator to discuss the Planning Funds that are available to begin a transit development plan.

TASK 300 Asset Management Plans

TASK 300 A MVP Sign Management Plan

TASK 300 B MVP Advanced Project Definition

TASK 300 C MVP Streetlight and Intersection Management Plan

TASK 300 D Pavement Asset Management Plan



Staff Report October 2025

FFY25/26 UPWP Tasks

TASK 100 A UPWP

- Prepared the TC and PB agenda and packet
- Hosted the TC meeting

Task 100 B Metropolitan Transportation Plan

- Met with the MTP Team to finalize the draft Vision Goals and Objectives for the TC packet
- Reviewed the draft Press Release for the MTP Vision, Goals, and Objectives
- Set the date for the Evaluation Criteria Work Session
- Met with RESPEC to review deliverables to date and to discuss all that is planned for November TC and Policy Board review, including: Existing Conditions and System Deficiency Report, Travel Demand Model output, RESPEC project list, Public Involvement schedule and Open House agenda, and Gap analysis.
- Engaged Element Agency to develop an MTP 101 video to help tell the story of this plan to the public

TIP Scoring Criteria

Complete Streets Policy

Task 100 C TransCad Modeling

- Reviewed the new MVP 2050 Allocation Memo from RSG

TASK 100 D Household Travel Survey

TASK 100 E Transportation Improvement Program

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

- Finalized the PPP sent it to Element Agency to format into MVP's new brand

TASK 100 G Support Services

Budget Management

- Met with the accountant to discuss the year-end financial report
- Reviewed year-end financials for FFY 25 and drafted the FFY26 budget proposal to be presented to the board



Staff Report October 2025

Meetings

- Met with FHWA, FTA, and the other MPO directors to discuss the Peer Exchange and whether progress has been made on better coordination and communication
- Met with Adam Bradway to discuss ongoing MTP funding issues for public involvement and MVP budget guidelines within the UPWP
- Met with Element Agency to finish Brand Refresh Deliverables including the website update, Canva Brand Package, Brand Guidelines and the three videos
- Attended the Active Transportation Coalition Monthly Meeting
- Began calendaring public engagement opportunities for MVP staff to attend Chamber lunches, Community Councils, RSAs, the city councils, and the MSB assembly.

Staffing

- Carrie Cecil started Oct 14th as our new Senior Planner
- Finalized staff evaluations to present to the Board during Executive Session

Correspondence

- Drafted a new letter to Alaska DOT & PF for TC and Policy Board approval highlighting the lack of consultation on MVP's carryover funding, the 3'C process, utilization of MVP STBG and CRP funds without consultation, and for not involving MVP in the discussion about the FFY26-29 STIP prior to its release to the public. Shared letter with ADOT Planning staff.
- Began the development of a stakeholder list for MVP

Nonprofit Filings and Reports

Organizational Documents

Agency Relationships

Contract Management

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

- Bob Charles and Brian Winnestaffer requested a timeline/flow chart for our website that tracks and displays all of our projects, deliverables and timelines. RESPEC made a simple one for the MTP. MVP staff are looking at options to make this information available to board members and the public.

Strategic Planning

Short-Range and Tactical Planning



Staff Report October 2025

Long-Range Planning

Funding / Budget

Training

- Met with Carrie to Review AMPO's MPO institute offering and get her signed up for the MPO 101 training.

TASK 200 A MSB Public Transit Planning Support

TASK 200 B Transit Development Plan

TASK 300 Asset Management Plans

TASK 300 A MVP Sign Management Plan

TASK 300 B MVP Advanced Project Definition

TASK 300 C MVP Streetlight and Intersection Management Plan

TASK 300 D Pavement Asset Management Plan

June 2025

- Secured Health Insurance
- Review and Approve MVP's Improvement Program Projects
- Receive MVP PL Allocation for FFY26 and review the FFY26 PL allocation letter to determine if we need to do a UPWP budget administrative modification/amendment
- Draft a resolution for the MSB Planning Department to submit to the Assembly to amend the Coordinated plan to include Assembly Priorities
- Register for the AMPO annual conference
- Advertise for a Communications and Office Manager
- Schedule title VI training

July 2025

- Request funding from MSB for Alaska DOT&PF Membership Fee
- Website Update for MTP project page, info, timeline, ways to engage
- UPWP Quarterly Report
- Review and approve the PPP update with MTP outreach goals and release for 45-day public comment period July 23th – to Sept 11th
- Interview Communications Manager

August 2025

- Secure Insurances (working with Combs now our 4th broker)
 - Directors
 - General Liability
 - Commercial Auto
 - Personal Property for office equipment
- Draft and submit Title VI annual compliance report
- MSB/Tech Wise Arc GIS Pro Questions
- TC work session prep on MTP Goals, Objectives,
- Apply for City Business Licenses
- Begin presentation / meeting outline for MTP Stakeholder Meetings
- Develop an Internal MTP call for Projects info and guidelines
- Provide TC MTP plan review project list
- Title VI Training, TC (requirements of the Title VI plan)
- Draft scope of services for the Audit and 990 filing
- MTP Transportation System Status Report and overview of travel model
- Draft STIP Amendment #2 memo #2
- Finalize MTP outreach plan
- Develop MTP open house talking points, slides, maps, call to action
- Finalize the Agreement with Element Agency

- Element to develop video and photo content for MVP website and social media

September 2025

PB and TC Meeting Canceled
Staff attending AMPO
ED on vacation

October 2025

- UPWP Quarterly /Final annual Report
- Interactive comment map for the MTP
- Review the Model run – business as usual
- Present the MTP Goals, Objectives to TC and PB
- MVP Annual Budget Proposal to PB
- Engage audit firm for MVPs audit and 990 prep
- Staff Evaluations
- Review and update MVP's updated Program of Projects FFY26
- Review and update STIP memo to DOT
- Develop content for the Internal call for MTP projects from MSB, cities, and tribes
- Set up an MVP Facebook, Instagram, and LinkedIn account
- Schedule first round of MTP public Involvement
- Determine if there are federal lands in the MPA and schedule Formal Consultation of Federal Land Owners.
- Schedule Formal Consultation with Tribes about the MTP (December meeting)
- Schedule MSB and City Planning Commission Presentations about MTP
- Travel Demand Model Run presentation with Consultant projects discussion with staff
- External Call for Projects and comment on the internal projects discussion with staff
- MTP outreach plan and content development, including stakeholder meeting, focus groups, survey, social media outreach, news articles
- Special work Session to develop eligibility and evaluation criteria for projects

November 2025

- Alaska DOT 3c policy review and comments
- Review System Deficiency Report Review and Gap Analysis with the TC and PB
- Review Travel Demand Model Run presentation with Consultant projects with TC and PB

- External Call for Projects and comment on the internal projects interactive map review
- Regional & Local Government Consultation/Presentations (MSB, Cities (planning commission), Commissioners' office and Federal land managers)
- Presentation about MTP Project Eligibility Criteria
- MTP Scenario Analysis
- TC and PB Officer Elections
- FFY26 Meeting Schedule and Location
- Discussion on Transit Planning
- Discussion on Planning Studies/ new committees bike and ped and freight that may be needed as a result of the MTP what else do we need to look at to support the building of our transportation system/infrastructure

December 2025

- Evaluate the Scenarios for the model – business as usual
- Review and Approve Complete Streets Policy with TC and PB
- Public Event for MTP
- Presentation about complete streets/link to federal regulation and plan goals to TC
- Review and Approve TIP Funding Policy to Technical Committee and Policy Board
[TIP policies MVP K.s. commnets.docx](#)
- Develop Carbon Reduction Program Criteria: priorities for MVP- projects need to be awarded under a competitive process
- Grandfather agreements with ADOT&PF for all the current CTP & TAP projects so that we have them prior to the TIP development
- Tribal Coordination Meeting MTP and Call for Projects
- MTP Public Involvement Open House, focus groups, comment map, and survey
-
-

January 2026

February 2026

- Tribal Consultation
- Regional & Local Government Consultation (MSB, Cities, Commissioners' office and Federal land managers)

March 2026

- Finalize MTP Project list

April 2026

- Draft FFY27&28 UPWP
- Draft Fiscal Plan for MTP and TIP

May 2026

- Draft TIP and Review with TC and PB
- O&M state of the system maintenance report
- Draft Summary Fiscal Plan Report

June 2026

- Receive FFY27 PL allocations
- Approval of FFY27&28 UPWP 30-day public review
- Apply Performance Measures to MTP projects
- Fiscal Plan Summary Report Review with TC and PB

July 2026

- MTP and Complete Streets Completion
- 30-UPWP Review
- Review and Approve 30-day public comment period TIP and Review with TC and PB
- Public Event – final draft project list

August 2026

- Review and Approve FFY27/28 UPWP and submit to ADOT, FHWA, and FTA

September 2026

October 2026

- TIP Completion

December 2026

- New MPOs should have a formally adopted MTP and TIP by **December 29, 2026**

INTEROFFICE MEMORANDUM

TO: KIM SOLLIEN, EXECUTIVE DIRECTOR, MATSU VALLEY FOR PLANNING FOR TRANSPORTATION
FROM: TOBY SMITH, THE FORAKER GROUP SHARED FINANCIAL SERVICES
SUBJECT: SEPTEMBER 2025 FINANCIAL STATEMENTS
DATE: OCTOBER 13, 2025

Overview

Along with this memo you will find the Balance Sheet and related Profit and Loss by Class report for MVP as a stand-alone entity, along with a Profit and Loss report for MVP including activity while fiscally sponsored, from October 1, 2024 through September 30, 2025, the final month of Fiscal Year 2025. Also included is a Budget versus Actual report for MVP as a stand-alone entity.

BALANCE SHEET

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

Cash Balance

As of the last day of September 2025, MVP had cash on hand of \$102,090 in the Mat-Su Valley Federal Credit Union checking account and \$29,934 in the savings account, along with \$389,630 in the money market account.

Accounts and Grants Receivables

Accounts receivables as of September 2025 were \$235,659. Of this, \$60,086 was owed by the State of Alaska DOT as reimbursement for expenses incurred by MVP, and \$2,405 was due from the Knik Tribe. \$158,455 of the \$173,168 due from the Mat-Su Borough for membership dues was received on October 2.

Deposits

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

Current liabilities

The current liabilities balance of \$21,535 includes:

- Accounts payable of \$0
- Accrued payroll of \$9,434
- Annual leave liability of \$11,060
- Other payroll liabilities of \$1,040

Deferred Revenue consists of cash that has been received by MVP but the posting of the revenue has been deferred (delayed) until the cash is spent. Revenue is recognized as costs are incurred and expenses are paid. The amount of deferred revenue is the amount of the grant yet to be spent.

As of the end of September the current ratio (current assets divided by current liabilities) was 35 to 1. This means that for every dollar spent, there are 35 in the bank or owed to MVP, so the higher the number the better.

Net Assets

As of the end of September 2025, MVP had total net assets of \$736,278.

PROFIT AND LOSS BY CLASS

This page shows the amount of revenue received and expenses paid as of September 30, the final month of Fiscal Year 2025, by class.

BUDGET VS ACTUALS

This page shows the amount of revenue received and expenses paid as of September 30 versus the FY25 annual budget.

Revenue & Support

Twelve months into the fiscal year, revenues and expenses are anticipated to be 100% realized. Revenues for the fiscal year to date total \$666,570. This represents 96% of the revenue budgeted for the year versus 100% of the fiscal year being completed. Any future grant revenues that are deferred (delayed) will be recognized as expenses are made.

Expenses

Operating expenses through September totaled \$184,542 or 27% of the annual budgeted amount, versus 100% of the fiscal year being completed.

PROFIT AND LOSS TOTAL

This page shows the amount of revenue received and expenses paid from October 1, 2024 through September 30, 2025, the final month of Fiscal Year 2025, including activity undertaken by MVP while fiscally sponsored.

CAPITAL FLOAT

Each partner organization is required to pay membership dues which comprise MVP's capital float, which exists in order to provide a cash balance on hand since grant revenues are reimbursable after costs have been expended. The capital float supports MVP operations until grant receivables are received. Due to MVP becoming a 501©3 during the current fiscal year, membership dues that had already been received by MVP's prior fiscal sponsor were posted in MVP's accounting system as starting balances, rather than as revenues. Going forward, all pending and receivable membership dues and all future grant revenues will be posted as revenues.

MatSu Valley Planning for Transportation Financial Statements September 30, 2025



Preliminary - Unaudited

Prepared By:


theforakergroup
Standing Beside Alaska's Nonprofits

MatSu Valley Planning for Transportation

Balance Sheet

As of September 30, 2025

	Total
ASSETS	
Current Assets	
Bank Accounts	
1010 MVFCU Main Checking	102,090.49
1015 MVFCU Savings Account	29,933.79
1020 Money Market	389,629.87
Total Bank Accounts	\$ 521,654.15
Accounts Receivable	
1110 Accounts Receivable	235,658.60
Total Accounts Receivable	\$ 235,658.60
Other Current Assets	
1250 Deposits	500.00
Undeposited Funds	0.00
Total Other Current Assets	\$ 500.00
Total Current Assets	\$ 757,812.75
TOTAL ASSETS	\$ 757,812.75
LIABILITIES AND EQUITY	
Liabilities	
Current Liabilities	
Other Current Liabilities	
2100 Payroll Liability	
2105 Accrued Wages and Salaries	9,433.84
2130 Accrued Leave	11,060.43
2150 Other Payroll Liabilities	1,040.50
Total 2100 Payroll Liability	\$ 21,534.77
Total Other Current Liabilities	\$ 21,534.77
Total Current Liabilities	\$ 21,534.77
Total Liabilities	\$ 21,534.77
Equity	
3000 Opening Balance Equity	254,250.00
Retained Earnings	
Net Income	482,027.98
Total Equity	\$ 736,277.98
TOTAL LIABILITIES AND EQUITY	\$ 757,812.75

MatSu Valley Planning for Transportation
Profit and Loss by Class
October 2024 - September 2025
Activity in FY25 as stand-alone nonprofit only

	FFY25-26 Unified Planning Work Program					
	Admin	(UPWP)	Mat-Su Borough Grant	Membership Dues		TOTAL
Income						
4000 Grant Revenue						0.00
4010 Alaska DOT & PF UPWP		106,438.84	158,454.98			264,893.82
4020 MSB Legislative Grant				280,970.00		280,970.00
4050 Capital Float				26,720.00		26,720.00
Total 4000 Grant Revenue	\$ 0.00	\$ 106,438.84	\$ 158,454.98	\$ 307,690.00	\$	572,583.82
4800 Indirect Cost Rate		93,324.62				93,324.62
4900 Interest Income		661.45				661.45
Total Income	\$ 661.45	\$ 199,763.46	\$ 158,454.98	\$ 307,690.00	\$	666,569.89
Gross Profit	\$ 661.45	\$ 199,763.46	\$ 158,454.98	\$ 307,690.00	\$	666,569.89
Expenses						
5000 Personnel						0.00
5010 Salary and Wages		89,220.70				89,220.70
5020 Annual Leave		11,060.43				11,060.43
5030 Relocation Reimbursement		2,500.00				2,500.00
5100 Payroll Taxes						0.00
5110 FICA		5,529.96				5,529.96
5120 Medicare		1,293.34				1,293.34
5130 Alaska ESC		857.79				857.79
Total 5100 Payroll Taxes	\$ 0.00	\$ 7,681.09	\$ 0.00	\$ 0.00	\$	7,681.09
5200 Fringe Benefits		2,748.52				2,748.52
5210 Workers Comp		278.29				278.29
5220 Medical/Dental/Vision		8,764.75				8,764.75
5230 Retirement		2,523.11				2,523.11
Total 5200 Fringe Benefits	\$ 0.00	\$ 14,314.67	\$ 0.00	\$ 0.00	\$	14,314.67
Total 5000 Personnel	\$ 0.00	\$ 124,776.89	\$ 0.00	\$ 0.00	\$	124,776.89
6000 Professional Fees						0.00
6010 Legal Fees		697.50				697.50
6020 Accounting Fees		3,790.00				3,790.00
6030 Consultants and Contractual		3,120.00				3,120.00
Total 6000 Professional Fees	\$ 0.00	\$ 7,607.50	\$ 0.00	\$ 0.00	\$	7,607.50
6060 IT Services		9,075.28				9,075.28
6100 Occupancy						0.00
6130 Telephone		500.00				500.00
Total 6100 Occupancy	\$ 0.00	\$ 500.00	\$ 0.00	\$ 0.00	\$	500.00
6200 Meetings		607.99				607.99
6300 Training and Travel						0.00
6310 Travel		6,814.85				6,814.85
6320 Training and Professional Development		2,487.40				2,487.40
Total 6300 Training and Travel	\$ 0.00	\$ 9,302.25	\$ 0.00	\$ 0.00	\$	9,302.25
6400 Insurance		92.00	13,160.98			13,252.98
6500 Dues and Subscriptions		848.99				848.99
6520 Association Membership		1,066.05				1,066.05
Total 6500 Dues and Subscriptions	\$ 0.00	\$ 1,915.04	\$ 0.00	\$ 0.00	\$	1,915.04
6700 Printing, Postage and Publication		48.00				48.00
6800 Advertising & Public Notices		14,405.73				14,405.73
6900 Office Supplies		351.25				351.25
7000 Other		110.00				110.00
6510 Software		348.00				348.00
7020 Bank Charges & Fees		2,241.00				2,241.00
Total 7000 Other	\$ 0.00	\$ 2,699.00	\$ 0.00	\$ 0.00	\$	2,699.00
Total Expenses	\$ 0.00	\$ 171,380.93	\$ 13,160.98	\$ 0.00	\$	184,541.91
Net Operating Income	\$ 661.45	\$ 28,382.53	\$ 145,294.00	\$ 307,690.00	\$	482,027.98
Net Income	\$ 661.45	\$ 28,382.53	\$ 145,294.00	\$ 307,690.00	\$	482,027.98

Budget vs. Actuals FY25
October 1, 2024-September 30, 2025
Activity in FY25 as stand-alone nonprofit only

Distribution account	Total			
	Actual	Budget	Over budget by	Percent of budget
Income				
4000 Grant Revenue		691,380.00	-691,380.00	0.00%
4010 Alaska DOT & PF UPWP	264,893.82		252,015.42	
4020 MSB Legislative Grant	280,970.00		280,970.00	
4050 Capital Float	26,720.00		26,720.00	
Total for 4000 Grant Revenue	\$572,583.82	\$691,380.00	-\$131,674.58	82.82%
4800 Indirect Cost Rate	93,324.62		78,514.46	
4900 Interest Income	661.45		661.45	
Total for Income	\$666,569.89	\$691,380.00	-\$52,498.67	96.41%
Cost of Goods Sold				
Gross Profit	\$666,569.89	\$691,380.00	-\$52,498.67	96.41%
Expenses				
5000 Personnel				
5010 Salary and Wages	89,220.70	283,920.00	-194,699.30	31.42%
5020 Annual Leave	11,060.43		11,060.43	
5030 Relocation Reimbursement	2,500.00		2,500.00	
5100 Payroll Taxes				
5110 FICA	5,529.96	17,603.00	-12,073.04	31.41%
5120 Medicare	1,293.34	4,117.00	-2,823.66	31.41%
5130 Alaska ESC	857.79	398.00	459.79	215.53%
Total for 5100 Payroll Taxes	\$7,681.09	\$22,118.00	-\$14,436.91	34.73%
5200 Fringe Benefits	2,748.52	83,301.00	-80,552.48	3.30%
5210 Workers Comp	278.29	0.00	278.29	
5220 Medical/Dental/Vision	8,764.75		8,764.75	
5230 Retirement	2,523.11		2,523.11	
Total for 5200 Fringe Benefits	\$14,314.67	\$83,301.00	-\$68,986.33	17.18%
Total for 5000 Personnel	\$124,776.89	\$389,339.00	-\$264,562.11	32.05%
6000 Professional Fees		55,000.00	-55,000.00	0.00%
6010 Legal Fees	697.50		697.50	
6020 Accounting Fees	3,790.00		3,790.00	
6030 Consultants and Contractual	3,120.00		3,120.00	
Total for 6000 Professional Fees	\$7,607.50	\$55,000.00	-\$47,392.50	13.83%
6060 IT Services	9,075.28	30,000.00	-20,924.72	30.25%
6100 Occupancy		61,000.00	-61,000.00	0.00%
6130 Telephone	500.00		500.00	
Total for 6100 Occupancy	\$500.00	\$61,000.00	-\$60,500.00	0.82%
6200 Meetings	607.99	8,000.00	-7,392.01	7.60%
6300 Training and Travel		25,000.00	-25,000.00	0.00%
6310 Travel	6,814.85		6,814.85	
6320 Training and Professional Development	2,487.40		2,487.40	
Total for 6300 Training and Travel	\$9,302.25	\$25,000.00	-\$15,697.75	37.21%
6400 Insurance	13,252.98	9,600.00	3,652.98	138.05%
6500 Dues and Subscriptions	848.99		848.99	
6520 Association Membership	1,066.05	5,000.00	-3,933.95	21.32%
Total for 6500 Dues and Subscriptions	\$1,915.04	\$5,000.00	-\$3,084.96	38.30%
6700 Printing, Postage and Publication	48.00	5,000.00	-4,952.00	0.96%
6800 Advertising & Public Notices	14,405.73	26,000.00	-11,594.27	55.41%
6900 Office Supplies	351.25	10,000.00	-9,648.75	3.51%
7000 Other	110.00	50,000.00	-49,890.00	0.22%
6510 Software	348.00		348.00	
7020 Bank Charges & Fees	2,241.00		2,241.00	
Total for 7000 Other	\$2,699.00	\$50,000.00	-\$47,301.00	5.40%
6050 Annual Audit		15,000.00	-15,000.00	0.00%
Total for Expenses	\$184,541.91	\$688,939.00	-\$504,397.09	26.79%
Net Operating Income	\$482,027.98	\$2,441.00	\$451,898.42	
Other Income				
Other Expenses				
Net Other Income				
Net Income	\$482,027.98	\$2,441.00	\$451,898.42	

MatSu Valley Planning for Transportation Profit and Loss Total

October 2024 - September 2025

Activity in FY25 including while fiscally sponsored

	ACTIVITY AS STAND-ALONE	ACTIVITY UNDER FISCAL SPONSORSHIP	TOTAL FY25 ACTIVITY
Income			
4000 Grant Revenue	0.00	0.00	0.00
4010 Alaska DOT & PF UPWP	264,893.82	0.00	264,893.82
4020 MSB Legislative Grant	280,970.00	0.00	280,970.00
4050 Capital Float	26,720.00	0.00	26,720.00
Total 4000 Grant Revenue	\$ 572,583.82	\$ 0.00	\$ 572,583.82
4800 Indirect Cost Rate	93,324.62	0.00	93,324.62
4900 Interest Income	661.45	0.00	661.45
Total Income	\$ 93,986.07	\$ 0.00	\$ 93,986.07
Gross Profit	\$ 666,569.89	\$ 0.00	\$ 666,569.89
Expenses			
5000 Personnel	0.00	0.00	0.00
Total 5000 Personnel	\$ 124,776.89	\$ 76,892.12	\$ 201,669.01
6000 Professional Fees	0.00	0.00	0.00
6010 Legal Fees	697.50	0.00	697.50
6020 Accounting Fees	3,790.00	0.00	3,790.00
6030 Consultants and Contractual	3,120.00	0.00	3,120.00
Total 6000 Professional Fees	\$ 7,607.50	\$ 0.00	\$ 7,607.50
6060 IT Services	9,075.28	7,703.02	16,778.30
6100 Occupancy	0.00	3,300.00	3,300.00
6130 Telephone	500.00	0.00	500.00
Total 6100 Occupancy	\$ 500.00	\$ 3,300.00	\$ 3,800.00
6200 Meetings	607.99	1,629.77	2,237.76
6300 Training and Travel	0.00	0.00	0.00
6310 Travel	6,814.85	141.88	6,956.73
6320 Training and Professional Development	2,487.40	0.00	2,487.40
Total 6300 Training and Travel	\$ 9,302.25	\$ 141.88	\$ 9,444.13
6400 Insurance	13,252.98	3,887.71	17,140.69
6500 Dues and Subscriptions	848.99	0.00	848.99
6520 Association Membership	1,066.05	0.00	1,066.05
Total 6500 Dues and Subscriptions	\$ 1,915.04	\$ 0.00	\$ 1,915.04
6700 Printing, Postage and Publication	48.00	0.00	48.00
6800 Advertising & Public Notices	14,405.73	849.86	15,255.59
6900 Office Supplies	351.25	238.49	589.74
7000 Other	110.00	0.00	110.00
6510 Software	348.00	0.00	348.00
7020 Bank Charges & Fees	2,241.00	0.00	2,241.00
Total 7000 Other	\$ 2,699.00	\$ 0.00	\$ 2,699.00
Total Expenses	\$ 184,541.91	\$ 94,642.85	\$ 279,184.76
Net Operating Income	\$ 482,027.98	-\$ 94,642.85	\$ 387,385.13
Net Income	\$ 482,027.98	-\$ 94,642.85	\$ 387,385.13

Revenue	Amount	FFY2025	FFY2026	Variance	
Metro PL Fund Distribution		\$453,610.00	\$451,135.00	-\$2,475.00	We received less PL than anticipated
9.03% Match		\$45,026.91	\$44,781.24	-\$245.68	This will be paid by annual membership dues to dot
FTA 5303 Apportionment		\$91,001.00	\$92,821.00	\$1,820.00	Increase in FTA funds for FFY26
					MVP annual member dues will cover a portion of this match and the remainder will come out of the legislative grant. In FFY27 we may need to recalculate annual dues to cover match if MVP's indirect cannot cover it.
9.03% Match		\$9,033.08	\$9,213.74	\$180.66	
	Subtotal	\$598,670.99	\$597,950.97	-\$720.02	
STBG for the office		\$181,940.00		-\$181,940.00	We did not spend these funds and ADOT did not convert the STBG into PL as requested
9.03% match		\$18,060.00		-\$18,060.00	We did not spend these funds, but they were paid, we are working with DOT to document the extra match
	Subtotal	\$798,670.99	\$597,950.97		
Less 5.17% ICAP FFY25		-\$41,291.29		\$41,291.29	
Less 5.37% ICAP FFY26			-\$32,109.97	-\$32,109.97	
	Subtotal	\$757,379.70	\$565,841.01	-\$191,538.69	
Less DOT&PF Planning Support		-\$66,000.00	-\$66,000.00	\$0.00	In FFY27, we might want to ask not to pay this
MSB Legislative Grant			\$133,154.00	\$133,154.00	Annual CL insurance, Audit, Office Furniture, and meeting supplies expenses
Carryover from FFY25 PL			\$300,000.00	\$300,000.00	Estimate of PL carryover is based on MVP expenses for FFY25
	TOTAL	\$691,379.70	\$932,995.01	\$241,615.31	
Expenditures		FFY2025	FFY2026	Variance	The expenditures are estimates with a few items based on quotes. The actuals are in the QuickBooks report
Personnel		\$283,920.00	\$368,964.00	\$85,044.00	4FTE's
Fringe Benefits: Payroll taxes, health insurance and 401k		\$105,419.00	\$111,732.00	\$6,313.00	4FET's
Occupancy/Rent		\$61,000.00	\$61,000.00	\$0.00	Includes lease payment and utilities
Administrative Services			\$3,240.00	\$3,240.00	We did not account for these costs in FFY25 Payroll, HR, Benefits Management and Safety, Risk Management
Professional Fees, including CPA/Accounting and Legal		\$55,000.00	\$18,000.00	-\$37,000.00	We spent less than projected for legal and accounting and lowered the estimate for FFY26
Annual Audit and 990 Prep		\$15,000.00	\$22,500.00	\$7,500.00	the FFY26 budget amount is based on a quote. We will charge the Legislative grant.
Information Technology including support and workstations		\$30,000.00	\$27,000.00	-\$3,000.00	IT support for 4 staff + 1 new workstation, Ipad, large TV for hybrid meetings
Printing, Postage and Publication		\$5,000.00	\$7,200.00	\$2,200.00	We will be printing, packets and our final plan documents for the public
Meetings		\$8,000.00	\$8,700.00	\$700.00	This includes in-state travel, room rental and meeting supplies
Training and Travel		\$25,000.00	\$25,000.00	\$0.00	
Insurance		\$9,600.00	\$13,154.00	\$3,554.00	Annual GL insurance ended up being more than anticipated.
Membership fees AMPO/APA/ Foraker		\$5,000.00	\$2,369.00	-\$2,631.00	
					The RESPEC contract for the MTP did not include funding for public involvement, graphic materials or website and video production. These additional tasks will be billed directly to the PL account for the MTP and will not come out of MVP's indirect budget.
Advertising		\$26,000.00	\$53,000.00	\$27,000.00	
Office Supplies		\$10,000.00	\$10,000.00	\$0.00	We will charge the Legislative Grant
Other: including equipment and furniture		\$50,000.00	\$50,000.00	\$0.00	We will charge the Legislative Grant
	TOTAL	\$688,939.00	\$781,859.00	\$92,920.00	

EXTERNAL MEMORANDUM

To: Kim Sollien
Executive Director
MatSu Valley Planning for Transportation

From: Patrick Cotter, AICP
Megan Flory
RESPEC
125 W. Evergreen Avenue, Suite 102
Palmer, AK 99645

Date: October 3, 2025

Subject: MTP Vision, Goals, and Objectives

EXECUTIVE SUMMARY

This memorandum presents the draft vision, goals, and objectives for MatSu Valley Planning for Transportation (MVP) Metropolitan Transportation Plan (MTP). These draft statements, which will serve as the foundation of the MTP, were developed by the MTP project team through consultation with MVP staff, a workshop with the MVP Technical Committee, and review of federal requirements. We are now asking the Technical Committee to review and recommend the draft statements to the Policy Board to ensure they are clear, practical, reflect local priorities, and capture the intent agreed upon during the workshop on September 2, 2025. These goals will be measured through performance indicators that will be developed collaboratively with the Technical Committee during an upcoming work session. For example, safety improvements may be tracked through metrics such as reductions in serious injury and fatal crashes at high-risk locations, and mobility enhancements could be measured using travel time reliability and freight movement efficiency indicators.

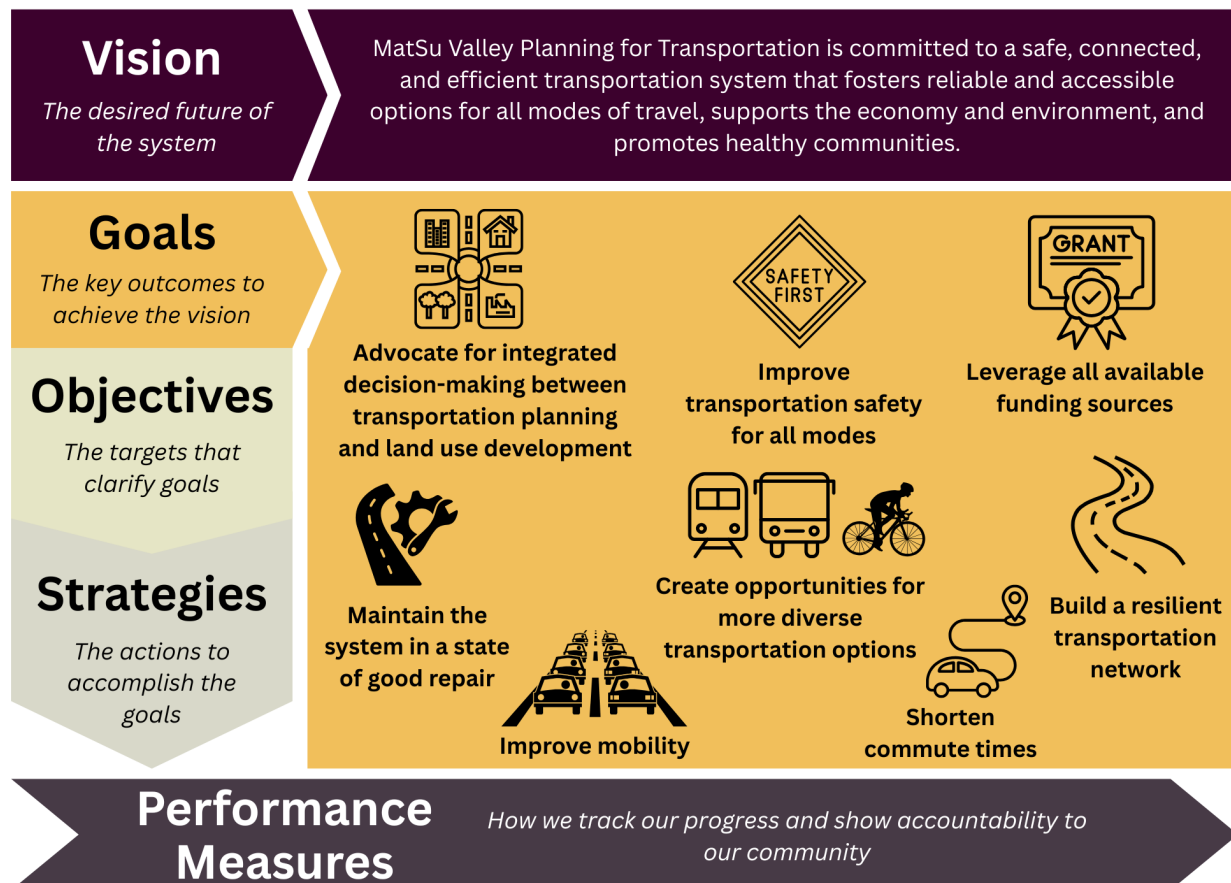
After the Technical Committee reviews and recommends the draft statements, the Policy Board will review and approve them for release for a 30-day public comment period. This comment period provides the public with the opportunity to voice their priorities for the goals and objectives and ensures transparency in the planning process. If public comments warrant substantive changes to the draft vision, goals, and objectives, the revised statements will be brought back to the Technical Committee and Policy Board for review and approval. After the statements are finalized following the public comment period, they will be integrated into the broader MTP development process.

OVERVIEW

This memorandum describes how the vision, goals, and objectives were shaped for MVP's first MTP. The MTP charts the Mat-Su Valley's transportation future through 2050, identifying the projects, policies, and investments needed to keep the region connected, safe, and thriving as it grows. When developing an MTP, establishing the vision, goals, and objectives is an integral piece of the early planning process. It helps kickstart the conversation around identifying problems in the network and working through possible solutions. The vision, goals, and objectives also guide performance measures and project evaluation criteria—two key components in developing a performance-based plan with measurable outcomes.

The *vision* is the big picture—a clear, inspiring statement about the desired future of the transportation network. *Goals* are the key outcomes needed to bring the vision to life; they are broad, high-level statements that speak to what the organization is trying to achieve. *Objectives* are specific measurable actions that support achieving each goal. *Strategies* are the detailed methods and approaches for implementing objectives and will be developed during the project selection and prioritization phases of the MTP. Together, these elements provide a framework for evaluating transportation needs, shaping policy direction, selecting and prioritizing projects, and tracking performance over time. The elements ensure that the MTP is not only visionary but also implementable, accountable, and responsive to both local priorities and long-term regional aspirations.

The MTP vision, goals, and objectives were developed during a work session with the MVP Technical Committee on September 2, 2025. During this workshop, the Technical Committee reviewed federal planning requirements and long-range transportation plans, then identified and prioritized the region's transportation issues, challenges, and opportunities. The consultant team facilitated several interactive activities to identify the Technical Committee's key concerns, craft appropriate language, and capture the sentiment needed to draft a shared vision statement for the future of the Mat-Su Valley's transportation system, as illustrated in the following graphic.



The following sections of the memorandum describe how the vision, goals, and objectives were developed during the Technical Committee workshop, how they were refined following the workshop, and how they align with federal requirements. After the Technical Committee and Policy Board review and approve of this document, the vision, goals, and objectives statements will be released for a 30-day public comment period.

DEVELOPING THE FOUNDATION WITH LOCAL EXPERTISE

During the Technical Committee workshop on September 2, 2025, local transportation experts and advocates gathered to shape the foundation for the plan by drawing on their deep understanding of community needs, transportation challenges, and regional priorities. Through a structured and inclusive process, participants built consensus around the intent of each goal, identified pressing issues such as traffic congestion and seasonal maintenance gaps, and highlighted opportunities to improve mobility, land use coordination, and quality of life. They developed a vision statement, goals, and objectives by collaborating and engaging in large and small group discussions.

THE BIG PICTURE: VISION STATEMENT

The session began with an overview of the federal framework and a review of previously identified transportation challenges and opportunities. Participants then engaged in a structured visioning exercise designed to bring together collective aspirations for the future of the Mat-Su Valley's transportation network. Using interactive tools like Mentimeter, attendees responded to prompts such as, "What does the ideal transportation system look like in 2050?," sharing words, phrases, and ideas that reflected their values and priorities.

The group crafted a draft vision statement together that reflects values such as safety, efficiency, multimodality, economic support, and healthy communities. Importantly, participants reworked the language of the vision statement live during the meeting, refining it in real time to ensure clarity and alignment with local priorities and values. This iterative approach allowed for immediate feedback and consensus-building, resulting in a vision statement that truly represents the collective input of committee members.

VISION STATEMENT

MatSu Valley Planning for Transportation is committed to creating a safe, efficient, and multimodal transportation system that fosters reliable and accessible options for all modes of travel, supports the economy and environment, and promotes healthy communities.

Workshop Participants

Anjie Goulding – MVP Planning Manager
Kim Sollien – MVP Executive Director
Adam Bradway – Alaska DOT&PF
Adeyemi Alimi – Alaska Department of Environmental Conservation
Brian Lindamood – Alaska Railroad Corporation
Chris Bentz – Alaska DOT&PF
Dan Tucker – Road Service Area Representative
Kate Dueber – Alaska Railroad Corporation
Alex Strawn – MSB Planning
Crystal Smith – MSB School District
Erich Schaal – City of Wasilla Public Works
Jude Bilafer – City of Palmer Public Works
Tom Adams – MSB Public Works
Bob Charles Jr. – Knik Tribe
Brian Winnestaffer – Chickaloon Native Village Transportation
Lawrence Smith – Trucking Advocate
Stuart Leidner – Mobility Advocate
Joni Wilm – HONU Planning
Elise Blocker – RESPEC
Kelsey Anderson – RESPEC

THE KEY OUTCOMES: GOALS

Once the participants agreed on a vision statement, they moved on to small groups where they used the identified problems to develop draft goal language. This process emphasized consensus-building, open dialogue, and alignment with federal planning factors and national performance goals. Each group was assigned specific problems to address and were tasked with formulating goals that were relevant, measurable, and reflective of community values. They were given the following example goals to kickstart brainstorming: maintain system in a state of good repair, improve connectivity, increase transportation safety for all modes, improve mobility, support economic growth and development, enhance regional partnerships, and build a resilient transportation network.

When the small groups formulated their goals, they reported out so the group could discuss as a whole. The group developed the following nine goals:

1. Establish a set of planning tools that considers current and future land use.
2. Improve transportation safety for all modes.
3. Increase funding resources.
4. Provide more consistent all-season maintenance for all users.
5. Create opportunities for more diverse transportation options.
6. Build infrastructure for all user groups.
7. Save money with proactive planning.
8. Shorten commute times.
9. Improve mobility.

After the participants defined their goals, they moved on to developing clear targets to achieve them.

THE TARGETS: OBJECTIVES

Workshop participants reconvened in their small groups and collaborated to ensure that each goal was supported by clear objectives that reflect regional priorities and federal requirements. The meeting facilitator provided a short training session on how to create SMART (specific, measurable, achievable, relevant, and time-bound) objectives. Using a menu of draft objectives, groups crafted their own that supported the important issues and opportunities related to each goal.

Each objective was designed to address a particular aspect of the transportation system, such as improving safety, enhancing connectivity, supporting economic growth, or increasing the connection between land use development and transportation planning. The resulting draft objectives, listed in Table 1, will provide the framework for performance measurement and project evaluation, aiming to make the MTP goals action oriented and community focused.



Table 1. Issues, Opportunities, Goals, and Objectives Identified in the Technical Committee Workshop

Priority	Issue/Opportunity	Goal	Objectives
1	Weak connection between land use and transportation	Establish a set of planning tools that considers current and future land use	/ Utilize data-driven analysis of land use conflicts / Facilitate public participation in planning activities / Create and encourage the adoption of land use guidelines
2	Lack of safe walking and biking facilities and overall transportation safety	Improve transportation safety for all modes	/ Reduce the number and severity of crashes at high-risk locations / Increase safety education programs / Utilize data-driven safety analysis
3	Limited funding resources for transportation infrastructure	Increase funding resources	/ Advocate for a highway authorization bill / Diversify funding revenue streams (Tax/Grant Writing) / Save money with proactive planning
4	Lack of all-season maintenance	Provide more consistent all-season maintenance for all users	/ Utilize data driven maintenance analysis / Strengthen collaboration with maintenance service providers / Increase public outreach and communication about maintenance needs
5	Limited transportation choices	Create opportunities for more diverse transportation options	/ Utilize data transportation analysis for gaps and need assessments / Strengthen collaboration of transportation providers and stakeholders / Increase public outreach and communication
6	Conflicts between user groups	Build infrastructure for all user groups	/ Promote inter-governmental agreements / Integrate population growth projection growth with land use
7	High cost of retroactive transportation planning	Save money with proactive planning	/ Pro-active ROW acquisition predevelopment
8	Long commute times	Shorten commute times	/ Connect arterials / Improve traffic flow / Increase interconnectivity / More public transit options / Pro-active ROW acquisition predevelopment
9	Lack of transit	Improve mobility	/ Improve traffic flow in key corridors / Provide efficient movement of goods throughout the region / Decrease congestion through increased transportation choices

POLISHING THE VISION: POST-WORKSHOP EDITS AND ENHANCEMENTS

Building on the momentum of the workshop, the planning team thoroughly reviewed and refined the draft vision, goals, and objectives. This process allowed the Technical Committee to drive the intent and sentiment of each goal and objective, while the planning team brought in technical expertise and MTP best practices to improve upon the drafted language to develop clear and actionable goals. The review and editing process included the following:

- / The planning team used tools like word clouds and AI to generate alternative versions of the vision statement, which were shared with committee members for feedback.
- / Consulting staff reviewed and edited the goals and objectives, bringing the revised language back to MVP staff for additional review.
- / The planning team considered broadening certain goals, such as expanding “all-season maintenance” to “state of good repair,” and discussed the inclusion of an environmental goal to increase grant opportunities.



Table 2 presents the revised draft goals along with notes that detail any changes made to the original language from the Technical Committee workshop.

Table 2. Post-Workshop Goal Revisions

Goal #	Workshop Goal	Revised Goal	What Was Changed?
1	Establish a set of planning tools that considers current and future land use	Advocate for integrated decision-making between transportation planning and land use development	The Technical Committee expressed a desire to be more proactive in planning. This is captured by the revised goal and provides MVP with a role to play in regional land use decisions—advocacy. This goal combines Goals #1 and #7 from the Workshop Goals.
2	Improve transportation safety for all modes	No change	The language for this goal, as identified by the Technical Committee, is clear, concise, and incorporates the federal transportation guidelines as they are.
3	Increase funding resources	Leverage all available funding resources	The Technical Committee highlighted the desire to use MVP as a vehicle for increased funding from a variety of new and existing sources. By focusing on leveraging available funding sources, MVP can identify and measure the type and quantity of awards they seek, adding fiscal responsibility, transparency, and accountability to the funding mechanisms of the MPO.
4	Provide more consistent all-season maintenance for all users	Maintain the system in a state of good repair	The Technical Committee highlighted the need for consistent maintenance for all users. By broadening the goal to focus on the whole system, MVP can incorporate varying seasonal maintenance needs as an objective for maintenance and operations, while allowing for other objectives to be brought in. Maintaining the system in a state of good repair means ensuring that transportation infrastructure is kept in safe, reliable, and in a functional condition through regular maintenance, timely repairs, and necessary upgrades.
5	Create opportunities for more diverse transportation options	No change	The language for this goal, as identified by the Technical Committee, is clear, concise, and incorporates the federal transportation guidelines as they are.
6	Build infrastructure for all user groups	Removed	Building infrastructure for all user groups is a vital component to ensure the MTP is valuing all modes. This sentiment will be captured as an objective for Priority #5.
7	Save money with proactive planning	Removed	See Goal #1
8	Shorten commute times	Shorten commute times and improve mobility	Combined with Goal #9
9	Improve mobility	Removed	See Goal #8
10	Build a resilient transportation network	Added by consultant	This goal, along with its objectives, was incorporated after the Technical Committee workshop. The vision statement the consultant developed mentions a transportation system that "... supports the economy and environment..." Because of that sentiment, a goal aimed at a resilient network aligns with the vision and provides guidance for how MVP can incorporate themes like emergency preparedness and stormwater management into their goals.

ALIGNMENT WITH FEDERAL REQUIREMENTS

Every MTP is required to meet certain federal criteria, including the topics covered for long-range transportation goals. These requirements ensure that federal dollars are being allocated to projects that comply with federal goals like supporting economic vitality and increasing safety. The initial development of MTP goals began with a review and understanding of federal regulations and guidance to ensure that the planning team identified how to incorporate the required components into the draft goals.

The Federal Planning Factors are broad policy areas that every MTP must address, and they guide the scope and content of the planning process to ensure that the MTP is comprehensive in addressing key community impacts from transportation planning. The National Performance Goals are outcome-oriented goals established under the Moving Ahead for Progress in the 21st Century Act (or MAP-21), which established a performance-based planning framework that requires Metropolitan Planning Organizations (MPOs) like MVP to align their long-range transportation goals with federally defined performance measures. The following sections outline the key federal requirements guiding this process.

FEDERAL PLANNING FACTORS (23 CFR 450.306)

Each MTP goal must align with one or more of the ten federal planning factors to demonstrate compliance:

- / Support Economic Vitality: Enable global competitiveness, productivity, and efficiency in the metropolitan area.
- / Increase Safety: Enhance the safety of the transportation system for both motorized and non-motorized users.
- / Increase Security: Improve the security of the transportation system for all users.
- / Increase Accessibility and Mobility: Expand access and mobility for people and freight.
- / Protect and Enhance the Environment: Promote energy conservation, improve quality of life, and ensure consistency with state and local growth and development plans.
- / Enhance Integration and Connectivity: Improve connections across and between transportation modes for people and freight.
- / Promote Efficient System Management and Operation: Ensure the transportation system is managed and operated efficiently.
- / Emphasize Preservation of the Existing System: Maintain and extend the life of existing infrastructure.
- / Improve Resiliency and Reliability: Reduce or mitigate stormwater- and climate-related impacts and enhance the reliability of the transportation system.
- / Enhance Travel and Tourism: Support regional economic and recreational opportunities.

NATIONAL PERFORMANCE GOALS (FROM MAP-21 AND THE INFRASTRUCTURE INVESTMENT AND JOBS ACT)

Federally required national performance goals shape measurable outcomes for MTPs:

- / Safety: Achieve significant reductions in traffic fatalities and serious injuries on public roads.
- / Infrastructure Condition: Maintain highway infrastructure assets in a state of good repair.
- / Congestion Reduction: Reduce congestion on the National Highway System.
- / System Reliability: Improve the efficiency of the surface transportation system.
- / Freight Movement and Economic Vitality: Strengthen the national freight network, improve rural access to trade markets, and reduce bottlenecks and delays.
- / Environmental Sustainability: Enhance transportation system performance while protecting and improving the natural environment.

During the Technical Committee workshop, participants reviewed these federal requirements, alongside goals from other regional long-range transportation plans. These reviews helped the committee understand how the federal requirements have been implemented around Alaska.

Table 3 shows how the goals in the MTP align with important federal requirements. Each goal is matched with the Federal Planning Factors and the National Performance Goals that guide transportation planning. This helps make sure the MTP meets the standards needed for federal funding and support, while also focusing on what matters most to the local community.

Table 3. Alignment of Goals With Federal Requirements

MTP Goal	Federal Planning Factors (23 CFR 450.306)	National Performance Goals (MAP-21, IIJA)
Advocate for integrated decision-making between transportation planning and land use development	/ Support Economic Vitality / Enhance Integration and Connectivity / Protect and Enhance the Environment / Promote Efficient System Management and Operation	/ Environmental Sustainability / Infrastructure Condition / Safety / Freight Movement and Economic Vitality
Improve transportation safety for all modes	/ Increase Safety / Increase Security / Increase Accessibility and Mobility / Enhance Travel and Tourism	/ Safety
Leverage all available funding resources	/ Promote Efficient System Management and Operation / Support Economic Vitality	/ Freight Movement and Economic Vitality / Infrastructure Condition
Maintain the system in a state of good repair	/ Emphasize Preservation of the Existing System / Improve Resiliency and Reliability / Increase Safety / Increase Security / Increase Accessibility and Mobility / Promote Efficient System Management and Operation	/ Infrastructure Condition / System Reliability / Safety
Create opportunities for more diverse transportation options	/ Increase Accessibility and Mobility / Enhance Integration and Connectivity / Increase Safety / Enhance Travel and Tourism	/ Congestion Reduction
Shorten commute times and improve mobility	/ Promote Efficient System Management and Operation / Enhance Travel and Tourism / Increase Safety / Enhance Integration and Connectivity / Increase Accessibility and Mobility	/ Congestion Reduction / System Reliability / Freight Movement and Economic Vitality
Build a resilient transportation network	/ Emphasize Preservation of the Existing System / Protect and Enhance the Environment	/ Environmental Sustainability / System Reliability / Infrastructure Condition

INVITING PUBLIC PARTICIPATION

MVP is committed to inclusive, accessible, and transparent public involvement for all its planning processes, including the MTP. Engaging the public in the planning process is essential to ensure that recommended policies and projects reflect the diverse needs and priorities of the community. Meaningful participation not only fosters transparency and trust but also brings valuable insights and lived experiences to the development of our MTP.

The revised goals and objectives presented in Table 4 were shaped through stakeholder involvement but will not be complete without public comment. These goals and objectives will be presented to the Technical Committee and Policy Board for approval in October 2025, followed by a 30-day public review period, before formal inclusion in the MTP.

Table 4. Draft Goals and Objectives for Public Review

Revised Goal	Revised Objectives
Advocate for integrated decision-making between transportation planning and land use development	/ Integrate the connection between land use and transportation in public participation and planning activities / Encourage the adoption of land use guidelines at key intersections / Develop ROW acquisition and access management strategies that integrate with land use decision making
Improve transportation safety for all modes	/ Utilize data-driven safety analysis to identify high-risk locations / Increase safety education programs / Reduce the number and severity of crashes at high-risk locations
Leverage all available funding resources	/ Diversify funding streams by working with local, state, federal, and tribal partners to utilize all available formula funding / Increase applications for competitive grants year-over-year / Educate MPO membership and the community about funding opportunities
Maintain the system in a state of good repair	/ Utilize data-driven asset management principles and establish a preventative maintenance program / Strengthen collaboration with maintenance entities to provide consistent, year-round maintenance / Increase public outreach to identify maintenance needs / Prioritize an annual allocation of funding for preservation and rehabilitation projects
Create opportunities for more diverse transportation options	/ Utilize transportation data analyses for gap and need assessments / Strengthen collaboration between transportation providers and stakeholders and increase public outreach and communication / Identify potential multimodal corridors and build infrastructure for all user groups / Support the implementation of the Transit Asset Management plan to guide investments in transit facilities
Shorten commute times and improve mobility	/ Identify and remove network gaps for all modes / Decrease congestion by building capacity, improving operational efficiency, and increasing transportation choices / Increase connectivity for all modes
Build a resilient transportation network	/ Provide transportation solutions that enhance the natural environment / Integrate stormwater management into infrastructure design / Increase the resiliency of the transportation infrastructure to natural and manufactured hazards

HOW WILL YOUR VOICE BE INCORPORATED?

The planning team will log, review, and consider all feedback received during the public comment period. Comments may lead to refinement in language, adjustments to priorities, or the addition of new goals or objectives to better reflect community needs. The team will document a summary of changes made in response to public input that will be shared as part of the final MTP process.

NEXT STEPS

The development of the MTP vision, goals, and objectives represents a key milestone in the planning process. These guiding statements reflect a shared regional vision and provide a framework for evaluating transportation needs, selecting projects, and measuring performance.

Next steps for the MTP development process include the following:

- / Presenting the draft vision, goals, and objectives to the Technical Committee and Policy Board in October for review and approval
- / Launching a 30-day public comment period to gather additional input
- / Finalizing the vision, goals, and objectives based on feedback
- / Integrating the vision, goals, and objectives into the broader MTP document, including project evaluation criteria and performance measures
- / Developing a System Performance Report based on the approved vision, goals, and objectives

VISION, GOALS, AND OBJECTIVES FOR APPROVAL

VISION STATEMENT

MatSu Valley Planning for Transportation is committed to creating a safe, efficient, and multimodal transportation system that fosters reliable and accessible options for all modes of travel, supports the economy and environment, and promotes healthy communities.

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MATSU VALLEY
PLANNING *for*
TRANSPORTATION

Public Participation Plan

Approved DATE





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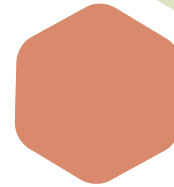
What is a Public Participation Plan?

This Public Transportation Plan (PPP) is the foundation for a continuous, cooperative and comprehensive (3Cs) transportation planning process in the MatSu Valley Planning for Transportation (MVP) planning area. It provides context for the history and purpose of MVP, explains the federal requirements that guide the planning and public participation processes, and identifies strategies to encourage community members to share their ideas and feedback on transportation issues, plans, programs, and projects. The PPP also outlines how MVP will measure the success of public outreach.

The purpose of MVP's PPP is to provide:

1. The public with a guidebook for how to participate in the regional transportation planning process
2. MVP with a set of policies and procedures for public engagement that enhances the transportation planning process, meet state and federal requirements, and assist in achieving the following goals:
 - **Equity:** Commit to a just, fair, inclusive, accessible, and authentic public process that encourages a diversity of participants in the transportation planning process by engaging with transportation-disadvantaged communities.
 - **Transparency:** Provide and encourage participation in the transportation planning process through a transparent PPP and other well-defined and accessible resources.
 - **Inform:** Provide increased awareness of the functions of the MPO and the overall planning process to enhance the quality of public participation and feedback.
 - **Implementation:** Develop transportation plans and projects that incorporate feedback from the community and document the community's impact on decision-making.
 - **Improvement:** Evaluate the effectiveness of public engagement efforts through qualitative and quantitative metrics and use that information to enhance MVP's public engagement practices.

MVP's goal is to create a well-connected, multimodal transportation system that supports the efficient and fair movement of people and goods. A multimodal system means having options—walking, biking, taking transit, or driving.





What is MVP and why was it formed?

MVP is the Metropolitan Planning Organization (MPO) for the urbanized area of the Matanuska-Susitna Borough (MSB). An urbanized area (UZA) is a region with a population of 50,000 or more—when a region’s population reaches this size, it is required to have an MPO.

The purpose of MVP is to serve as the regional transportation planning organization for the greater core area of Matanuska-Susitna (MatSu). MVP develops transportation plans and policies for the region, sets priorities for the use of federal transportation funds, and provides a forum for collaborative regional decision-making. These decisions are made by the Policy Board, which receives recommendations from the Technical Committee and support from MVP staff. The Policy Board and Technical Committee are discussed in more detail throughout this PPP.

This section explains the history of MPOs and why and how MVP was formed.

History of MPOs

MPOs were established in response to the rapid expansion of the interstate highway system in the 1950s, which often proceeded with little to no input from local communities. The Federal-Aid Highway Act of 1956 launched the largest public works program in United States history, funding the construction of 41,000 miles of interstate highways. However, the top-down approach—led by state departments of transportation—frequently disrupted cities and towns and displaced neighborhoods, particularly in low-income and minority communities. Mounting public opposition and lawsuits in the late 1950s and early 1960s highlighted the need for a more inclusive process. In response, the Federal-Aid Highway Act of 1962, signed by President John F. Kennedy, mandated that urban areas with populations over 50,000 implement a 3Cs transportation planning process between states and local governments. This requirement gave rise to today’s MPOs, which are tasked with ensuring that transportation planning reflects community input and promotes equitable outcomes.





MatSu Valley Planning *for* Transportation

Formation of MVP

The Mat-Su is located north of the Municipality of Anchorage. As of the 2020 census, the Mat-Su has a population of 107,081 living across 25,260 square miles and is experiencing rapid growth, with the population increasing by approximately 20 percent since the 2010 census. Along with this growth, the density of the core area (comprising the cities of Wasilla and Palmer and the region between them) has reached the threshold to be designated a UZA by the U.S. Census Bureau.^{1,2} Because of this growth and density, MVP was designated as the MPO for the region on December 19, 2023. A visual history of MVP is found on page 11.

The process of developing MVP began in 2020 in anticipation of the UZA designation with the formation of a Pre-MPO Steering Committee and Pre-MPO Policy Board. These two bodies worked with the Matanuska-Susitna Borough government (MSB) Planning Department staff to define the Metropolitan Planning Area (MPA), or the boundary within which the MPO operates. Federal law requires that the MPA must include, at a minimum, the entire UZA and the contiguous area expected to become urbanized within the next 20 years.³ To meet this requirement, the Pre-MPO Policy Board created a Boundary Development Strategy. This strategy, along with census data and forecasts from the Alaska Department of Labor, was used to define the MPA. The final approved MPA, shown in Figures 1 and 2, includes Palmer, Wasilla, and portions of the Fishhook and Knik-Fairview areas.

MVP has a Policy Board, Technical Committee, Executive Director, and staff. The Policy Board is the decision-making body and comprises representatives of local governmental agencies, including the MSB, cities of Palmer and Wasilla, Knik Tribe, Chickaloon Native Village, and the Alaska Department of Transportation & Public Facilities (DOT&PF). The Policy Board is advised by the Technical Committee, which comprises representatives of local governmental agencies and advocates of transit, active transportation, and the trucking industry. The Executive Director and MVP staff are responsible for the day-to-day operations of the MPO.

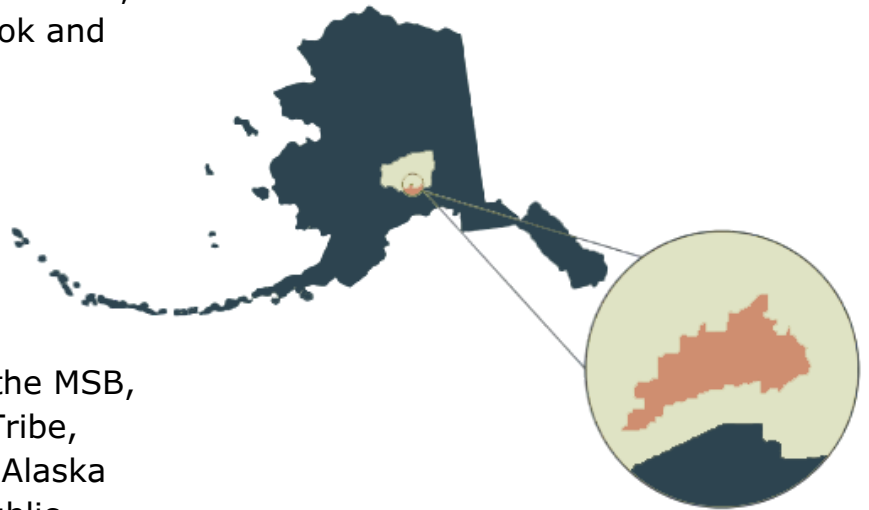
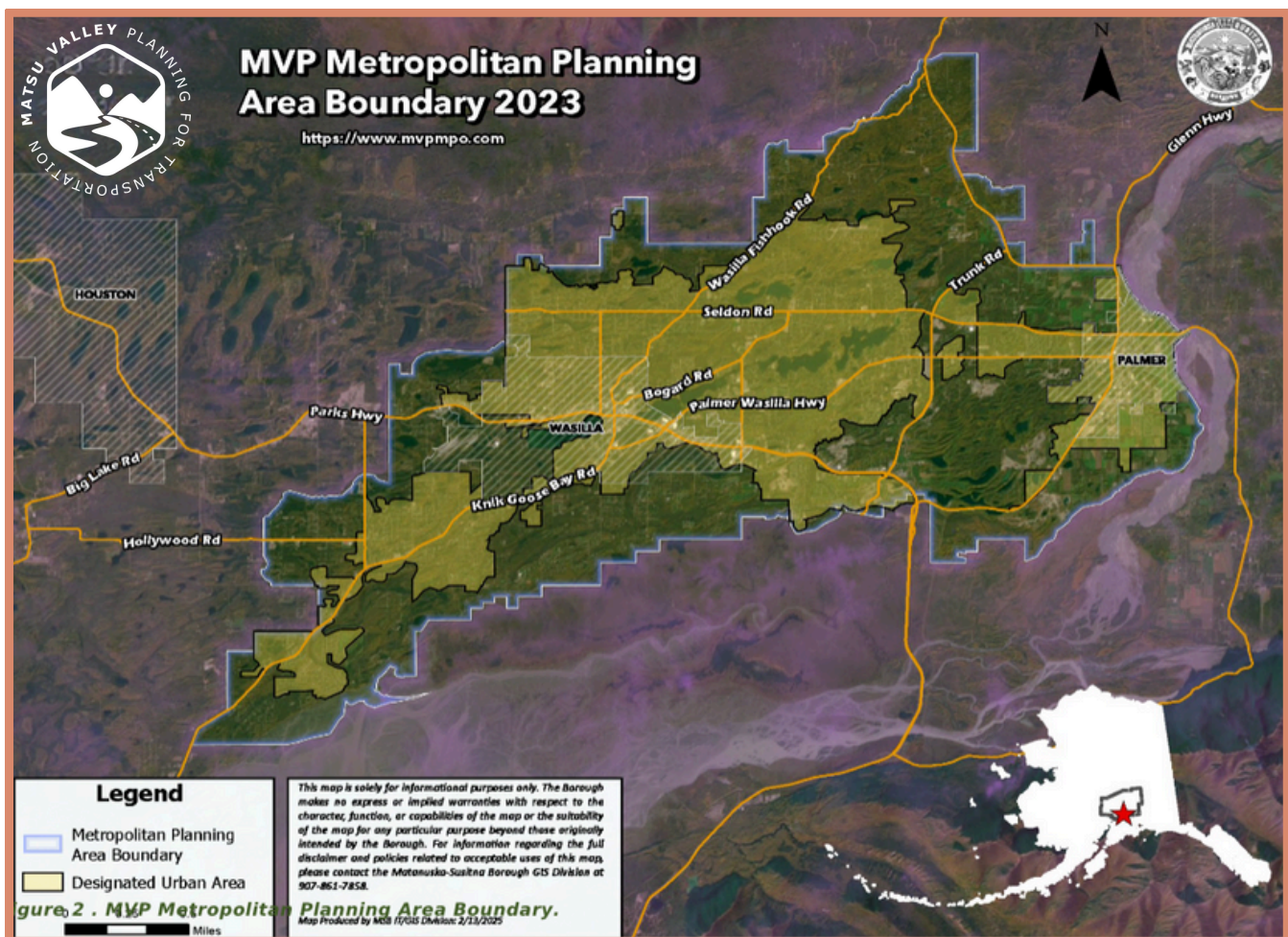


Figure 1. Location of MVP Within Alaska



MatSu Valley Planning *for* Transportation

MVP is one of three MPOs in Alaska; the other two MPOs are located in Anchorage and Fairbanks. Each MPO receives federal funding from the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) through the DOT&PF, which follows a formula to divide those funds between the three MPOs. Each MPO has the authority to determine transportation priorities and program federal funding for projects within its MPA. In addition to our Technical Committee, Policy Board, state and federal agencies, and other MPOs, MVP works with our community to incorporate local knowledge and experience in our planning efforts.



¹ 23 CFR § 450.310

² Additional criteria, including housing density thresholds, can be found in the Federal Register: Urban Area Criteria for the 2020 Census - Final Criteria

³ 23 CFR § 450.312



What Does MVP Do?

MVP is responsible for carrying out a range of essential functions that support effective, inclusive, and performance-driven regional transportation planning. These core functions include:

1. **Establish and manage a fair and cooperative setting** for effective regional decision-making

2. **Prepare and maintain the following four federally required work products:**

- Unified Planning Work Program (UPWP): A document that outlines the annual budget and planning activities to be conducted by MVP.
- Metropolitan Transportation Plan (MTP): A long-range plan that establishes a transportation vision and goals for the region, details the existing multimodal transportation system and future conditions, identifies needs and opportunities for the transportation system, and creates a project list that guides transportation investments into the future (a minimum of 20 years). This document is updated every 5 years and has a 30-day public comment period before adoption. All modes of transportation, including transit, bicycle and pedestrian facilities, freight and roadways are addressed in the MTP.
- Transportation Improvement Program (TIP): The short-term project list which includes federally funded projects and regionally significant projects that are consistent with the MTP, regardless of funding sources. This document is updated every year and has a 30-day public comment period before adoption.
- PPP and Title VI Plan: Framework documents that guide public involvement in MVP's planning efforts. These documents outline MVP's responsibilities, goals, and strategies for engaging the public on a continual basis. This document is updated as needed and has a 45-day public comment period before adoption.

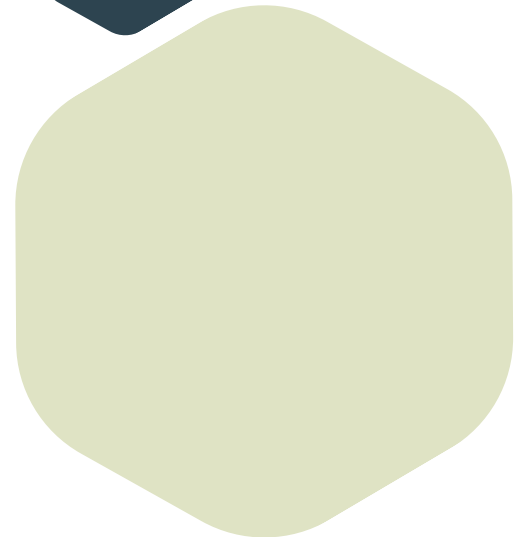
The PPP supports the fulfillment of these core functions by actively engaging the people who live, work, visit, play, and conduct business in the MPA to provide feedback on the goals, priorities, needs, challenges, and opportunities of the transportation system.



MatSu Valley Planning *for* Transportation

3. **Engage the public** by offering all interested persons opportunities to engage in the decision-making functions of the MPO.
4. **Ensure compliance** with federal and state civil rights and nondiscrimination requirements.
5. **Invest in projects and studies** that improve access, mobility, safety, and other outcomes and underserved groups while minimizing burdens.
6. **Conduct performance-based planning** in establishing targets and evaluating the impact of MPO actions.

The development or update of the UPWP, MTP, TIP and PPP will involve public outreach using the strategies and notification mechanisms defined in this plan, including posting the draft plan on MVP's website and providing a printed copy of the draft plan at key locations during the public review period. Table 1 describes MVP's plans and programs.





MatSu Valley Planning *for* Transportation

Table 1. Public Outreach Snapshot for MVP's Plans and Programs

	UPWP	MTP	TIP	PPP
Purpose	Operating budget and work plan	Long-range transportation plan (fiscally constrained)	Short-range list of transportation projects (fiscally constrained)	Guidance and minimum requirements for public outreach activities
Update	Every 2 years	Every 5 years	Every year	As needed
Planning Horizon	2-year outlook	20-25-year outlook	4-year outlook	No expiration
Adoption Process	Reviewed by Technical Committee: Approved by Policy Board			
Public Review Period for Plan Updates	30 days	30 days	30 days	45 days
Notification of Review Period	• Advertisement in the <i>Frontiersman</i> • Announcement on MVP website and the websites of the Policy Board and Technical Committee member organizations • Notification through the Alaska Online Public Notice system and MVP email list • Posts to social media accounts			
Required Outreach/Feedback Tools				
Online Survey	No	Yes	No	No
Comment Form	Yes	Yes	Yes	Yes
Public Meetings or Workshops	Yes	Yes	Yes	Yes



MatSu Valley Planning *for* Transportation

Because MVP plan documents are living, dynamic documents, they may need to be adjusted between full-plan updates. Federal funding changes, transitions in project timelines, and emerging community needs can all impact the planning documents and require updates. Depending on the type, size, and scope, the edit may require an administrative modification or a full amendment to the document.

The Policy Board defines the procedures for administrative modifications and amendments for MVP plan documents in accordance with federal guidance and requirements.

An administrative modification is a *minor* revision to a plan or program, such as a minor change to the costs, funding source, or initiation dates of a task, project or project phase. **Administrative modifications do *not* require a public review or comment period, although the public may provide comments at the Policy Board meeting where the modification is being considered.** Administrative modifications require the approval of the Policy Board. The FHWA and FTA must also be notified of administrative modifications as quickly as possible.

An amendment is a major revision to a plan or program, such as adding or deleting a project or a substantial change to the costs, initiation dates, design, or scope of a task, project, or phase of a project. **Amendments require a 30-day public review and comment period.** Amendments require the concurrence of the Policy Board, DOT&PF, FHWA, and FTA.

Both administrative modifications and amendments to the MTP and TIP require a re-demonstration of fiscal constraint. The PPP will not be subject to amendments; any major changes to the plan will be considered a plan update and will be subject to the entire 45-day public comment process.

Table 2 provides a summary of the criteria for administrative modifications and amendments.





MatSu Valley Planning *for* Transportation

Table 2. Requirements for Administrative Modifications and Amendments

Plan or Program	Administrative Modification	Amendment
UPWP	Change to the cost of a task when the approved task budget does not exceed 20% of the total program budget OR when the change is less than \$35,000.	Addition or deletion of a task. Change to the cost of a task when the approved task budget is greater than or equal to 20% of the total program budget OR when the change is greater than or equal to \$35,000.
MTP	Change to the cost of a project or phase of a project that is less than 20% of the total cost.	Addition or deletion of a project. Change to the cost of a project or phase of a project that is equal to or greater than 20% of the total project cost.
TIP	Change to the cost of a project or phase of a project that is less than 20% of the total cost.	Addition or deletion of a project. Change to the cost of a project or phase of a project that is equal to or greater than 20% of the total project cost.
PPP	Minor corrections, such as fixing typos or other grammatical errors.	N/A - Major changes will be made through a full-plan update.





How Can People Participate?

MVP is always seeking input from the community. Our “everyday engagement tools” are the strategies we use for normal operations to make sure the community stays informed and involved. When MVP is developing a plan and needs more in-depth participation, we use our “comprehensive engagement tools.” The following sections explain who MVP engages and the tools we use to engage them.



Community Partnerships

The work of MVP requires input from many stakeholder groups and individuals to ensure a 3C process. These community partnerships include:



- Government agencies, including Tribal Governments
- Transit operators and transportation companies
- Businesses that ship goods and provide transportation services
- People who use public transit, walk, or bike
- Individuals with disabilities and accessibility needs
- Community organizations and interested residents

The way MVP interacts with stakeholders is different at the federal, state, and local level, but we will strive to maintain effective partnerships with all entities.

Federal Coordination

The FHWA and FTA oversee MVP’s work and ensure that federal standards are met. We also coordinate with military installations and federal land management agencies when their facilities are affected by regional transportation planning.

State Collaboration

The DOT&PF and environmental agencies provide technical expertise and regulatory guidance to support regional planning efforts.

Local Connection

Cities, the borough, universities and colleges. Tribal governments, advocacy groups, and the general public are all essential partners in identifying transportation needs and setting community priorities.



MVP History

2020

- Pre-MPO Technical Committee is formed.



2021

- Pre-MPO Policy Board is formed.
- First PPP is finalized.

2022

- Urbanized Area is designated.
- Pre-MPO Policy Board votes to form 501(c)3 non-profit and names the MPO.



2023

- Policy Board and Technical Committee are formed.
- MPA Boundary Map is approved and the Operating Agreement is signed by the Governor.



2024

- 501(c) status granted by the IRS.
- FFY25/26 UPWP is approved.
- First year of federal funding is awarded for FFY24.
- Financial, personnel, and other key organizational peoples are adopted.



2025

- Executive Director & Transportation Planning Manager are hired.
- Work begins on Metropolitan Transportation Plan, Travel Dem and Model, & Household Travel Survey.





Everyday Engagement Tools

These tools and strategies are applied consistently for routine meetings and ongoing MVP operations. MVP's everyday engagement tools are outlined below.

Visual Identity and Recognition

MVP will build and maintain recognizable branding across all materials to strengthen community awareness of its role in regional transportation planning. Branding guidelines will be followed to ensure consistency across communications. This cohesive approach will help the community and stakeholders better understand the function of the newly established MPO.

Digital Presence

- **Regularly update MVP website** (www.MVPMPO.com) with meeting materials, project updates, participation opportunities, and notices for meetings and proposed administrative changes.
- **Post meeting notices** on agency websites and community event calendars.
- **Manage content updates** and create social media accounts to support outreach.

Traditional Media

- **Advertise meetings** in local newspapers with complete access details.
- **Run additional ads** on local radio and TV stations as needed.
- **Distribute digital and printed calendar cards** with annual meeting schedules at popular community locations.
- **Create a public event and comment period schedule** to support timely outreach.
- **Coordinate meeting promotions** and deadlines across relevant platforms.

Information Design

- **Use professionally designed visuals** (e.g., maps, charts, one-pagers and flyers) to explain technical transportation concepts clearly.
- **Maintain a consistent style and quality** across all materials to ensure they are accessible and easy to understand at events and open houses.

Community Connection

- **Participate in local events** with information booths and displays to share updates and engage community.
- **Email stakeholders, partners, and interested residents** and build a maintained email list to support ongoing outreach efforts.



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- **Share updates** through the MSB's Planner Platform e-newsletter until MVP's newsletter is fully launched.
- **Develop a photo library** of local transportation infrastructure to enhance social media and public communications.

In-Person Access and Support

- **Ensure materials and outreach efforts** are accessible to individuals without digital access.
- **Provide in-person support** when needed to facilitate participation. Use visible signage, such as A-frame signs, in high-traffic areas to promote major events.
- **Identify key events** throughout the planning process to boost accessibility and public awareness through alternative communication methods.

Open Meeting Framework

- **The Policy Board and Technical Committee** hold monthly meetings, with additional meetings scheduled as needed.
- **Except for Executive Sessions**, these meetings are open to the public, announced in advance through multiple channels, and offer in-person and virtual access.
- **Partner agency meetings** will be attended when regional transportation topics are discussed to stay informed and engaged. The protocol for meeting notices is provided in Table 3.





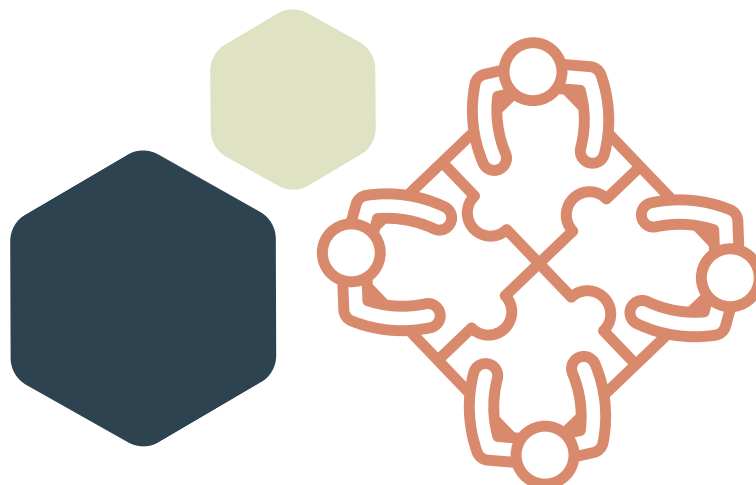
MatSu Valley Planning *for* Transportation

Table 3: Meeting Notice Protocol

Meeting Type	Public Notice of Activities
Regular Policy Board or Technical Committee Meetings	• Meeting packet with agenda and materials posted to MVP website at least 5 calendar days before the scheduled meeting. • Notice of meeting published in the <i>Frontiersman</i> at least 7 days before the scheduled meeting. • Notice of meeting posted on the State of Alaska Online Public Notice system at least 5 calendar days before the scheduled meeting.
Special Policy Board or Technical Committee Meetings	• Meeting packet with agenda and materials posted to MVP website at least 5 calendar days before the scheduled meeting. • Notice of meeting published in the <i>Frontiersman</i> at least 7 calendar days before the scheduled meeting. • Notice of meeting posted on the State of Alaska Online Public Notice system at least 5 calendar days before the scheduled meeting.
Plan-Specific Meeting/Subcommittee Meeting	• Meeting advertised for at least 30 calendar days before the scheduled meeting.

Comprehensive Engagement Tools

Comprehensive engagement tools and strategies will be used in addition to the everyday tools to ensure more comprehensive community input for major planning efforts, significant projects, and other key initiatives.





Public Review and Comments

- **Hold public review periods** for all plan updates and amendments, with draft documents posted on the MVP website and a virtual public comment form available.
- **Make draft plans available** for in-person viewing and commenting at the MVP office during business hours and at the library during evenings and weekends.
- **Post administrative modifications** to the MVP website, with public comment opportunities during Policy Board meetings.
- **Document all comments** received during public review periods and prepare a summary explaining how they were addressed or integrated into the final plan.
- **Post all public comments and response summaries** to the MVP website.
- **If substantial revisions are made** after a public review period, hold an additional 30-day public review period for further stakeholder input. The protocol for the plan review period is provided in Table 4.



If the final draft of a plan differs substantially from the initial public review draft, an additional public review period will be held.





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Table 4: Plan Review Period Notice Protocol

Plan	Draft	Amendment	Administrative Modification
UPWP	30-day public review and comment period.	30-day public review and comment period.	Change posted to website, opportunity to comment at Policy Board meeting.
MTP	Public meeting and 30-day public review and comment period.	30-day public review and comment period.	
TIP	30-day public review and comment period.	30-day public review and comment period.	
PPP	45-day public review and comment period.	N/A	

Detailed Communication Plans

- **Develop specific, detailed communication plan** for activities that require additional public involvement.
- **Outline methods and timing** for public engagement, including event calendars, comment periods, and surveys.
- **Submit communication plans** to the Policy Board for approval to guide outreach and ensure transparency and consistency.

Expanded Digital Presence

- **Host dedicated pages** on the MVP website for key initiatives, serving as central hubs for comment forms, calendars, draft documents, maps, and other materials.
- **Include topics** such as Geographic Information Systems (GIS) StoryMaps and visual timelines to improve public understanding and engagement.
- **Increase social media activity** during key outreach periods (e.g., public comment windows or major project milestones).
- **Use strategies** such as boosted posts, countdowns, and alignment with national events (e.g., Ride to Work Day, Motorcycle Safety Month, and National Stop on Red Week) to expand visibility and participation.



Broader Media Strategy

- **Purchase digital and print ads** for activities requiring broad public engagement in addition to regular meeting ads in local newspapers.
- **Use outreach methods**, such as radio interviews and paid airtime, and secure feature coverage in newspapers and local TV news to explain complex planning topics.
- **Create short educational videos** or live segments to explain planning processes and project details to help increase public understanding and engagement.

Targeted Feedback Collection

- **Use interactive tools** such as comment maps and surveys (digital and physical) to collect public input on specific plans and projects.
- **Share tools** through project-specific contact lists to encourage participation and keep stakeholders informed.

Direct Community Outreach

- **Host open houses and informal public input sessions** at key points in plan and project development.
- **Promote events and updates** through targeted mailings to affected neighborhoods or stakeholder groups, posters along established flyer routes, and email distribution lists.
- **Provide printed copies of draft plans** and review documents at libraries and other community hubs for public access.
- **Use community bulletin boards** and distribute materials at key times to support awareness and participation.

Enhanced Accessibility

- **Ensure that all individuals can participate** in public involvement opportunities, regardless of communication preferences or abilities.
- **Provide materials** in digital, print, and large-print formats.
- **Offer translation and interpretation services** upon request.
- **Include accessible and translated content** in online resources to support inclusive engagement.

Specialized Engagement

- **Convene stakeholder groups** and steering committees for project specific workshops as needed.
- **Give presentations** to civic organizations, community groups, and educational institutions, and participate in local events and festivals to increase community awareness and interaction.



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- **Host signature events**, such as an annual transportation forum, to share educational materials and gather public input.
- **Conduct outreach** to Community Councils, Tribal Governments, local municipalities, and broader groups (e.g., school districts, youth organizations, health and human service providers, and higher-education institutions) to ensure diverse perspectives are represented.





Why is Public Participation Required?

MVP receives funding from the federal government, which means we must follow federal laws governing the use of the funds and the rights of the public. This section will describe the key points of the regulations that MVP must follow.

Relevant laws include:

- *The infrastructure investment and jobs Act, the current federal transportation funding law.*
- *The Fixing America's Surface Transportation Act, previous transportation legislation that established many current requirements.*
- *The United States Code (U.S.C.) and the Code of Federal Regulations (CFR), especially 23 U.S.C. §134, 23 CFR Part 450, 49 U.S.C. §5303, and 49 CFR Part §13, which provide specific rules governing how transportation planning must be conducted.*
- *Title VI of the Civil Rights Act of 1964, which forbids entities that receive federal funds from discrimination on the basis of race, color, or national origin.*

According to these laws, MVP must maintain a PPP that creates clear, open pathways for community members, organizations, and agencies to participate meaningfully in transportation decision-making. MVP's planning and decision making processes must adhere to the 3Cs.⁴ MVP incorporates the 3Cs into its transportation planning process by acting as a liaison between federal, state, and local government agencies, communities, and residents. MVP's public participation process is designed to support broad engagement by residents of the MPA and, in some cases, residents of the MSB, by using multiple outreach, engagement, and public participation strategies.

Federal regulations⁵ identify the minimum list of interested parties that must be provided reasonable opportunities to be involved with the metropolitan transportation planning process. MVP will actively engage the parties identified in the federal regulations and any other locally relevant individuals, groups, or agencies. In the MatSu Valley, these parties will include but are not be limited to:

- | | | |
|-------------------------------|--|--|
| • Alaska Railroad Corporation | • MSB | • Local Road Service Area Advisory Board |
| • Chickaloon Native Village | • Residents of the MPA | • MSB School District |
| • Cities | • Residents of the region beyond the MPA, as appropriate | • Port MacKenzie Officials |
| • Community Councils | • Transit Service Providers | • Bike and Pedestrian Advocates |
| • Knik Tribe | | |



This list is subject to change as other interested parties are identified through the planning and outreach processes.

In addition to including the representatives of the Knik Tribe and Chickaloon Native Village on the Policy Board, MVP will consult directly with Tribal governments. MVP will also consult directly with any local, state, and federal agencies that may be impacted by the actions and projects of MVP. To the extent practicable, MVP will document roles, responsibilities, and key decision points for consultation with other governments and agencies, as required by federal regulations.⁶

By engaging early and often with community planning partners, MVP can build strong working relationships while providing residents with the opportunity to provide valuable input at every stage of planning efforts. Our efforts are always aimed towards transparency and inclusion; this is not only legally required but also improves the planning outcomes. The following sections provide more information about how MVP promotes access and accountability in every step of the planning and decision making process.

Equity and Nondiscrimination

As a direct recipient of federal funding, MVP must follow federal nondiscrimination requirements, including those outlined in Title VI of the Civil Rights Act of 1964. MVP's Title VI Plan, available on the MVP website, outlines how MVP will ensure that people of all races, income levels, ages, abilities, and genders have equal input in, and equally benefit from, the planning and project delivery processes of MVP.

Removing Barriers to Participation

All stakeholders in the MPA and surrounding area have a right to participate fully in the transportation planning process. MVP recognizes that certain groups, such as individuals with limited English proficiency, minorities, and lower-income residents, have historically been left out of decision-making processes or face more significant barriers to participation than others. These groups are considered “underrepresented” in the planning process and are often underserved by infrastructure and services.

⁴ [23 CFR § 450.306\(b\)](#).

⁵ [23 CFR § 450.316\(a\)](#).

⁶ [23 CFR § 450.316\(c\)](#).



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MVP strives to engage these individuals and neighborhoods to support a fair planning process. Strategies to do so may include the following:

- **Attending community events** in the areas and neighborhoods where underrepresented residents live, work, and play.
- **Holding multiple MVP-organized events** for a single outreach effort to ensure that events are held in locations and at times convenient for the broad range of schedules, places of work and residence, and modes of transportation.
- **Partnering with local organizations** that work with underrepresented communities to advertise meetings, comment periods, and planning efforts.

The **MVP Title VI Plan** ensures that all races, income levels, ages, abilities, and genders have equal input in, and equally benefit from, the planning and project delivery process of MVP.

Requests for Special Accommodations and Complaints Procedure

The complaints procedure for civil rights violations or discrimination is included in the Title VI Plan and on the website. Requests for accommodations, such as printed materials, translated materials, an interpreter, or Americans with Disabilities Act (ADA) accommodations, may be sent to the MVP Executive Director.

Monthly Open Meetings

MVP hosts two monthly meetings—the Technical Committee and the Policy Board—that offer valuable opportunities for community members to contribute their ideas, needs, and concerns to any planning effort. The Technical Committee serves as the working group of agency staff and transportation advocates who develop recommendations based on technical analysis and community input. These recommendations are then reviewed and acted upon by the Policy Board, a decision-making body composed of elected officials and agency representatives. Attending these meetings allows residents to share ideas, voice concerns, and influence decisions that shape local transportation priorities. The following guidelines will apply to the public process at all MVP Policy Board and committee meetings:

- **An optional sign-in sheet** will be available for in-person and virtual attendees. The information collected through the sign-in sheet will be used to track meeting attendance and add interested parties to the MVP mailing list.

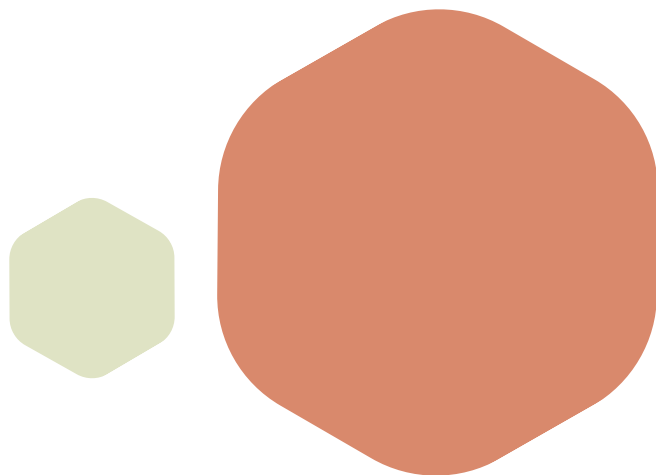


- **Every Policy Board and Technical Committee meeting** will have a “Voices of the Visitors” item on the agenda to allow public comment on any topic not listed as an action item on the agenda. The Chair may specify a time limit for public testimony at the beginning of each meeting.
- **All action items** will include an opportunity for public comment during the meeting.
- **Comments may be submitted in writing** before the meeting and will be read into the record at the appropriate time in the agenda.
- **Items on a meeting agenda** may be voted on, or an action item may be deferred, tabled, or referred back to a committee for further consideration at the Board’s discretion.
- **Past meeting materials**, including agendas, minutes, packets, and approved planning documents, will be posted on the MVP website (www.MVPMPO.com).

Ongoing Online Access

MVP uses online participation tools, including a website. To support accessibility, the website can be automatically translated into several languages commonly used in the MPA and surrounding region, and the font size can be adjusted for greater readability. MVP may also provide closed captioning upon request for virtual meetings and video recordings via the virtual meeting platform and/or YouTube.

Online engagement strategies increase the accessibility and reach of MVP’s engagement activities but are unsuitable for all stakeholders. To ensure the greatest degree of engagement, MVP does not limit its outreach activities to online methods, which promotes engagement by individuals who do not have access to the internet, are not comfortable using technology, or otherwise prefer nondigital methods of interaction. The following section dives into the comprehensive outreach methods MVP uses to interact with the public.





How Does MVP Measure Success?

As part of the 3C transportation planning process, MVP measures public engagement to ensure that outreach efforts are inclusive, effective, and responsive to community needs. To understand if MVP is reaching a broad audience, we will track data for measures of success like those outlined in Table 5. MVP also encourages members of the public to provide direct feedback on the public participation process to help MVP improve.

During each update to the PPP, MVP will review outreach efforts to date using these measures and adjust strategies as needed.

Table 5: Example Measures by Type of Activity

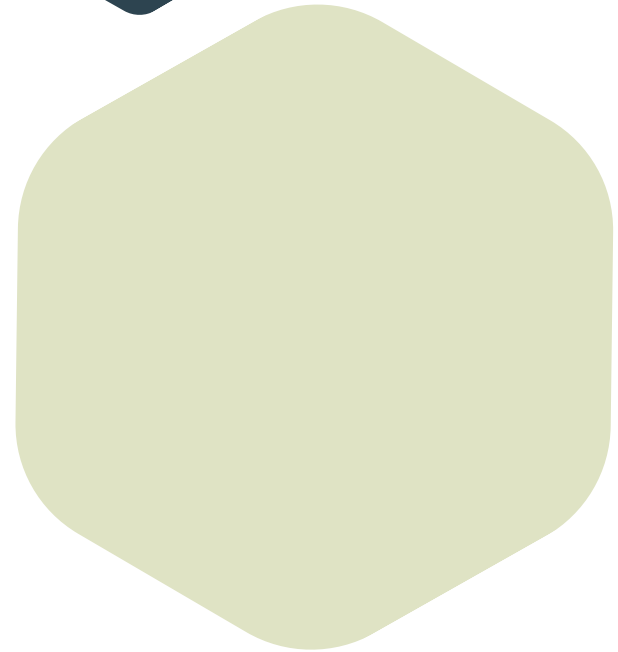
In-Person
• Number of presentations given • Number of tabling events • Number of visitors at tabling events
Analog
• Number of survey responses • Number of phone calls received • Number of letters received
Digital
• Number of website comment form submissions • Number of emails received • Number of interactive map comments • Number of survey responses





Conclusion

MVP is deeply committed to conducting a public participation process that engages the diverse community of the Mat-Su Valley early and consistently throughout all planning processes. MVP will periodically update and reevaluate this PPP to ensure that it remains consistent with trends and needs of the communities within and around the MPA. The PPP will be reevaluated and may be updated before each MTP update and may be updated through amendments and administrative modifications at any time, as outlined in this document.





Abbreviations and Definitions

3Cs – Continuous, Cooperative, and Comprehensive transportation planning process identified in 23 CFR § 450.306(b).

ADA – Americans with Disabilities Act is a 1990 civil rights law that prohibits discrimination against individuals with disabilities in all areas of public life, including jobs, schools, transportation, and all public and private places open to the general public.

Administrative modification is a minor revision to Metropolitan Planning Organization documents, including a Metropolitan Transportation Plan, Public Participation Plan, Unified Planning Work Program, Transportation Improvement Program, or Statewide Transportation Improvement Program that includes minor changes to project/project phase costs, minor changes to funding sources of previously included projects, and minor changes to project/project phase initiation dates. An administrative modification is a revision that does not require public review and comment, a redemonstration of fiscal constraint, or a conformity determination (in nonattainment and maintenance areas).

Amendment is a revision to Metropolitan Planning Organization documents, including a Metropolitan Transportation Plan, Public Participation Plan, Unified Planning Work Program, Transportation Improvement Program, or Statewide Transportation Improvement Program that includes the addition or deletion of a project or a major change in project cost, project/project phase initiation dates, or a major change in design concept or design scope (e.g., changing project termini or the number of through-traffic lanes or changing the number of stations in the case of fixed guideway transit projects). Changes to projects that are included only for illustrative purposes do not require an amendment. An amendment is a revision that requires public review and comment and a redemonstration of fiscal constraint.

CFR – Code of Federal Regulations is the codification of the general and permanent regulations published in the Federal Register by the executive departments and agencies of the United States federal government.

DOT&PF – Alaska Department of Transportation and Public Facilities is a department within the government of Alaska focused on the state's transportation and public infrastructure.

FHWA – Federal Highway Administration is a division of the United States Department of Transportation specializing in highway transportation. The agency's major activities are grouped into two programs: the Federal-Aid Highway Program and the Federal Lands Highway Program.



Abbreviations and Definitions

FTA – Federal Transit Administration is division of the United States Department of Transportation that provides financial and technical assistance to local public transportation systems. The FTA is one of ten modal administrations within the Department of Transportation.

GIS – Geographic Information Systems are computerized mapping programs that aid in visualizing existing conditions and proposed transportation planning interventions.

Mat-Su - Matanuska-Susitna Borough is a geographic region

MPA – Metropolitan Planning Area is the geographic area determined by agreement between the Metropolitan Planning Organization for the area and the Governor, in which the metropolitan transportation planning process is carried out. The MPA must comprise, at minimum, the “urbanized area” as defined by the U.S. Census Bureau and the contiguous area expected to become urbanized within the next 20 years.

MPO – Metropolitan Planning Organization is the policy board of an organization created and designated to carry out the metropolitan transportation planning process.

MSB – Matanuska-Susitna Borough is the “county-level” government for the Mat-Su Valley region.

MTP – Metropolitan Transportation Plan is the official multimodal transportation plan addressing no less than a 20-year planning horizon that the Metropolitan Planning Organization develops, adopts, and updates through the metropolitan transportation planning process.

MVP – MatSu Valley Planning for Transportation is the metropolitan planning organization for the Mat-Su Valley region.

N/A – Not applicable is used where the data being shown is not relevant.

PPP – Public Participation Plan is the blueprint outlining a Metropolitan Planning Organization’s public participation strategies and activities.

TIP – Transportation Improvement Program is a prioritized listing/program of transportation projects covering 4 years that is developed and formally adopted by a Metropolitan Planning Organization as part of the metropolitan transportation planning process, consistent with the Metropolitan Transportation Plan, and required for projects to be eligible for funding under Title 23 U.S.C. and Title 49 U.S.C. Chapter 53.



Abbreviations and Definitions Continued

Title VI refers to Title VI, 42 U.S.C. § 2000d et seq. of the Civil Rights Act of 1964. It prohibits discrimination on the basis of race, color, and national origin in programs and activities receiving federal financial assistance.

UPWP – Unified Planning Work Program is a statement of work identifying the planning priorities and activities to be carried out within a metropolitan planning area. At a minimum, a UPWP includes a description of the planning work and resulting products, who will perform the work, time frames for completing the work, the cost of the work, and the source(s) of funds.

U.S.C. – United States Code is the official codification of the general and permanent federal statutes of the United States.

UZA – Urbanized Area is a geographic area with a population of 50,000 or more, as designated by the U.S. Census Bureau.





MATSU VALLEY PLANNING *for* TRANSPORTATION

○ **Report Information**

MatSu Valley Planning *for* Transportation

Public Participation Plan

Adopted [Date]

○ **Contact Information**

Address:

MatSu Valley Planning for Transportation

P.O. Box 2587

Palmer, AK 99645

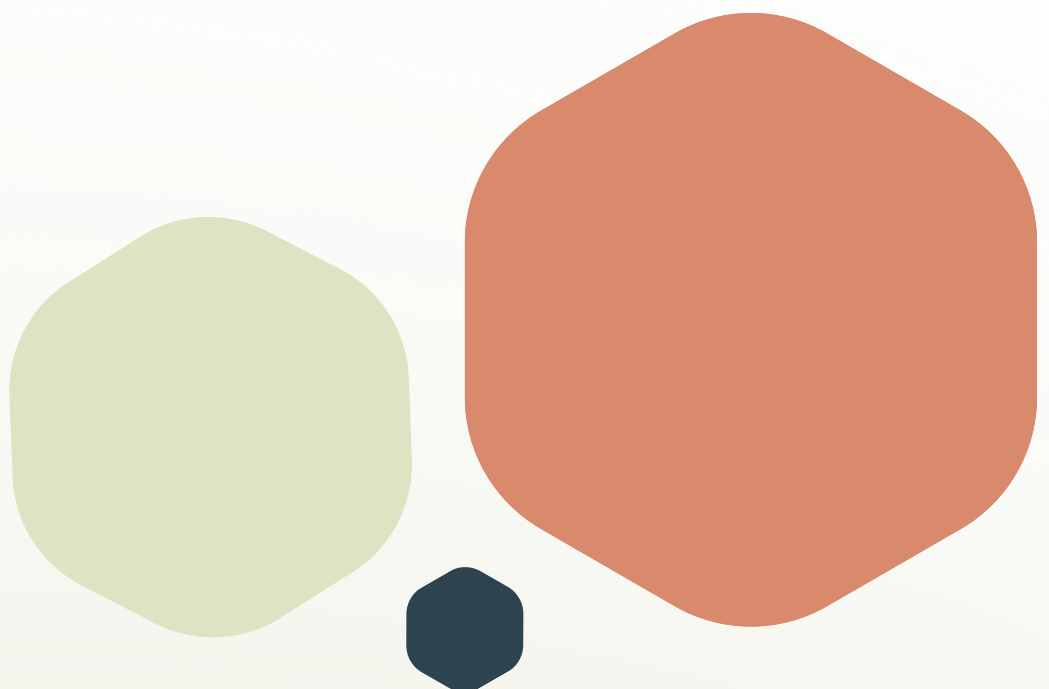
Phone: (907) 921-2425

Website: *MVPMPO.com*

Email: *info@mvpmmpo.com*

○ **Credits**

Prepared by the MatSu Valley Planning for Transportation team in collaboration with local partners, community stakeholders, and Element Agency.





Executive Summary: Public Participation Plan Final Draft Overview

This final draft reflects comprehensive revisions to create a more accessible, reader-centered document that better serves community members while maintaining full compliance with federal requirements.

Key Changes

Reorganized Structure: The document now follows a logical reader journey: what this plan is, what MVP does, how to participate, and why participation is required. Participation information now appears earlier rather than later, giving Mat-Su residents quicker access to actionable engagement opportunities.

Consolidated Legal Framework: Federal requirements are now in one comprehensive section, eliminating redundancy and clearly connecting legal mandates to MVP's transparency commitments.

Enhanced Accessibility: Question-based section headers addressing reader concerns directly. Plain language explanations of technical concepts. Smooth transitions between topics. User-friendly graphics.

Community Partnerships Integration: The Community Partnerships section is now positioned within the participation framework, showing how MVP engages diverse stakeholders as part of the overall process.

Public Comment Period

During the 45-day public comment period, MVP received minimal comments that didn't drive any changes to the PPP. All comments received are listed below, and MVP staff responded to each comment directly.

PPP 45-Day Public Comment Log	
Date	Comment
8/28/2025	I think we should eliminate the word underserved when referencing communities as it might hinder funding. Additionally, I want this document to address parking regulations. With the ultimate goal of reducing the number of parking spaces or eliminating the requirement all together. Also, any mention of Climate change while correct should be removed to ease access to federal funding. I started commuting September of 2024 to Anchorage from the Valley. I have lost a total 41.5 hours since then to bus service interruptions or deviations from the set bus schedule. That is over the typical work week of my life gone. We need to pay the bus drivers or whoever is working to support our transits system adequately when they lose the average commuters loses too. We need more bus stops and local transportation. I would like to see addressed the plan the use of Mix used Development. People don't want to drive everywhere we want to have the option to walk. Give us safe bike lanes and pedestrian foot paths that lead to stores and cafes. Please reach out to and consult https://www.planning.org/blog/9227408/supporting-active-living-through-mixed-use-developments/
8/10/2025	How aligned will you be with the Matsu borough, being they are the largest Area in the MPA. What about public oversight and accountability. Will you be aligned like the Knik tribe and build for opening up development, or take the other side approach and try to limit resource development. Thanks
7/29/2025	We need frontage roads along the parks Highway through Wasilla. Time to get the local traffic off the parks highway.
7/29/2025	This seems like another way to siphon taxpayer dollars.
7/29/2025	Please keep me informed on the plan development

Response sent to above comments:

Dear _____,

Thank You for Your Participation. We sincerely appreciate all the public comments we received on the PPP. Your input is valuable to our planning process, and all



comments are being carefully reviewed and considered as we work with our Technical Committee and Policy Board to finalize the Public Participation Plan.

Next Steps

The finalization process will take place during our public October board meetings. These meetings are open to the public and provide an excellent opportunity for community members to observe how public input is being incorporated into our decision-making process.

We encourage you to attend our October board meetings to see your feedback in action.

Thank you,
MVP Staff

Recommendation

Staff recommends approval of the revised Public Participation Plan. The document successfully balances accessibility with regulatory compliance, transforming the PPP from an organization-centered compliance document into a genuine community guidebook for regional transportation planning.

MVP Draft FFY26 Annual Budget Proposal 10.22.2025

Revenue	Amount	FFY2026
Metro PL Fund Distribution		\$451,135.00
9.03% Match		\$44,781.24
FTA 5303 Apportionment		\$92,821.00
9.03% Match		\$9,213.74
Subtotal		\$597,950.97
STBG for the office		
9.03% match		
Subtotal		\$597,950.97
Less 5.17% ICAP FFY25		
Less 5.37% ICAP FFY26		-\$32,109.97
Subtotal		\$565,841.01
Less DOT&PF Planning Support		-\$66,000.00
MSB Legislative Grant		\$133,154.00
Carryover from FFY25 PL		\$300,000.00
TOTAL		\$932,995.01
Expenditures		FFY2026
Personnel		\$368,964.00
Fringe Benefits: Payroll taxes, health insurance and 401k		\$111,732.00
Occupancy/Rent		\$61,000.00
Administrative Services		\$3,240.00
Professional Fees, including CPA/Accounting and Legal		\$18,000.00
Annual Audit and 990 Prep		\$22,500.00
Information Technology including support and workstations		\$27,000.00
Printing,Postage and Publication		\$7,200.00
Meetings		\$8,700.00
Training and Travel		\$25,000.00
Insurance		\$13,154.00
Membership fees AMPO/APA/ Foraker		\$2,369.00
Advertising		\$53,000.00
Office Supplies		\$10,000.00
Other: including equipment and furniture		\$50,000.00
TOTAL		\$781,859.00



MatS Valley Planning *for* Transportation Metropolitan Planning Organization

September 11, 2025

Subject: Request for Proposal – Independent Financial Audit and IRS Form 990 Preparation Services

Dear,

I am writing on behalf of MatS Valley Planning for Transportation, a 501(c)(3) nonprofit organization dedicated to multimodal transportation planning and ensuring local control of federal transportation infrastructure funding within the Mat-Su Borough metropolitan area.

As a recipient of federal funding, our organization is required to undergo an annual independent financial audit in accordance with federal regulations, including the guidance outlined in 23 CFR 420, to ensure financial accountability and compliance.

In addition to the audit, we are seeking professional assistance with the preparation and filing of our first annual IRS Form 990 for the federal fiscal year beginning October 1, 2024, and ending September 30, 2025.

We respectfully request a proposal that includes the following:

- Your firm's qualifications and experience with nonprofit audits and IRS Form 990 preparation
- Proposed scope of work, including audit procedures and Form 990 preparation
- Estimated timeline for audit fieldwork, Form 990 completion, and final report delivery (Note: our IRS Form 990 must be filed no later than February 15, 2026, or the 15th day of the fifth month following the close of our fiscal year)
- Fee structure for both services
- References from similar nonprofit clients

Please submit your proposal by October 30th, 2025, to the contact information below. If you have any questions or require additional information, feel free to contact me directly at 907-982-9080 or kim.sollien@mvpmpo.com

Thank you for considering our request. We look forward to reviewing your proposal and potentially working together to ensure full compliance and transparency in our financial reporting.

Sincerely,

Kim Sollien
Executive Director
MatS Valley Planning for Transportation

Visit www.mvpmpo.com

Policy Board Members

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

10.8.2025

ATTN: Commissioner Anderson and the STIP team

Subject: Alaska Department of Transportation and Public Facilities' Lack of Coordination and Consultation with MatSu Valley Planning for Transportation Regarding FFY26 Funding Allocations

This memorandum is intended to document and express concerns regarding the lack of coordination and consultation by the Alaska Department of Transportation and Public Facilities (DOT&PF) with MatSu Valley Planning for Transportation (MVP) related to critical funding and planning processes.

1. Lack of Consultation on FFY26 STBG, TAP, and CRP Carryover Funds

MVP was not consulted regarding the carryover balances or the annual allocation of Surface Transportation Block Grant (STBG), Transportation Alternatives Program (TAP), and Carbon Reduction Program (CRP) funds anticipated for Federal Fiscal Year 2026 (FFY26) prior to October 1st. This absence of communication hinders MVP's ability to make informed planning decisions, adjust programming strategies, and adequately prepare for project development in our Program of Projects for FFY26.

2. Utilization of MVP STBG FFY24 for a Repaving Project for Bogard Road from Trunk Road to Wasilla Fishhook

It has come to our attention that \$2,000,000 of MVP's FFY24 STBG 50-200 funds were utilized by DOT&PF for a repaving project on Bogard Road. Though the Policy Board has prioritized funding for this corridor, MVP was not notified or engaged in any discussion regarding the reallocation of these funds. This use of locally programmed funds without coordination undermines MVP's role in regional project prioritization and the federally mandated planning process.

3. Utilization of MVP's CRP funding for Fleet Conversion

STIP Amendment #2 documented that DOT&PF utilized MVP's FFY25 CRP allocation for Fleet Conversion. MVP was not notified or engaged in any discussion regarding the allocation of these funds. This use of locally programmed funds without coordination undermines MVP's role in regional project prioritization and the federally mandated planning process.

Furthermore, the federal requirements for MPO consultation regarding Carbon Reduction Program (CRP) funding are established under the Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law

(BIL), and codified in Title 23 of the U.S. Code and Code of Federal Regulations (CFR). 23 U.S.C. § 175 Carbon Reduction Program

This section creates the CRP and outlines how funds are to be apportioned, obligated, and programmed, specifically referencing the role of Metropolitan Planning Organizations (MPOs).

23 U.S.C. § 175(c)(1):

(4)Coordination in urbanized areas.

“Before obligating funds for an eligible project under subsection (c) in an urbanized area that is not a transportation management area, a State shall coordinate with any metropolitan planning organization that represents the urbanized area prior to determining which activities should be carried out under the project.”

4. Lack of Engagement on Draft STIP 2026–2029 Prior to Public Release

DOT&PF did not involve MVP in the development or review of the Draft Statewide Transportation Improvement Program (STIP) for 2026–2029. As a Metropolitan Planning Organization, MVP is a required planning partner under federal regulations (23 CFR 450.314). Early and meaningful consultation is essential for ensuring alignment between state and regional priorities and to maintaining the integrity of the collaborative planning process. Additionally, because MVP does not have a TIP and is programming annual allocations directly to projects listed in the STIP, the lack of consultation undermines MVP’s role in prioritizing and planning for projects important to the region.

5. The 3C Planning Process and Required MPO Coordination

Under federal transportation planning law, the development and implementation of transportation plans and programs must follow the 3C process—Continuing, Cooperative, and Comprehensive as outlined in 23 U.S.C. § 134 and 23 CFR Part 450. This process is the foundation of the relationship between state DOTs and MPOs and is essential to ensuring that transportation investments reflect both state and regional priorities.

Federal regulations, including 23 U.S.C. § 134, 23 CFR § 450.314(a), and 23 U.S.C. § 175(c)(1) affirm the MPO’s central role in transportation decision-making within its urbanized area. Bypassing MVP in funding decisions or planning document development is inconsistent with the 3C process and compromises the integrity of federally mandated regional transportation planning.

Consultation and Communication Expectations

To improve coordination and uphold federally mandated processes, MVP respectfully outlines the following expectations for consultation and communication moving forward:

- Advance Notification of Funding Decisions: DOT&PF leadership must provide MVP with timely and detailed notice prior to any obligation or reallocation of STBG, TAP, CRP, or other MPO-allocated funds.
- Formal Consultation on Project Programming: All projects utilizing MVP-managed funds must be discussed and agreed upon with the MVP Policy Board prior to inclusion in the STIP or obligation.
- Involvement in Draft STIP Development: Prior to having a TIP and after, MVP must be given the opportunity to engage in the development of any future STIP with adequate opportunity to review and comment on proposed projects impacting the MPO region before public release.
- Transparent Communication Channels: DOT&PF leadership and MVP should establish routine, formal communication protocols—including regular coordination meetings and shared documentation—to ensure alignment in project planning and funding allocation.
- Adherence to Federal Requirements for MPO Engagement: DOT&PF leadership must comply with the consultation requirements of 23 U.S.C. § 134, 23 CFR 450.314, and 23 U.S.C. § 175(c)(1), particularly for CRP and other federally regulated programs.

Conclusion

These actions represent a significant breakdown in the required coordination between the State DOT and MVP. MVP remains committed to fulfilling its responsibilities under federal law and to serving the transportation needs of the region. We respectfully request that DOT&PF reaffirm its commitment to transparency and partnership with MVP, particularly in funding discussions and STIP development moving forward.

Sincerely,

Mayor Ledford,
MVP Policy Board Chair,
City of Wasilla Mayor

CC:

Emily Hayes FHWA
Randy Warden FHWA



Matsu Valley Planning for Transportation

BRAND GUIDELINES | SEPTEMBER 2025

Index

1.0 Visual Identity

1.1 Logo

1.2 Colors

1.3 Typography

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Visual Identity 1.0

1.1 Logo

Primary Logo

The refreshed MVP logo carries forward the core identity of the organization while presenting it in a more modern, cohesive mark.

The road and mountain motif symbolize connection, progress, and the region's unique landscape, while the stop-sign-inspired shape adds strength and recognizability.



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Alternate Logo

When space does not allow for the main layout of the logo, this alternate option is available.

Locking the icon, MVP acronym, and full name together reinforces consistency and stability.

This logo is also appropriate for smaller sizes.



The Logomark

The logo mark can be used as an icon or graphic within the brand.



The Logo and Acronym Badge

The Badge and Acronym Badge is available for smaller scaled designs, and for when a simpler layout overall is required. For example, in a small frame such a social media post, the primary and secondary logos may be too complex or detract from other visual or written content, so the sub-mark logo may be used.



The Logotype

Where space does not allow for a logo, or for simpler applications, logotypes may be used.

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Logo Suite

A versatile system allows the logo to appear as a standalone icon, paired with “MVP,” or with the full organizational name, ensuring clarity across all applications.

Primary Logo



Alternate Logo



Logomark



Logo Badge



Acronym Badge

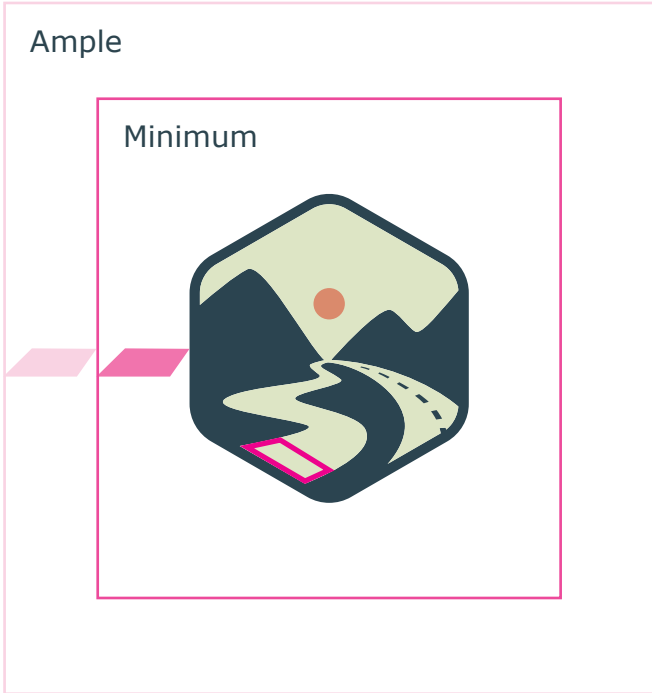


Logotype

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Clear Space

The logo is always placed within “clear space,” into which no other design element encroaches. Use the widest portion of the road from the logo design as a proportional measure to create the proper amount of clear space around any logo, logmark, sub-mark logo, or submark. For any logotype, use the height of the logotype as the measure.



Minimum Sizes

To maintain visual integrity, legibility, and readability of the logos, these are the minimum recommended sizes. These sizes ensure that the font size remains 9 point or higher, and that the details of the logo marks remain coherent.

2.42 inches 232 pixels



1.5 inch 144 pixels

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1.25 inch 120 pixels



1 inch 96 pixels



Logos on Images

The logo should be at a high contrast to the background image to ensure legibility.



Incorrect Use

- Do not change, add, or remove logo elements.
- Do not alter the logo dimensions or proportions.
- Do not change the typeface.
- Do not change the colors.
- Do not use the logo as part of a phrase or as part of another logo.
- Do not add graphic effects such as a drop shadow to the logo.
- Do not publish a low-resolution or pixelated logo.

1.2 Colors

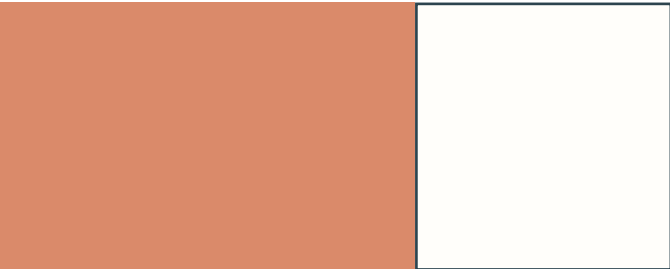
Color Palette

The updated palette softens the original harsh tones into grounded, natural hues that reflect approachability and trust while maintaining a strong regional identity.



PRIMARY

These are our most commonly used brand colors



SECONDARY

These accent colors compliment the main brand palette



NEUTRALS

For backgrounds and other shapes or items, use shades of gray:

5% (#f1f2f2), 10% (#e6e7e8), 30% (#bcbec0), 50% (#939598), 70% (#6d6e71), 90% (#414042), 98% (#141415)

Color Values

PRIMARY

Pantone®: 2216 C
CMYK: 82, 62, 52, 39
RGB: 46, 69, 81
Hex: # 2D4450

Pantone®: 2274 C
CMYK: 13, 4, 26, 0
RGB: 223, 297, 196
Hex: # DFE3C4

SECONDARY

Pantone®: 2433 C
CMYK: 13, 53, 60, 0
RGB: 217, 137, 108
Hex: # DFE3C4

Pantone®: Warm Gray 1
CMYK: 0, 0, 2, 0
RGB: 255, 255, 250
Hex: # FEFDF9

1.3 Typography

Primary Typeface

Verdana is a humanist sans-serif typeface designed by Matthew Carter for Microsoft Corporation, with hand-hinting done by Thomas Rickner, then at Monotype.

Verdana is a highly readable font that retains presonality and character.

Verdana is a Microsoft system font and comes preinstalled.

Verdana

Verdana Bold

**ABCDEFGHIJKLMNOPQRSTUVWXYZ
abcdefghijklmnopqrstuvwxyz
1234567890@#&%^&*()_+**

Verdana Bold Italic

***ABCDEFGHIJKLMNOPQRSTUVWXYZ
abcdefghijklmnopqrstuvwxyz
1234567890@#&%^&*()_+***

Verdana Regular

ABCDEFGHIJKLMNOPQRSTUVWXYZ
abcdefghijklmnopqrstuvwxyz
1234567890@#&%^&*()_+

Verdana Regular Italic

*ABCDEFGHIJKLMNOPQRSTUVWXYZ
abcdefghijklmnopqrstuvwxyz
1234567890@#&%^&*()_+*

Typographic Hierarchy - Web

The guide to the right provides a template with which to create typographic hierarchy within branded web designs. Please note that at smaller sizes, especially when using white text, it is acceptable to switch to extra bold for the headline weight.

Scale these sizes proportionally for larger or smaller applications, but don't set main body text smaller than 16 pixels.

JUSTIFICATION/ALIGNMENT

Use left justified alignment whenever possible.

COLOR

Use 100% black or 90% gray for grayscale designs. See the last page in this section for color recommendations for full color designs.

H1 | Verdana Bold | 70 pt/63 pixels (very large page header)

Route to the Future

H2 | Verdana Bold | 36 pt/48 pixels (standard header)

Help us shape the future

H3 | Verdana Bold | 18 pt/24 pixels

Help us shape the future of transportation in the Mat-Su Valley.

H4 | Verdana Bold - All Caps | 14 pt/20 pixels

OUR PURPOSE

T1: Body Text - Large | Verdana Regular | 14 pt/20 pixels

MVP's mission is to support local transportation planning within the metropolitan area. This includes the development of long-term, and short-term capital spending plans.

T2: Body Text - Smallest | Verdana Regular | 12 pt/20 pixels

MVP's mission is to support local transportation planning within the metropolitan area. This includes the development of long-term, and short-term capital spending plans.

T3: Footnote/Caption Text | Verdana Regular | 10 pt/13 pixels

MVP's mission is to support local transportation planning within the metropolitan area. This includes the development of long-term, and short-term capital spending plans.

Typographic Hierarchy - Print

The guide to the right provides a template with which to create typographic hierarchy within branded designs, particularly in-house materials created in Microsoft Word. Please note that at smaller sizes, especially when using white text on a dark background, it is acceptable to switch from bold to extra bold for the headline weight.

Scale these sizes proportionally for larger or smaller applications, but don't set main body text smaller than 10 point.

JUSTIFICATION/ALIGNMENT

Use left justified alignment whenever possible.

COLOR

Use 100% black or 90% gray for grayscale designs. See the last page in this section for color recommendations for full color designs.

Headline/Title | Verdana Bold | 36 pt. | 42 pt leading(1 point spacing in Word) (add space after paragraph)

Transportation Plan

Subheader Text | Verdana Bold | 22 pt. | 26.4 pt leading (1 point spacing in Word) (add space after paragraph)

The Route to the Future Starts Here!

Body Text - Large (overview or introductory) | Verdana Regular | 16 pt | 20 pt leading (1.15 point spacing in Word)

Help us shape the future of transportation in the Mat-Su Valley. The Metropolitan Transportation Plan (MTP) guides how we invest in roads, transit, pathways, and safety through 2050.

Subtitle | Verdana Bold - All Caps | 12 pt. | 16 pt leading (1.15 point spacing in Word) (add space after paragraph)

OUR PURPOSE.

Body Text - Standard | Verdana Regular | 12 pt. | 16 pt leading (1.15 point spacing in Word)

Help us shape the future of transportation in the Mat-Su Valley. The Metropolitan Transportation Plan (MTP) guides how we invest in roads, transit, pathways, and safety through 2050—ensuring our region stays connected, resilient, and ready for growth.

Body Text - Small | Verdana Regular | 10 pt. | 12 pt leading (1.15 point spacing in Word)

Help us shape the future of transportation in the Mat-Su Valley. The Metropolitan Transportation Plan (MTP) guides how we invest in roads, transit, pathways, and safety through 2050—ensuring our region stays connected, resilient, and ready for growth.

Footnote/Caption Text | Verdana Regular | 8 pt. | 9.6 pt leading (1 point spacing in Word)

Help us shape the future of transportation in the Mat-Su Valley. The Metropolitan Transportation Plan (MTP) guides how we invest in roads, transit, pathways, and safety through 2050—ensuring our region stays connected, resilient, and ready for growth.

2.0 Appendix

File Types

VECTOR VS. RASTER:

Vector images are made out of paths, and can be scaled infinitely without losing quality, making them ideal for images that need to appear in many sizes. Raster images are made up of tiny pixels, and are finite in their scalability. They can lose quality when resized, and may become blurred or pixelated. Raster images are commonly used on the web in formats such as JPG, GIF, and PNG.

FILE FORMATS:

PDF (Vector): A file format developed by Adobe that can be used to share images, including logos. PDF files can be used for printing needs at any size. PDF files of the logos can also be opened in Adobe Illustrator, or placed into a layout in a program such as InDesign.

SVG (Scalable Vector Graphics): are for web applications. They are vector-based, meaning they can be scaled up or down without losing quality, even online.SVGs are often smaller in file size than raster graphics, like JPGs, because they are made up of mathematical equations rather than pixels.

PNG (Raster): A raster-based graphic intended for web use. It’s recommended to use PNG files for digital purposes, such as on the web, or if you want a transparent background.

JPG (Raster): A raster-based image for web or print use. It’s recommended to use JPG files for digital purposes, such as on social media, or in software like Word, PowerPoint, Pages, and Keynote. However, it’s not recommended to enlarge JPG logos, as they can look blurry and unprofessional. It is also important to note that JPGs have a solid background.



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