



MatSu Valley Planning *for* Transportation

MEMBERS

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

Microsoft Teams Meeting

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Agenda

Technical Committee

Tuesday, April 14, 2026

2:00 – 4:00 pm

Meeting Location

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

1. Call to Order and Roll Call
 - a. Welcome Jade Tabony our new Non-Motorized Advocate and LaMarr Anderson our new *interim* Transit Advocate
2. Consent Agenda **(Action Item)**
 - a. Approval of the April 14, 2026, Agenda
 - b. Approval of the March 10, 2026, Minutes
3. Staff Report
 - a. Staff Report and Schedule of Monthly Tasks
4. Policy Board Action Items
 - a. Motion to approve the FFY25 Audited Financial Statement and findings letter submitted by Altman & Rogers Co. *Approved.*
 - b. Motion to approve Jim Cooper, Edna DeVries and Bob Charles as authorized check signers for MatSu Valley Planning for Transportation.

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



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- c. Motion to approve Jade Tabony for the multimodal advocate on our Technical Committee. *Approved*
- d. Motion to approve LaMarr Anderson as the interim Public Transit Advocate on our Technical Committee. *Approved*
- e. Motion to recommend that the AK DOT&PF Commissioner adopt the MVP Staff's proposed apportionment for FTA 5307 funds allocated to the Wasilla-Knik-Fairview-North Lakes UZA such that the MSB would receive 90 percent of all 5307 funds and the ARRC would receive 10 percent of all 5307 funds; any funds not obligated by either recipient within three years could be reassigned to the other recipient; and the 5307 split policy should be reviewed no later than two-years following submission of the net apportionment letter. *Approved*

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

5. Voices of the Visitors (Non-Action Items)
6. **Action Items**
 - a. Review and Recommend approval of the MVP Complete Streets Policy
7. Old Business
 - a. MTP Update
 - Project Nominations and Evaluation Process Update
 - MTP project prioritization timeline overview
 - b. FFY26-29 STIP update - Adam Bradway, Alaska DOT&PF
8. New Business
 - a. Alaska DOT&PF proposed projects for MTP inclusion
 - b. Improvement Program and Policy Update
 - c. Draft FFY27&28 Unified Planning Work Program (UPWP) project list and opportunity for Technical Committee input
9. Other Issues
 - a. Technical Committee at-large-seat vacancies
 - Transit Advocate



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

Next Scheduled MPO Technical Committee Meeting – Tuesday, May 12th, 2026 from 2:00-4:00 pm to be held via Microsoft TEAMS and Matanuska-Susitna Borough DSJ Building.
Main Borough Building: [350 E. Dahlia Ave, Palmer, AK 99645](#)



MVP Technical Committee meeting April 14th, 2026

Action Item: Review and Recommend approval of the MVP Complete Streets Policy

Recommended Motion: *Motion to recommend that the MVP Policy Board adopt the MVP Complete Streets Policy.*

Motion

Second

Vote

Staff Summary

What is a Complete Streets Policy?

A Complete Streets Policy is a formal commitment to plan, design, fund, operate, and maintain a multimodal transportation network that safely and efficiently serves all users in all seasons. The core goal of this policy is to improve safety for all users, especially pedestrians and bicyclists. This policy ensures bike, ped, transit, and ADA needs are not left behind.

Why does MVP need to have this policy?

IIJA requires that we spend at least 2.5% of our PL funding planning for complete streets projects to carry out 1 or more activities listed in section 11206 of IIJA.

1. **Adoption of Complete Streets standards or policies;**
2. **Development of a Complete Streets prioritization plan that identifies a specific list of Complete Streets projects to improve the safety, mobility, or accessibility of a street;**
3. **Development of transportation plans that:**
 - Create a network of active transportation facilities
 - Integrate active transportation facilities with public transportation services
 - Create multiuse active transportation infrastructure with connections between communities
 - Integrate public transportation ridership
 - Improve safety for bicyclists and pedestrians
 - Develop policies and plans that support transit-oriented development

Staff's Recommendation:

MVP staff recommend adoption of a Complete Streets Policy and implementation measures.



MatSu Valley Planning *for* Transportation

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Chris Bentz, Alaska DOT&PF
Crystal Smith, MSBSD
Dan Tucker, RSA Representative
Erich Schaal, City of Wasilla (**Vice Chair**)
Vacant, Public Transit Advocate
Jude Bilafer, City of Palmer
Kate Dueber, ARRC
Lawerence Smith, Trucking Industry Advocate
Jesse Peterson, MSB TAB
Vacant, Mobility Advocate
Tom Adams, MSB

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Minutes

Technical Committee

Tuesday, March 10, 2026

2:00 – 4:00 pm

Meeting Location

Alaska DOT Mat-Su District Office Upstairs Conference Room at 500 S Seward Meridian Pkwy,
Wasilla, Alaska

1. Call to Order and Roll Call
 - a. Welcome Jesse Peterson as the new MSB Transportation Advisory Board representative

Meeting called to order at 2:05 PM.

Kim Sollien welcomed Jesse Peterson as the new MSB Transportation Advisory Board (TAB) representative.

Members Present:

Adeyemi Alimi
Alex Strawn
Ben White
Chris Bentz
Crystal Smith
Dan Tucker
Jude Bilafer
Kate Dueber
Lawerence Smith
Jesse Peterson
Tom Adams

Member Absent:

Bob Charles Jr.
Brian Winnestaffer



Erich Schaal

Visitors Present:

Adam Bradway, DOT&PF
Anjie Goulding, MVP
Carrie Cecil, MVP
Danielle Casey, FTA
Kim Sollien, MVP
Kristina Huling, DOT&PF
LaMarr Anderson, Public Member
Laurie Cummings, HDR
Luke Bowland, DOT&PF

2. Consent Agenda (**Action Item**)
 - a. Approval of the March 10, 2026, Agenda
 - b. Approval of the February 10, 2026, Minutes

Motion to approve the consent agenda (*White*), seconded (*Dueber*). No discussion. Motion passed unanimously.

3. Staff Report
 - a. Staff Report and Schedule of Monthly Tasks

Kim Sollien provided the staff report:

- Submitted formal comments on the draft State Transportation Improvement Program (STIP), flagging instances where funds were used without MVP consultation and noting a potentially missing state match. Also flagged that FAST Act funds were used on KGB Road. *Ben White* confirmed that DOT&PF received all comments and is working to address them before the STIP goes out for public review.
- Public Transit Workshop is scheduled for Thursday, March 12 from 5:30–7:00 PM at the Wasilla Senior Center. The event is intended to introduce MVP to transit stakeholders and the public as step one in developing a Transit Plan. A virtual follow-up session is scheduled for March 24 from 12:00–1:30 PM via Zoom.
- Reminder that the MTP project nomination period closes Friday, March 13.
- MVP is very close to hiring its 4th team member and anticipates an introduction at the next meeting.

4. Policy Board Action Items
 - a. Approval of the Alaska DOT&PF Performance Safety Targets for FFY26

Kim Sollien noted that the Policy Board approved the Alaska DOT&PF Performance Safety Targets for FFY26 at the prior Policy Board meeting. This item has been completed.

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



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LaMarr Anderson noted that the Alaska Railroad is a critical partner in the valley and emphasized that the Railroad is a partner within MVP, not external to it.

6. Action Items

- a. FTA 5307 Split Proposal recommendation
 - MVP Memo with supporting documentation

Kim Sollien introduced the item, noting that a cheat sheet summary is on page 3 of the packet and the full report begins on page 21.

Carrie Cecil presented an overview of the memo and 5307 funding background:

- With the designation of the Wasilla-Knik-Fairview-North Lakes Urbanized Area (UZA), the regulations directing the apportionment and availability of FTA 5307 funds to public transportation providers serving the Valley have changed.
- The goal of the presentation was to provide the Technical Committee with sufficient information to make a recommendation to the Policy Board on how FTA 5307 funds should be split between MSB/Valley Transit and the Alaska Railroad (ARRC).
- Four options were presented for consideration.

Discussion:

Kate Dueber noted that the amount from the Railroad allocation would cover rehabilitating one railroad car per year, which is a genuine operational need. She suggested a 90%/10% split as a reasonable compromise if the TC was not prepared to approve the Railroad's request in full.

Chris Bentz commended the quality of the presentation and expressed appreciation for the work done.

Tom Adams stated that the transit program is brand new for MSB and needs time to get established. He advocated for 100% of funding going to MSB, with any unobligated funds potentially going to the Railroad.

Alex Strawn agreed with Tom Adams, emphasizing MSB's need to build and stabilize the transit system. He also supports 100% to MSB, with unfunded/unobligated funds flowing to the Railroad afterward.

Jesse Peterson noted that due to ticket costs, the Railroad primarily serves tourism rather than community transit needs. He supported 100% going to MSB.

Jude Bilafer stated that the City of Palmer supports 100% going to MSB, as the Railroad does not function as a public transit provider for valley residents.

Ben White cautioned that directing unobligated funds to the Railroad retroactively can be administratively difficult. Split letters and unused funds are hard to track, and if Congress moves to rescind unused funds, the Railroad may not be able to obligate them in time. He encouraged the TC to consider the practical implementation implications of any direction given.



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Carrie Cecil suggested that a structured timeline — such as MSB having 3 years to obligate funds, followed by 2 remaining years for the Railroad — could address the obligation concern.

Chris Bentz reminded the committee that as carryover funds accumulate, MSB's required match also increases proportionally.

Dan Tucker expressed support for a small fixed percentage to the Railroad (e.g., 2%) to allow the Railroad to plan and remain engaged in the transit space, potentially growing into a more active transit role over time.

Alex Strawn asked whether the Railroad qualifies for 5311 rural transit funds.

Carrie Cecil confirmed that 5311 is not available to urban areas.

Adam Bradway clarified that 5311 funds flow through the state, which then distributes them. The match for 5307 must be local (non-federal) and documented in the TIP.

Tom Adams noted that while there has been ongoing discussion for decades about a commuter rail option, the Railroad has not engaged in those conversations. Funding should go to the organization actively providing transit services to the community.

Dan Tucker expressed concern that pulling funds from the Railroad could discourage future engagement with commuter rail development.

Jesse Peterson responded that building ridership through a robust public bus system first would ultimately support a future commuter rail. Supporting 100% to MSB at this stage grows the infrastructure for that.

Motion and Roll Call Vote:

Motion: (*Adams*), seconded (*Peterson*): To recommend Option B (MSB Proposal).

Amendment 1 (*Tucker*), seconded (*White*): Add language that any funds not obligated within three years could be reassigned to the other eligible recipient. No objections. Amendment passes unanimously.

Amendment 2 (*White*), seconded (*Tucker*): The 5307 split policy should be reviewed no later than two years following submission of the net apportionment letter. Amendment passes.

Final Motion (as amended) – Draft Recommendation (Option B – MSB Proposal):

"I move to recommend that the AK DOT&PF Commissioner adopt the MSB's proposed apportionment for FTA 5307 funds allocated to the Wasilla-Knik-Fairview-Northlakes UZA such that all funds would be apportioned to the MSB and no funds would be apportioned to ARRC; any funds not obligated by either recipient within three years could be reassigned to the other eligible recipient; and the 5307 split policy should be reviewed no later than two years following submission of the net apportionment letter."



Roll Call Vote:

Result: 8 YES, 4 NO – Motion Carries.

7. Old Business
 - a. MTP Update
 - Project Nomination closing March 13th

Tom Adams noted that MSB plans to submit approximately 50 projects. *Jude Bilafer* indicated the City of Palmer would submit 10–15 projects. *Erich Schaal* was absent.

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

Update was provided during the Staff Report (Item 3).

8. New Business
 - a. Sub-Area Solution Study Overview - Alex Strawn, MSB Planning

Alex Strawn presented the Sub-Area Solution Study beginning on page 53 of the packet. HDR served as the contractor, facilitating a robust stakeholder engagement process to inform MSB's planning work.

- b. Complete Streets Policy Overview

Anjie Goulding presented the policy overview and timeline:

- A formal commitment to plan, design, fund, operate, and maintain multimodal transportation infrastructure through all phases and seasons.
- The plan will articulate MVP's objectives and commitment to the complete streets process.
- DOT&PF will implement through evaluation of projects for inclusion in the MTP.
- Implementation will include a checklist to support consistent project review and performance measure tracking.
- The policy will include exceptions — not every road will need to accommodate every use.
- Draft policy is anticipated in April.

Tom Adams questioned whether the policy is required at this time.

Kim Sollien confirmed that it is required to facilitate the MTP and TIP processes.

Adam Bradway clarified that a requirement exists that 2.5% of Planning (PL) funds be spent on complete streets-related planning.

Motion to extend the meeting until 4:15 PM (Tucker), seconded (White). No objections, no discussion. Motion approved.



c. Local Control Plan Update

Anjie Goulding presented the overview:

- The Local Control Plan establishes MVP's compliance with FHWA requirements, enabling MVP to take control of Transportation Alternatives Program (TAP) funds.
- In FY26, approximately \$936K is available including carryover. Approximately \$400K/year is expected going forward, based on population within the UZA.
- LCP is specific to TAP funds.
- Match is required for TAP funds.

d. Transit update

- In-Person Public Transit Workshop: March 12th, 5:30-7pm, Wasilla Senior Center
- Virtual Public Transit workshop: March 24th, 12-1:30pm, Zoom

9. Other Issues

- a. Technical Committee at-large-seat vacancies
 - Transit Advocate
 - Mobility/Bike and Pedestrian Advocate

10. Informational Items

- a. Meadow Lakes Community Council MTP project recommendation
- b. MVP Funding Flyer
- c. MVP Program of Projects Map

11. Technical Committee Comments

Alex Strawn noted that the current meeting space is not adequate for the committee's needs, particularly when more members of the public attend. He reiterated the need for a larger meeting venue.

12. Adjournment

Meeting adjourned at 4:05PM.

Next Scheduled MPO Technical Committee Meeting – Tuesday, April 14th, 2026 from 2:00-4:00 pm to be held via Microsoft TEAMS and Alaska DOT Mat-Su District Office Upstairs Conference Room at 500 S Seward Meridian Pkwy, Wasilla, Alaska.



March 2026 Staff Report

FFY25/26 UPWP Tasks

TASK 100 A UPWP

- Prepared the Technical Committee and Policy Board agenda and packet

Task 100 B Metropolitan Transportation Plan

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

TIP /Project Scoring Criteria

- No update

Complete Streets Policy

- Continued review of draft Complete Streets Policy and workshopping edits with RESPEC
- Meeting with RESPEC and DOT to review the final draft of the policy and checklist
- Developed a presentation for TC and PB to introduce the policy to them



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

Task 100 C TransCad Modeling

- No update

TASK 100 D Household Travel Survey

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

TASK 100 E Transportation Improvement Program

- Staff are researching Local Control Plans and working to finalize a draft from a template DOT helped to develop.

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

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

TASK 100 G Support Services

Budget Management

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

Meetings

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



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

Staffing

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

Correspondence

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

Nonprofit Filings and Reports

- Signed the final audit report letter

Organizational Documents/Management

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

Agency Relationships

- No update



Contract Management

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

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

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

Strategic Planning

- No update

Short-Range and Tactical Planning

- No update

Long-Range Planning

- No update

Training

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

Transit Support

TASK 200 A MSB Public Transit Planning Support

- Hosted the Public Transit In-person Workshop



- Hosted the Virtual Public Transit Workshop

TASK 200 B Transit Development Plan

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

TASK 300 Asset Management Plans

TASK 300 A MVP Sign Management Plan

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

TASK 300 B MVP Advanced Project Definition

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

TASK 300 C MVP Streetlight and Intersection Management Plan

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

TASK 300 D Pavement Asset Management Plan

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



April 2026 Staff Report

FFY25/26 UPWP Tasks

TASK 100 A UPWP

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

Task 100 B Metropolitan Transportation Plan

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

TIP /Project Scoring Criteria

- No update

Complete Streets Policy

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



Task 100 C TransCad Modeling

- No update

TASK 100 D Household Travel Survey

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

TASK 100 E Transportation Improvement Program

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

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

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

TASK 100 G Support Services

Budget Management

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



Meetings

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

Staffing

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

Correspondence

- No update

Nonprofit Filings and Reports

- No update

Organizational Documents/Management

- Reviewed and finalized an office rental lease that will have conference room space for meetings starting mid-July
- Received updated signatures for our MVFCU back account and submitted the paperwork

Agency Relationships

- No update

Contract Management

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



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

- No update

Strategic Planning

- No update

Short-Range and Tactical Planning

- No update

Long-Range Planning

- No update

Training

- Staff registered and began coursework towards GIS certificate.

Transit Support

TASK 200 A MSB Public Transit Planning Support

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

TASK 200 B Transit Development Plan

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

TASK 300 Asset Management Plans

TASK 300 A MVP Sign Management Plan

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

TASK 300 B MVP Advanced Project Definition



MATSU VALLEY
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TRANSPORTATION

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

TASK 300 C MVP Streetlight and Intersection Management Plan

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

TASK 300 D Pavement Asset Management Plan

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



Matsu Valley Planning *for* Transportation Complete Streets Policy

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

1.0 Purpose of Complete Streets Policy

MatSu Valley Planning for Transportation (MVP) is committed to building a transportation network that works for everyone — regardless of age, ability, or how they choose to get around. This Complete Streets Policy is MVP's formal commitment to plan, design, and fund a multimodal transportation system that safely and efficiently serves all users, in all seasons.

The Mat-Su Valley is growing, and with that growth comes both an opportunity and a responsibility to shape how people move through our communities. A Complete Streets approach ensures that bicyclists, pedestrians, transit riders, and individuals with disabilities are appropriately included in transportation planning. Every project, every investment, and every funding decision should reflect the full range of people who rely on our transportation network.

As the Metropolitan Planning Organization (MPO) for the Mat-Su Valley, MVP coordinates local, state, and tribal voices in setting regional transportation priorities and distributing federal funding. This policy affirms that commitment at the planning and programming level. Implementation falls to the Alaska Department of Transportation and Public Facilities (Alaska DOT&PF), which will apply Complete Streets principles to every project in the MVP area so that bicycle, pedestrian, transit, and Americans with Disabilities Act (ADA) needs are considered at each stage of project development, and any reasoned decision not to include multimodal accommodations is documented for public transparency.

2.0 Definition of Complete Streets

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

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

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

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

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

2.1 Local Context

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

3.0 Principles of Complete Streets

The following are core principles of Complete Streets³:

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

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

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

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

4.0 Commitment to a Safe Multimodal Network

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

A Complete Streets approach requires consideration of every project's greater context, including the surrounding community's current and expected land use patterns and transportation needs. It ensures the full right-of-way is planned, designed, funded, and operated to provide safe, connected access for people of all ages, abilities, and travel modes.

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

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

5.0 Implementation

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

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

MVP will incorporate Complete Streets criteria into the MTP project nomination form and the MTP project evaluation criteria to ensure that local governments are considering the needs of all users and all modes with each project MVP supports. During the Transportation Improvement Program (TIP) scope, schedule, and budget development the Alaska DOT&PF will ensure the Complete Streets policy criteria are incorporated in to the project or certify that an approved exception has been granted and if not, MVP staff will be notified to address the exemption need.

5.1 Complete Streets Checklist

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

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

- Access and Mobility
- Bicycle and Pedestrian Facilities
- Transit Accommodations
- Connectivity Enhancements
- Community Impact

The checklist tool should be referenced by the agency nominating a project for inclusion in the MTP, if the project will be administered or funded by MVP. This includes projects that fall wholly or partially within the MPA boundary. While the project sponsor is not required to complete the Complete Street checklist as part of the nomination process, it is their responsibility

Within the project narrative description projects will be expected to affirm the inclusion of multimodal accommodations or the request for exemption. There will also be a check box to affirm that the project is willing to comply with the Complete Streets Policy or that an exemption is requested.

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

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

5.2 Network Connectivity

Projects located along corridors already served by a continuous sidewalk or multi-use path on at least one side of the roadway are considered to be compliant with the intent of this Complete Streets Policy. Improvements to ensure good condition and ADA compliance are encouraged. If designated bicycle lanes are included, the design for their width, markings, and treatment at intersections and crossings should follow the design guidance of the American Association of State Highway and Transportation Officials (AASHTO) Guide for the Development of Bicycle Facilities,⁴ included in Section 9.0 *Guidance and References*.

If the planned facility currently has fixed route transit, or is proposed to have fixed route transit in a transit plan, then the project sponsor shall request comments from the local transit provider during the project development process to ensure that collaboration occurs and that accommodation of transit vehicles and opportunities to access transit facilities are provided.

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

6.0 Exceptions to Policy

6.1 Applicability

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

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

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

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

6.2 Administrative Exceptions

Administrative exceptions are excluded from adhering to the MVP Complete Streets Policy. Administrative exceptions apply to preventative maintenance activities that do not alter roadway geometry or operations, such as mowing, sweeping, pavement patching, resurfacing, and spot repair. Equipment purchases or planning-only efforts that do not include construction in any phase of the project will qualify for an administrative exception.

Projects funded through the Highway Safety Improvement Program (HSIP) may also qualify for an administrative exception when the inclusion of Complete Streets elements would negatively affect the program's required cost-benefit ratio by increasing project costs without a proportional increase in safety benefits. The list of administrative exceptions is identified below and do not require approval by the MVP Policy Board.

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

6.3 Non-Administrative Exceptions

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

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

7.0 Future Data Collection and Programming

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

- Bicycle and pedestrian facility inventory and condition index
- ADA compliance on existing curbs

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

8.0 Next Steps and Opportunities

8.1 Training

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

8.2 Future Planning

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

8.3 Complete Streets Policy Review

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

9.0 Guidance and References

- FHWA Bicycle and Pedestrian Legislation:
 - http://www.fhwa.dot.gov/environment/bicycle_pedestrian/legislation/sec217.cfm
- Smart Growth America:
 - <https://www.smartgrowthamerica.org/program-of-work/complete-streets/>
 - <http://www.smartgrowthamerica.org/complete-streets>
- AASHTO's A Policy on Geometric Design of Highways and Streets:
 - <https://www.fhwa.dot.gov/programadmin/standards.cfm>
- Alaska Highway Preconstruction Manual
 - <https://dot.alaska.gov/stwddes/dcsprecon/preconmanual.shtml>
- Urban Street Design Guide:

- <https://nacto.org/publication/urban-street-design-guide/>
- MSB 2023 Coordinated Human Services Transportation Plan (recently documented MSB priority population demographics):
 - https://matsugov.us/projects?task=download&collection=file_upload_x&xi=1&file=file_upload&id=20799

Policy Last Updated
April 14, 2026



Complete Streets Checklist

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

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

Project/Corridor Name:

Roadway Functional Classification:

Date:

Project Manager:

Initiating Agency/Government:

Phone:

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

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Complete Streets Designs

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

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

EXCEPTIONS				
Items Related to Complete Streets	Yes	No	N/A	If "Yes" Provide Description
Administrative Exceptions**				
Is the project preventative maintenance that does not change roadway geometry or operations?				
Is the project equipment or planning related only and will not be a construction project in any phase?				
Is it a project that is not seeking Title 23 or 49 federal funding through MVP?				
Is the project funded under the Highway Safety Improvement Program (HSIP)?				
Non-Administrative Exceptions*				
Are any specific users prohibited from using a roadway?				
Are the costs associated with ROW acquisition or utility relocation disproportionate to the total project cost?				
Is there an inability to enter into an agreement to assume operations and maintenance of the facility?				
Is the cost of accommodation excessively disproportionate to the need or probable use?				
Are there substantial funding limitations that cannot be overcome with flexible design solutions?				
Are there detrimental environmental or safety impacts that outweigh the benefits of enhanced multimodal access?				
<i>*If yes to any of the below exceptions, additional backup data and/or documentation must be provided and Non-Administrative Exceptions will need to be approved by the MVP Policy Board. **Administrative Exceptions are excluded from adhering to the Complete Streets policy requirements.</i>				

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

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

Approval Determination

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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Table 2: Planning/Study Project Submissions

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

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

Table 1: Short Term (2027 – 2030)

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

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

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

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

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

Table 2: Mid Term (2031 – 2040)

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

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

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

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

Table 3: Long Term (2041 – 2050)

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

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



MatSu Valley Planning *for* Transportation Metropolitan Planning Organization

MVP Improvement Program

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

Policy Board Approval June 18, 2024

Proposed Edits:

Add an Introduction to the Program

Add Project Submission Requirements including:

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

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

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

Visit www.mvppmpo.com

Policy Board Members

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



**MatSu Valley Planning for Transportation
Draft FFY27-28 Unified Planning Work Program (UPWP)
Summary of Proposed Tasks-DRAFT**

TASK 100 A UPWP

Task 100 B Metropolitan Transportation Plan

- Adopt the MVP 2050 Metropolitan Transportation Plan by December 2026

TIP /Project Scoring Criteria

Complete Streets Policy

Task 100 C TransCad Modeling

- Work with DOT&PF and RSG to develop a new Travel Demand Model for the Mat-Su Urban Area

TASK 100 D Household Travel Survey

- Complete the Household Travel Survey

TASK 100 E Transportation Improvement Program

- Adopt the FFY27-30 Transportation Improvement Program December 2026

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

- Continue to implement the Public Participation Plan and Title VI plan

TASK 100 G Support Services

- Budget Management
- Organizational Documents/Management
 - Review and update all MVP's internal and operational policies
- Attend Quarterly Statewide MPO meetings

Training

- GIS Certificate Program



- Prerequisite course work for the AICP credentials

TASK 200 A MSB Public Transit Planning Support

- Continue to coordinate with the Mat-Su Borough and Regional Transit operators to understand the needs of residents and services and to offer planning and partnership facilitation
- Continue to support the implementation of the Coordinated Human Services Plan
- Continue to Host Monthly Transit Roundtable Meetings

TASK 200 B Transit Development Plan

- Complete a Transit Development Plan

TASK 300 Supplemental Plan & Projects

TASK 300 A MVP Sign Management Plan

- Complete the Sign Management Plan

TASK 300 B MVP Advanced Project Definition

TASK 300 C MVP Streetlight and Intersection Management Plan

- Complete the Streetlight and Intersection Management Plan

TASK 300 D Pavement Asset Management Plan

- Complete the Pavement Management Plan

TASK 300 E Contingency Plans if funding and time allows

- Sidewalk, Separated Pathway, and ADA compliant crossing Inventory and Asset Management (not funded)
- Update the Coordinated Human Services Transportation Plan for the region in Partnership with the MSB (not funded)



THE STATE
of **ALASKA**
GOVERNOR MICHAEL J. DUNLEAVY

Department of Transportation and Public Facilities

DIVISION of PROGRAM MANAGEMENT and ADMINISTRATION

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March 13, 2026

Ms. Kim Sollien
MatSu Valley Planning for Transportation
PO Box 2587
Palmer, AK 99645

RE: Metropolitan Planning (PL) estimated funding distribution for FFY 2027

Dear Ms. Sollien,

This letter serves to advise you of the State of Alaska's Department of Transportation & Public Facilities (DOT&PF) estimated distribution of Metropolitan/Urban Planning (PL) funds for Federal Fiscal Year 2027 (FFY27). Both the final apportionments and obligation limit are subject to the United States Congress passing a law for transportation funding and annual appropriations for FFY27.

Under the state's Alaska Metropolitan Planning distribution formula and based on the estimated highway apportionments under the continuation of funding at IJA, a.k.a. BIL levels, the Mat-Su Valley Planning MPO may plan on \$451,135 in federal urban PL funds for FFY27. Of that, a portion is allocated to DOT&PF Planning in the amount of \$66,000 for work on the Unified Planning Work Program (UPWP). Additionally, the DOT&PF will request that FTA transfer Section 5303 urban transit PL funds to FHWA and estimates that the MPO will receive \$92,880 in 5303 funds to be made available in FFY27. The total of all planning funds for FFY27 is estimated to be \$544,015.

The State continues the application of an Indirect Cost Allocation Program (ICAP) rate. The estimated SFY27 Federal Highways ICAP rate is 7.21%, which should be factored into future UPWP budgets.

Sincerely,

Handwritten signature of Adam Moser in black ink.

Adam Moser
Program Management Chief

"Keep Alaska Moving through service and infrastructure."

FFY2027 Metropolitan Planning Funds Distribution

Part A Formula Distribution

		Projected FFY2027				
		Federal	Match	Sub-Total	Less ICAP [^]	Total
Estimated FFY27 FHWA PL Apportionment* Obligation Limitation (OL)		\$3,157,000	\$313,375	\$3,470,375	-\$250,214	\$3,220,161
		100%	100%		7.21%	
FHWA PL Funds Apportionment		\$3,157,000	\$313,375	\$3,470,375	-\$250,214	\$3,220,161
MPO Distribution	100.00%	\$3,157,000	\$313,375	\$3,470,375	-\$250,214	\$3,220,161
AMATS Distribution	66.63%	\$2,103,509	\$208,802	\$2,312,311	-\$166,718	\$2,145,593
FAST Planning Distribution	19.09%	\$602,671	\$59,823	\$662,495	-\$47,766	\$614,729
MVP Distribution	14.29%	\$451,135	\$44,781	\$495,917	-\$35,756	\$460,161
Part B OL Retained Contract Authority	0.00%	\$0				\$0

		Projected FFY2027				
		Federal	Match	Sub-Total	Less ICAP	Total
Estimated Section 5303 Funds, @ 100% OL						
MPO Distribution	100%	\$649,966	\$64,518	\$714,484	-\$51,514	\$662,970
AMATS Distribution	66.63%	\$433,072	\$42,988	\$476,061	-\$34,324	\$441,737
FAST Planning Distribution	19.09%	\$124,079	\$12,316	\$136,395	-\$9,834	\$126,561
MVP Distribution	14.29%	\$92,880	\$9,220	\$102,100	-\$7,361	\$94,738

		Projected FFY2027				
		Total Distribution	Match	Sub-Total	Less ICAP	Total
MPO Total Estimated Distributions						
AMATS Total	66.63%	\$2,536,581	\$251,790	\$2,788,371	-\$201,042	\$2,587,330
FAST Planning Total	19.09%	\$726,750	\$72,140	\$798,890	-\$57,600	\$741,290
MVP Total	14.29%	\$544,015	\$54,001	\$598,016	-\$43,117	\$554,899

Part B Unobligated PL Funds Balance

		As of March 13, 2027		
		Federal	Under AC	Total after AC Conversion**
Balance of Unobligated PL Funds (Y450)		\$3,156,858	\$1,139,291	\$2,017,567

Footnotes
^{*}Assumes extension of IIJA for FFY27. Inclusive of the IIJA Safe and Accessible Transportation Options Set-Aside, i.e., 2.5% of Metropolitan Planning Funds.
[^]Estimates Federal Highways ICAP rate at 6.00% for SFY2027.
^{**}Not inclusive of FFY27 estimated PL funds apportionment. See AC Worksheet.



April 1, 2026

Mr. Ryan Anderson, P.E.
Alaska Department of Transportation and Public Facilities

Re: MatSu Valley Planning *for* Transportation Recommendation for Allocation of
FTA 5307 Apportionment

Commissioner Anderson:

At your request, MatSu Valley Planning *for* Transportation (MVP) has reviewed, discussed, and prepared a recommended proposal for the allocation of Federal Transit Administration's (FTA) Section 5307 Urbanized Area Formula Program funds among eligible recipients operating within the Wasilla – Knik – Fairview – North Lakes small, urbanized area (Mat-Su UZA).

As approved by MVP's Policy Board on March 25, 2026, MVP recommends that the Mat-Su UZA's FTA 5307 apportionment be allocated such that the Matanuska-Susitna Borough (MSB) should receive 90 percent of the 5307 funds apportioned to the Mat-Su UZA and the Alaska Railroad (ARRC) receive 10 percent of the 5307 funds apportioned to the Mat-Su UZA.

Further, MVP recommends that:

- any funds not obligated by either recipient within three years of the initial allocation may be made available to the other recipient,
- the FTA 5307 allocation policy for small UZAs be reviewed no later than two years following the submission of the next apportionment letter, and
- MVP staff shall work with Alaska Department of Transportation and Public Facilities (AK DOT&PF) staff on the preparation of a formal small UZA apportionment policy.

This recommendation is informed by analysis conducted by MVP staff and summarized in the attached memorandum, as well as robust discussion among MVP's Technical Committee and Policy Board including presentations by representatives of the ARRC, MSB, and Valley Transit. Discussions held among the Technical Committee and Policy Board were conducted during public meetings and members of the public were provided with the opportunity to speak and submit public comments to MVP on the 5307 fund allocation issue.

Visit www.mvpmpo.com

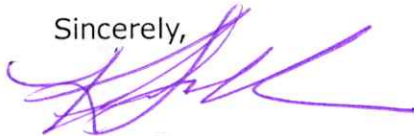
Policy Board Members

- 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 Jim Cooper, City of Palmer

MVP appreciates the opportunity to provide input on this issue and looks forward to continued collaboration with AK DOT&PF in the preparation of a formal, small UZA 5307 allocation policy that reflects the public transportation goals and objectives of the Mat-Su UZA.

If you have any questions or require additional information, please contact me at kim.sollien@mvpmpo.com.

Sincerely,



Kim Sollien
Executive Director

Cc: Mayor DeVries, MSB Mayor

Mike Brown, MSB Manager

Katherine Keith, Deputy Commissioner DOT&PF

Brian Lindamood, Vice President and Chief Engineer ARRC



March 5, 2026

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

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

Dear Administrator McMaster:

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

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

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

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

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

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

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

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

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

² February 13, 2026 letter, at page 3

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

⁴ February 13, 2026 letter, at page 3.

(B) LISTING OF PROJECTS.-

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

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

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

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

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

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

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

⁷ February 13, 2026 letter, at page 3.

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

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

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

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

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

¹⁰ February 13, 2026 letter, at page 4.

¹¹ See 23 C.F.R. 450.220(c).


¹² See 23 C.F.R. 450.336(b)(2).

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

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

Sincerely,

STEPHEN J. COX
ATTORNEY GENERAL

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

cc:

Randy Warden

Susan Fletcher

Katherine Keith, Deputy Commissioner, AKDOT&PF

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

Aaron Jongenelen, Executive Director/MPO Coordinator, AMATS

Jackson Fox, Executive Director, FAST Planning

Kim Sollien, Executive Director, MVP for Transportation



U.S. DEPARTMENT OF TRANSPORTATION

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

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

February 13, 2026

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

Dear Commissioner Anderson:

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

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

First Point of Clarification:

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

Response:

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

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

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

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

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

Second Point of Clarification:

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

Response:

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

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

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

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

Third Point of Clarification:

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

Response:

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

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

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

Fourth Point of Clarification:

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

Response:

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

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

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

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


Sincerely,

Renwick L
Warden

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Randy Warden
Division Administrator, Alaska Division
Federal Highway Administration

SUSAN KAY
FLETCHER

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

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

Electronically cc:

Katherine Keith, Deputy Commissioner, AKDOT&PF

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



MATSU VALLEY
PLANNING *for*
TRANSPORTATION



Public Transit Workshop Summary Report

Public Workshop #1 (In-person)

March 12, 2026

Wasilla Senior Center

5:30-7:00 pm

Public Workshop #2 (Virtual)

Tuesday, March 24, 2026

12:00 pm-1:30 pm

Zoom Meeting



Prepared by

Honu Planning

Executive Summary

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

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



Key themes included:

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

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



Workshop Overview

Event Details

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

Purpose

The workshop aimed to:

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

Format

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



Agenda

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



Presentation Materials

About MVP

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

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

MPO & Transit Provider Coordination

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

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

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



MPO plans and funds regional transportation investments

Transit Provider operates and delivers transit service



Coordinating Transit in Fairbanks: A Local Example

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

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

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

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

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

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



Benefits of Coordinated Planning

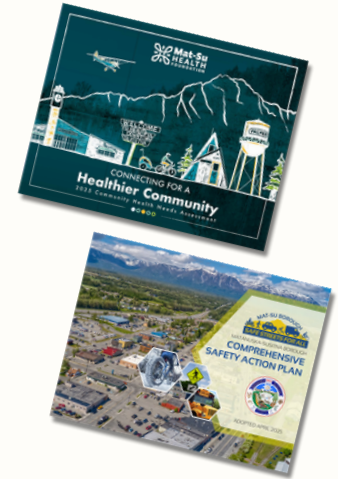
- Align with regional transportation investments
- Help secure federal funding
- Improve connections between transit and other modes
- Support equitable access to jobs, healthcare, and education
- Build a more resilient and efficient transportation system



Existing Conditions & Community Input

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

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



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

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

Community Vision & Feedback

Visioning Results

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

Priority Investments

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

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

Key Takeaways

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

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

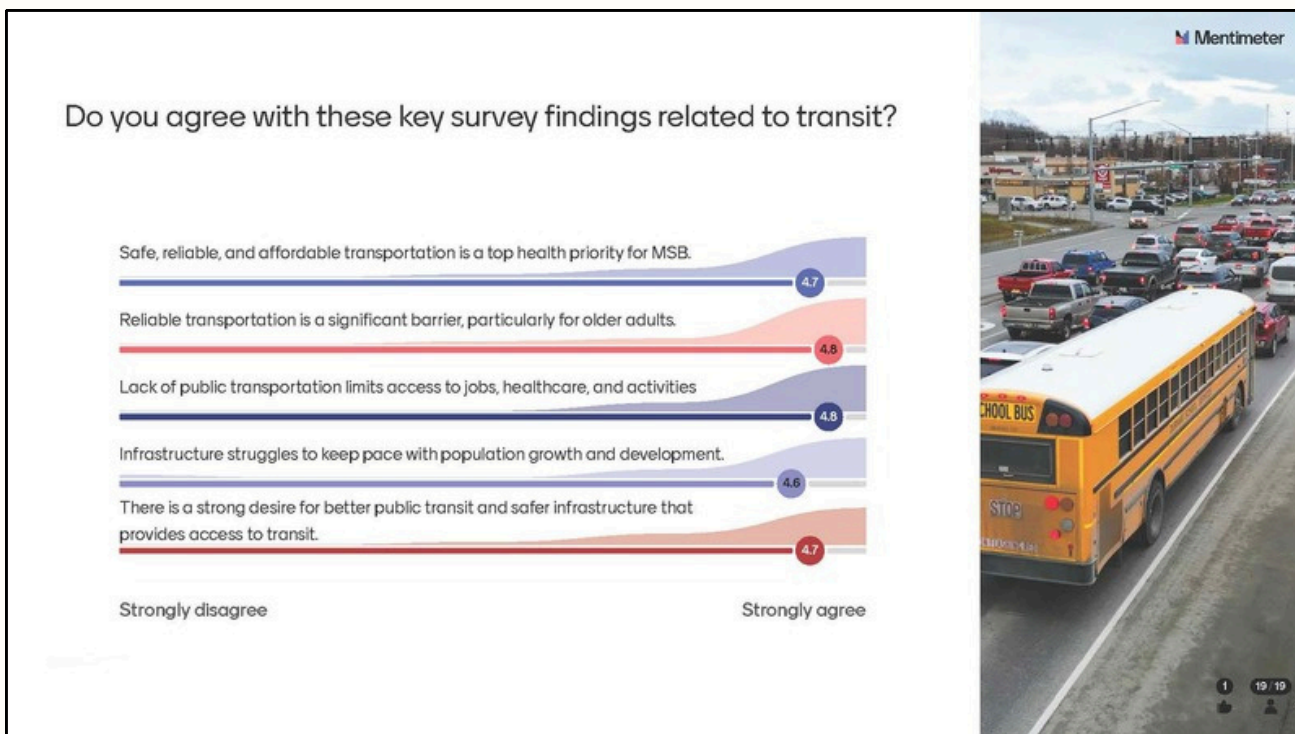


Interactive Mentimeter Slide Results

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

Transit Survey Key Findings

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



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

Overall, participants agreed that:

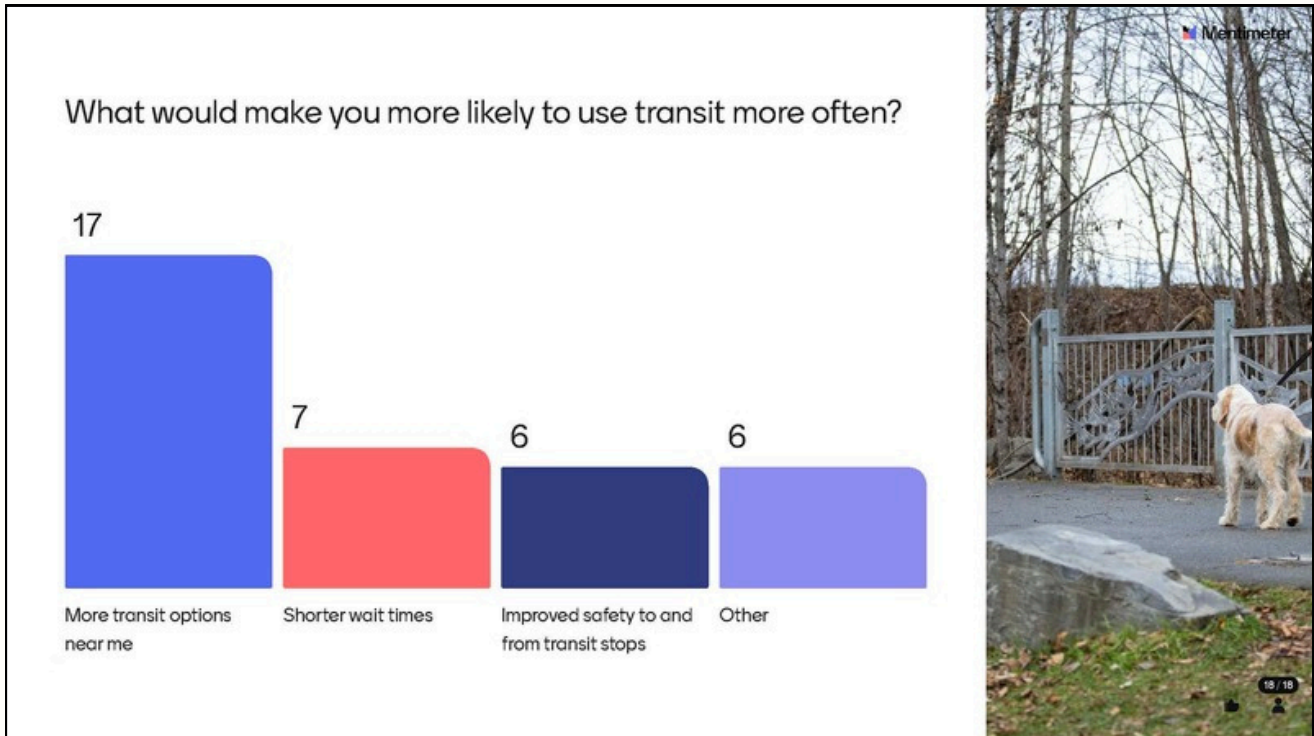
- Safe, reliable, and affordable transportation is a top priority in the Mat-Su Borough
- Transportation can be a real barrier, especially for older adults and people living outside of core urban areas
- Limited transit options make it harder to get to jobs, healthcare, and daily needs
- Roads and infrastructure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

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



Factors affecting the likelihood of using transit more often:

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



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

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

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



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

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



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

Prioritizing transit infrastructure funding:

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

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

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



Mentimeter

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

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

15 / 15

Mentimeter

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

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

15 / 15



What does your ideal transit system look like in 20 years?

Workshop attendees **shared their vision for a transit system** that best meets their needs. This word cloud highlights the ideas they mentioned most—words that appear larger were submitted more frequently by participants.

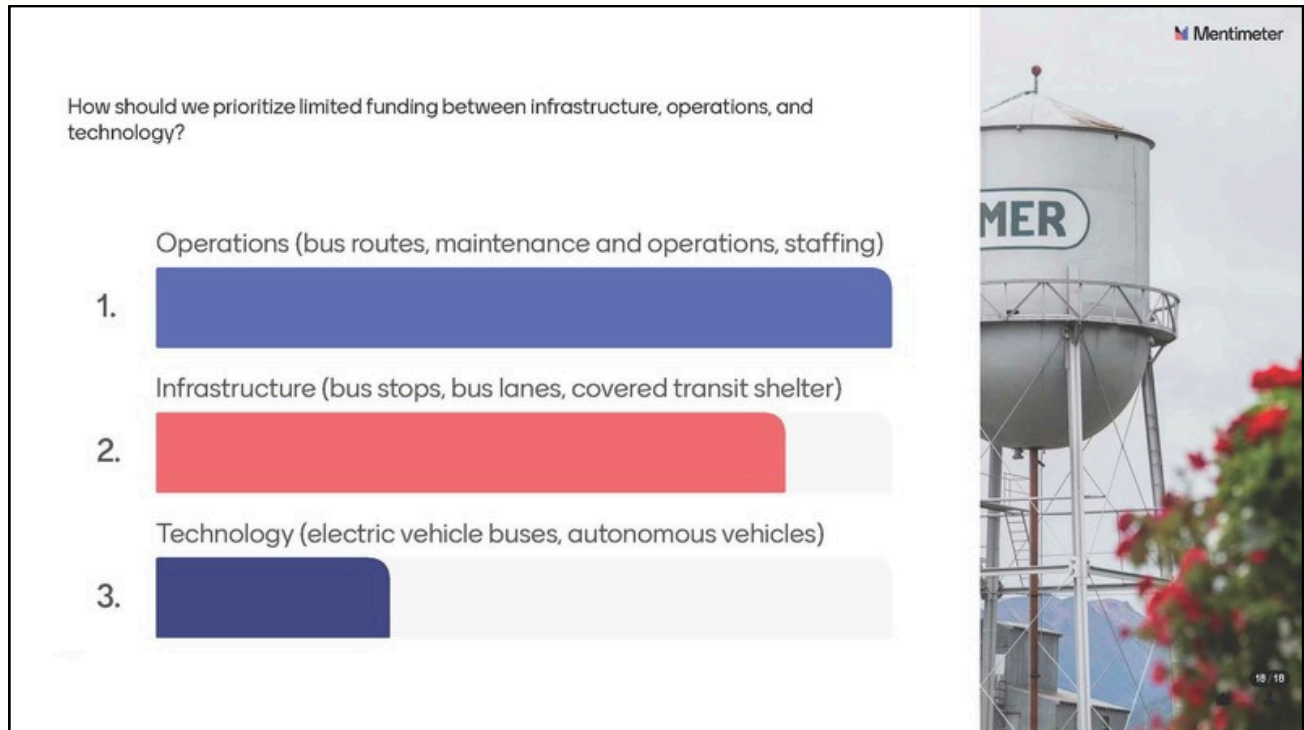


The word cloud responses indicate that participants envision a future transit system that is highly reliable and accessible above all else, with additional priorities including affordability, safety, and convenient, well-connected service options such as on-demand and multimodal transportation.



Prioritizing transit investments

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



Group Discussion Summary

Community Needs for Transit Improvements

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

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

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

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

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

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

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



Group Discussion Summary continued...

Future Population Growth and Economic Development

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

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

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

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

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

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

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





Key Themes and Findings

Several clear themes came out of the workshop:

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

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



Next Steps: How will MVP use this workshop feedback?

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

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

