



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)**
Jennifer Busch, Public Transit
Jude Bilafer, City of Palmer
Kate Dueber, ARRC
Lawrence Smith, Trucking Industry Advocate
Randy Durham, MSB TAB
Stuart Leidner, Mobility Advocate
Tom Adams, MSB

Microsoft Teams Meeting

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Meeting ID: 273 292 962 535 5

Passcode: ff9my6oM

Dial in by phone

+1 (689) 223-3510

Phone conference ID

954 438 135#

Agenda

Tuesday, October 14th, 2025

2:00 – 4:00 pm

Meeting Location

Alaska DOT Mat Su District Office at 500 S Seward Meridian Pkwy, Wasilla, Alaska

There is limited parking at the building's main entrance; an overflow parking lot is adjacent to the south.

1. Call to Order and Roll Call
 - a. Introduce new staff
2. Consent Agenda **(Action Item)**
 - a. Approval of the October 14th, 2025, Agenda
 - b. Approval of the August 12th, 2025, Minutes
3. Staff Report
 - Staff Report
 - a. Schedule of topics
4. Voices of the Visitors (Non-Action Items)
5. Policy Board August 27th Action Items
 - a. *Motion to postpone action on the letter to Alaska Department of Transportation & Public Facilities Commissioner Ryan Anderson, Deputy Commissioner Katherine Keith, and the STIP Team outlining MVP's FFY24, FFY25, and FFY26 funding allocation questions documented in STIP Amendment #2 until the next Policy Board meeting (**Holland**), seconded. Passed unanimously.*
6. Action Items
 - a. MTP Vision Statement, Goals and Objectives Recommendation for Public Comment Period (Action Item)
Recommended Motion: Motion to recommend the Policy Board



MatSu Valley Planning *for* Transportation

approve the MTP Vision Statement, Goals, and Objectives as presented for a 30-day Public Comment Period.

- b. Public Participation Plan Recommendation for approval (Action Item)
Recommended Motion: Motion to recommend that the Policy Board adopt the Public Participation Plan as presented
- c. STIP Amendment #2 Carryover Funds and Utilization of MVP funding without MVP coordination- Memo (Action Item)
Recommended Motion: Motion to recommend that the Policy Board approve and send the memo to Alaska DOT &PF documenting the lack of consultation on MVP's carryover funding, the 3'C process, utilization of MVP STBG and CRP funds without consultation and for not involving MVP in the discussion about the FFY26-29 STIP prior to its release to the public.

7. Old Business

- a. MTP Update
 - Review the Project List from past planning efforts (RESPEC)
 - Travel Demand Model Updates (RESPEC)
 - Review Public Involvement Schedule and First Open House, December 3rd, location TBD (RESPEC)
 - Review Gap Analysis (RESPEC)
 - Evaluation Criteria Work Session October 23rd Location and time TBD
- b. 26-29 STIP Update from Lauren Little, Chief Engineer DOT&PF

8. New Business

- a. None

9. Other Issues

- a. Transit update

10. Informational Items

- a. UPWP Quarterly/Final Report
- b. Element Agency Branding Update
- c. MVP Facebook/Instagram Review
- d. Transportation Alternatives Program Public review and comment are open until Friday, Oct. 17, 2025 [Link to the TAP Guidebook](#)

11. Technical Committee Comments

12. Adjournment

Next Scheduled MPO Technical Committee Meeting – Tuesday, November 4th, 2025, from 2:00-4:00 pm to be held via Microsoft TEAMS and at the Alaska DOT MatSu District Office at 500 S Seward Meridian Pkwy, Wasilla, Alaska.



MatSu Valley Planning (MVP) for Transportation
Metropolitan Planning Organization

**Technical Committee
Action Items
October 14th, 2025**

**Action: Motion to approve the October 14th Consent Agenda,
including the Agenda and Minutes**

MOTION:

Yes

No

Abstain

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

MOTION:

Yes

No

Abstain

Staff summary:

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

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

Together, these elements ensure the MTP is not only aligned with regional values and



priorities but also provides a transparent, strategic approach to addressing current needs and preparing for future growth.

After the Technical Committee reviews and recommends the draft statements, the Policy Board will review and approve them for release for a 30-day public comment period. This comment period provides the public with the opportunity to voice their alignment with the vision and highlight their priorities for the goals and objectives.

The MTP memo in the packet provides an overview of the Vision, Goals, and Objectives development process.

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

Action: Motion to recommend that the Policy Board adopt the Public Participation Plan as presented

MOTION:

Yes

No

Abstain

Staff Summary:

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

Key Changes

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

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

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



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

There is a full PPP update memo in the packet.

Action: Motion to recommend that the Policy Board approve and send a letter documenting to the lack of consultation on MVP's FFY 24 and FFY25 carryover funding and STBG, CRP and TAP allocations for FFY26, the 3'C process, utilization of MVP STBG and CRP funds without consultation, and for not involving MVP in the development of the FFY26-29 STIP prior to its release to the public.

MOTION:

Yes

No

Abstain

Staff Summary:

This memorandum documents MVP's concerns regarding the Alaska Department of Transportation and Public Facilities' (DOT&PF) failure to engage in required coordination and consultation related to Federal Fiscal Year 2026 (FFY26) carryover funding and Statewide Transportation Improvement Program (STIP) development. Specifically, DOT&PF did not consult MVP on the use of STBG, TAP, and CRP carryover funds, including August Redistribution reallocations for the Knik-Goose Bay Road project and fleet conversion efforts. Furthermore, DOT&PF is scheduled to release the Draft STIP for 2026–2029. Release of the STIP without prior consultation with MVP, in violation of federal requirements mandating early and ongoing collaboration with Metropolitan Planning Organizations. These actions undermine the federally mandated 3C (Continuing, Cooperative, Comprehensive) planning process and MVP's role in regional transportation planning. MVP calls on DOT&PF to recommit to meaningful coordination and uphold its obligations under federal law.

The full draft letter to the commissioners office is in the packet

MVP for Transportation Technical Committee Meeting

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
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Minutes

Tuesday, August 12th, 2025
2:00 – 4:00 pm

Meeting Location

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

1. Call to Order and Roll Call

The meeting was called to order at 2:01pm.

Members Present:

Adeyemi Alimi, ADEC
Adam Bradway for Ben White, Alaska DOT&PF
Alex Strawn, MSB (Chair)
Bob Charles Jr., Knik Tribe
Brian Winnestaffer, Chickaloon Native Village
Chris Bentz, Alaska DOT&PF
Crystal Smith, MSBSD
Dan Tucker, RSA Representative
Erich Schaal, City of Wasilla (Vice Chair)
Jude Bilafer, City of Palmer
Kate Dueber, ARRC
Lawrence Smith, Trucking Industry Advocate
Tom Adams, MSB

Members Absent:

Ben White, Alaska DOT&PF
Jennifer Busch, Public Transit
Randy Durham, MSB TAB
Stuart Leidner, Mobility Advocate

Visitors Present:

Anjie Goulding, MVP Transportation Planning Manager
Kelsey Anderson, RESPEC
Kim Sollien, MVP Executive Director
Lauren Little, DOT&PF
Rachel Greenberg, North Lake Community Council Member
Robert Wertman, RSG

MVP for Transportation Technical Committee Meeting

2. Consent Agenda (**Action Item**)
 - a. Approval of the August 12th, 2025, Agenda
 - b. Approval of the July 8th, 2025, Minutes

Motion to approve the Consent Agenda and Meeting Minutes (Tucker), seconded. Approved unanimously.

3. Staff/Committee/Working Group Reports
 - Staff Report
 - a. Schedule of topics

Kim Sollien provided a staff report.

- MTP Focus: Significant time spent working with RESPEC on MTP schedule adjustments due to model calibration challenges identified by RSG
- Staffing: Conducted interviews and reference checks for new employees; offers expected this week
- Element Agency Partnership: Working with PR firm on website updates and organizational branding; conducting interviews and planning photography/drone footage
- Political Engagement: Responding to inquiries from candidates running for office; planning to invite candidates to upcoming Policy Board meetings
- Insurance: Commercial insurance expected by end of week
- STIP Amendment #2: Substantial time spent reviewing and drafting memo regarding MVP fund allocation questions
- Public Participation Plan: Currently in 45-day public review period with digital ads in Mat-Su Frontiersman generating regular comments

No questions were raised from committee members.

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

Rachel Greenberg, member of the North Lakes Community Council Road and Traffic Committee, attended as an observer. She expressed interest in learning about the committee's work and how community councils can participate in the MPO process. Ms. Greenberg noted she was new to this type of meeting but was excited to be there and learn more. Kim Sollien acknowledged they had been trying to schedule a follow-up meeting to discuss community council engagement opportunities.

5. Policy Board July 23rd Action Items
 - a. Motion to approve the Public Participation Plan Update be released for 45-day Public Review Period (*Winnestaffer*), seconded. *Passed unanimously.*
 - b. Motion to approve \$99,330 from the Legislative Grant to cover the non-federal share of Pavement, Sign, Lighting, and Intersection Asset Management Plans (*Winnestaffer*), seconded. *Passed unanimously.*
 - c. Original motion was withdrawn. Motion to direct Kim to review STIP Amendment #2 with existing questions and bring formal comments back to the August meeting for Policy Board approval (*Ledford*), seconded. *Passed unanimously.*
 - d. Motion to approve a professional services agreement with Element Agency (motion as amended), (*Holland*); seconded. *Passed unanimously.*
 - e. Motion to approve the use of the Legislative Grant to cover the non-federal share of the MTP scope and budget update (*Charles*), seconded. *Passed unanimously.*
 - f. Motion to approve hiring additional planning staff (*Winnestaffer*), seconded. *Passed unanimously.*

Kim Sollien reported on Policy Board actions from July 23rd meeting.

6. Action Items
 - a. Memo from the MVP Policy Board about FHWA & FTA Approved STIP Amendment #2 regarding FFY24, FFY25 STBG, CRP and TAP suballocations, carryover funds, FTA 5307 funding, and questions around MVP's approved Program of Projects. **Recommended Motion: Motion to recommend that the Policy Board send a memo to the Alaska DOT**

MVP for Transportation Technical Committee Meeting

Commissioner's office and STIP Team outlining MVP's funding and project questions documented in STIP Amendment #2.

Kim Sollien gave a staff report, reviewing information starting on page 18 in the packet. Kim has been tracking the funding that the Technical Committee and Policy Board approved for use of MVP's funding in the STIP. Staff has asked questions about how the funding was being used and received a letter back from the commissioner. Then STIP Amendment #2 came out, which brought up many new questions outlined in the packet regarding how the approved STIP is using the funding. The request in the letter is for an accounting of all unobligated funding and to ask for it to be carried forward.

Key issues identified:

- Fund Allocation Discrepancies: 11 projects using MVP funding differently than approved or without coordination
- Carryover Questions: Unclear accounting of unobligated funds from FY24-25
- FTA 5307 Funding: Split letter between Alaska Railroad and Borough not completed
- Documentation Challenges: Lack of clear change logs making it difficult to track modifications

Discussion:

Brian Winnestaffer: When we have our own TIP, will it solve this problem?

Adam Bradway: Yes, the TIP will get the money moved to you, and DOT&PF will just be spending it on the approved MVP projects.

5307 Split Letter Discussion:

Brian Winnestaffer: What was the Alaska Railroad going to be using the money for?

Kate Dueber: It's the money that was coming to them from AMATS, just under \$300K. Now that funding comes to MVP, they are looking for that same amount.

Brian Winnestaffer: Worried about giving money to ARRC taking from transit money.

Kate Dueber: We can only use the funding for planning or capital. That would be used for rail and bridge maintenance in the MPO area.

Dan Tucker: Does this mean that there would be public commuter service?

Kate Dueber: No, cannot use the funds that way. We can only use them for capital.

Strategic Discussion:

Kim Sollien: Question is - Do we keep pushing? Or do we let it stay the way it is?

Adam Bradway: Doesn't know if we can get anything changed for FY24 and FY25 because it's too late but would be good to know what is left so that we can plan for FY26 and FY27, especially because by FY27 MVP will likely have quite a few projects by then.

Bob Charles: What is the timing on the new STIP?

Adam Bradway: The thought process is that as of December we will create a new STIP for FY26-29.

Brian Winnestaffer: Aren't we required to report on this? So how are we able to do that?

Adam Bradway: Not until it is in your MTP and TIP.

Brian Winnestaffer: So, we are not obligated until we have that?

Adam Bradway: Yes, at that point this will become a much more formal process. And remember that DOT&PF is always on the hook.

Brian Winnestaffer: Feels like legally, it's probably a requirement to send this letter and show we are tracking and paying attention.

Additional 5307 Discussion:

Kate: If we request to formally pause the 5307 funding, will that affect the MSB?

Adam Bradway: There is a split currently in place with Fairbanks and urbanized areas. Julius said that is the same document, and that is the document that would need to be addressed in order to add in ARRC for the railroad. Currently it is defined as Fairbanks Transit and MSB.

Kate: That can be a different conversation, ARRC has a different understanding.

Additional Discussion:

MVP for Transportation Technical Committee Meeting

Adam Bradway noted that STIP Amendment #2 is already approved, making retroactive changes difficult.

Discussion of need for better coordination and accounting of MVP funds. There is concern about accountability for MPO fund tracking and reporting.

Motion to approve (Winnestaffer), seconded. Approved unanimously.

7. Old Business

a. MTP Update

- RSG Travel Model Technical Memo and Presentation

Robert Wertman provided comprehensive presentation on travel demand model development:

Model Background:

- MATSU model derivative of 2013 AMATS model
- Behavioral patterns need updating for proper calibration
- Currently over-predicting trips in region

Work Completed:

- Model system review and suitability assessment (60% complete)
- 2050 Horizon land use forecast development
- Recalibration efforts began August 11, 2025

Data Sources:

- 2013 AMATS Regional Household Travel Survey (included MVP region)
- 2019 Census and American Community Survey data
- School enrollment and employment data
- Local GIS data sources

Model Applications:

- Primary focus on roadway network analysis
- Limited sensitivity for non-motorized and detailed transit analysis
- Regional/area-wide accuracy rather than link-level precision

Timeline:

- Recalibration completion: First week of September
- Systems Deficiency Report draft: End of October
- Gap analysis completion: December

Expected Deliverables:

- Baseline 2050 model run (no-build scenario)
- Build scenario with identified projects
- Analysis of VMT, VHT, and delay metrics
- RESPEC Existing Conditions Report Plan Review: Project List
- MTP Goals and Objectives work session meeting date TBD

Kelsey Anderson provided project timeline updates:

- Existing conditions report nearly complete, awaiting model calibration
- Goals and objectives special meeting: September 2nd
- Agency project nominations: November
- Public process: December

8. New Business

a. Title VI Training

- [Title VI video](#) and [PowerPoint](#) Review
- Title VI Trivia

Kim Sollien conducted mandatory Title VI training including:

- Background on Title VI of Civil Rights Act of 1964

MVP for Transportation Technical Committee Meeting

- Requirements for federal transportation funding recipients
- Interactive quiz on Title VI principles and requirements
- Emphasis on ensuring equitable access to transportation planning processes

- b. Review and update MVP's updated Program of Projects FFY24, FFY25, FFY26

Discussion of approach for FY26 funding programming:

- Staff will prepare updated Program of Projects for next meeting
- Focus on FY26 allocations while accounting for FY24-25 carryover uncertainties
- Committee requested full accounting showing both approved allocations and STIP Amendment #2 actual allocations

Staff Direction: Prepare comprehensive accounting with multiple scenarios for FY26 programming.

9. Other Issues

- a. Transit update

Transit roundtable meeting scheduled for August 13th at lunchtime via Teams

10. Informational Items

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

Lauren Little presented on new federal initiative (Safe Arterials for Everyone through Reliable Operations and Distraction-reducing Strategies):

Initiative Overview:

- Focus on arterial roadway systems with high fatality rates
- Data-driven identification of problem locations
- State plan required within one year

Alaska's Approach - Four Categories:

1. Safety Locations: High crash locations using Highway Safety Improvement Program data, ranked by crash cost per mile
2. Bridge Restrictions: Bridges with operational limitations including:
 - Poor condition bridges
 - Narrow bridges restricting non-motorized users
 - Load-restricted bridges
 - Height-restricted bridges
 - Non-redundant steel tension member bridges
3. Freight Bottlenecks: Based on 2018 freight bottleneck report (reviewed 2021), including Parks Highway through Wasilla
4. Congestion: Intersections operating at Level of Service D for 8+ months annually using INRIX crowdsourced data

MVP Area Highlights:

- Gamble Street identified as highest crash cost per mile statewide
- Several bridges and intersections in region identified
- Parks Highway through Wasilla flagged as freight bottleneck

Next Steps:

- List submission deadline: August 29th
- Feedback requested from MPOs on missing locations
- Future prioritization and solution development phases

- b. Website Update and PPP 45-Day Public Comment Period [MVP PPP Draft](#)

Public Participation Plan in 45-day public review through September 11th. Updated document will return to Technical Committee in October for Policy Board recommendation.

MVP for Transportation Technical Committee Meeting

11. Technical Committee Comments

No additional comments from committee members.

12. Adjournment

The meeting was adjourned at 3:56pm.

Next Scheduled MPO Technical Committee Meeting – Tuesday, September 9th, 2025, from 2:00-4:00 pm to be held via Microsoft TEAMS and at the Alaska DOT MatSu District Office at 500 S Seward Meridian Pkwy, Wasilla, Alaska.

DRAFT



Staff Report September 2025

FFY25/26 UPWP Tasks

No Technical Committee or Policy Board meeting was held during September

TASK 100 A UPWP

Task 100 B Metropolitan Transportation Plan

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

TIP Scoring Criteria

Complete Streets Policy

Task 100 C TransCad Modeling

- Reviewed the new MVP 2050 Allocation Memo from RSG

TASK 100 D Household Travel Survey

TASK 100 E Transportation Improvement Program

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

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

TASK 100 G Support Services



Staff Report September 2025

Budget Management

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

Meetings

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

Staffing

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

Office Management

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



Staff Report September 2025

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

Correspondence

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

Nonprofit Filings and Reports

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

Organizational Documents

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

Agency Relationships

Contract Management

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

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



Staff Report September 2025

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

Strategic Planning

Short-Range and Tactical Planning

Long-Range Planning

Funding / Budget

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

Training

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

TASK 200 A MSB Public Transit Planning Support

TASK 200 B Transit Development Plan

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

TASK 300 Asset Management Plans

TASK 300 A MVP Sign Management Plan

TASK 300 B MVP Advanced Project Definition

TASK 300 C MVP Streetlight and Intersection Management Plan

TASK 300 D Pavement Asset Management Plan



Staff Report October 2025

FFY25/26 UPWP Tasks

TASK 100 A UPWP

- Prepared the TC agenda and packet

Task 100 B Metropolitan Transportation Plan

- Met with the MTP Team to finalize the draft Vision Goals and Objectives for the TC packet
- Reviewed the draft Press Release for the MTP Vision, Goals, and Objectives

TIP Scoring Criteria

Complete Streets Policy

Task 100 C TransCad Modeling

- Reviewed the new MVP 2050 Allocation Memo from RSG

TASK 100 D Household Travel Survey

TASK 100 E Transportation Improvement Program

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

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

TASK 100 G Support Services

Budget Management

- Met with the accountant to discuss the year-end financial report

Meetings

- Met with FHWA, FTA, and the other MPO directors to discuss the Peer Exchange and whether progress has been made on better coordination and communication
- Met with Adam Bradway to discuss ongoing MTP funding issues for public involvement and MVP budget guidelines within the UPWP
- Met with Element to finish Brand Refresh Deliverables

Staffing

Correspondence



Staff Report October 2025

- Drafted a new letter to Alaska DOT & PF for TC and Policy Board approval highlighting the lack of consultation on MVP's carryover funding, the 3'C process, utilization of MVP STBG and CRP funds without consultation, and for not involving MVP in the discussion about the FFY26-29 STIP prior to its release to the public.
- Attended the MPO/DOT Quarterly meeting

Nonprofit Filings and Reports

Organizational Documents

Agency Relationships

Contract Management

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

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

Strategic Planning

Short-Range and Tactical Planning

Long-Range Planning

Funding / Budget

Training

TASK 200 A MSB Public Transit Planning Support

TASK 200 B Transit Development Plan

TASK 300 Asset Management Plans

TASK 300 A MVP Sign Management Plan

TASK 300 B MVP Advanced Project Definition

TASK 300 C MVP Streetlight and Intersection Management Plan

TASK 300 D Pavement Asset Management Plan

June 2025

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

July 2025

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

August 2025

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

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

September 2025

PB and TC Meeting Canceled
Staff attending AMPO
ED on vacation

October 2025

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

November 2025

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

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

December 2025

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

January 2026

February 2026

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

March 2026

- Finalize MTP Project list

April 2026

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

May 2026

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

June 2026

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

July 2026

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

August 2026

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

September 2026

October 2026

- TIP Completion

December 2026

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

EXTERNAL MEMORANDUM

To: Kim Sollien
Executive Director
MatSu Valley Planning for Transportation

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

Date: October 3, 2025

Subject: MTP Vision, Goals, and Objectives

EXECUTIVE SUMMARY

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

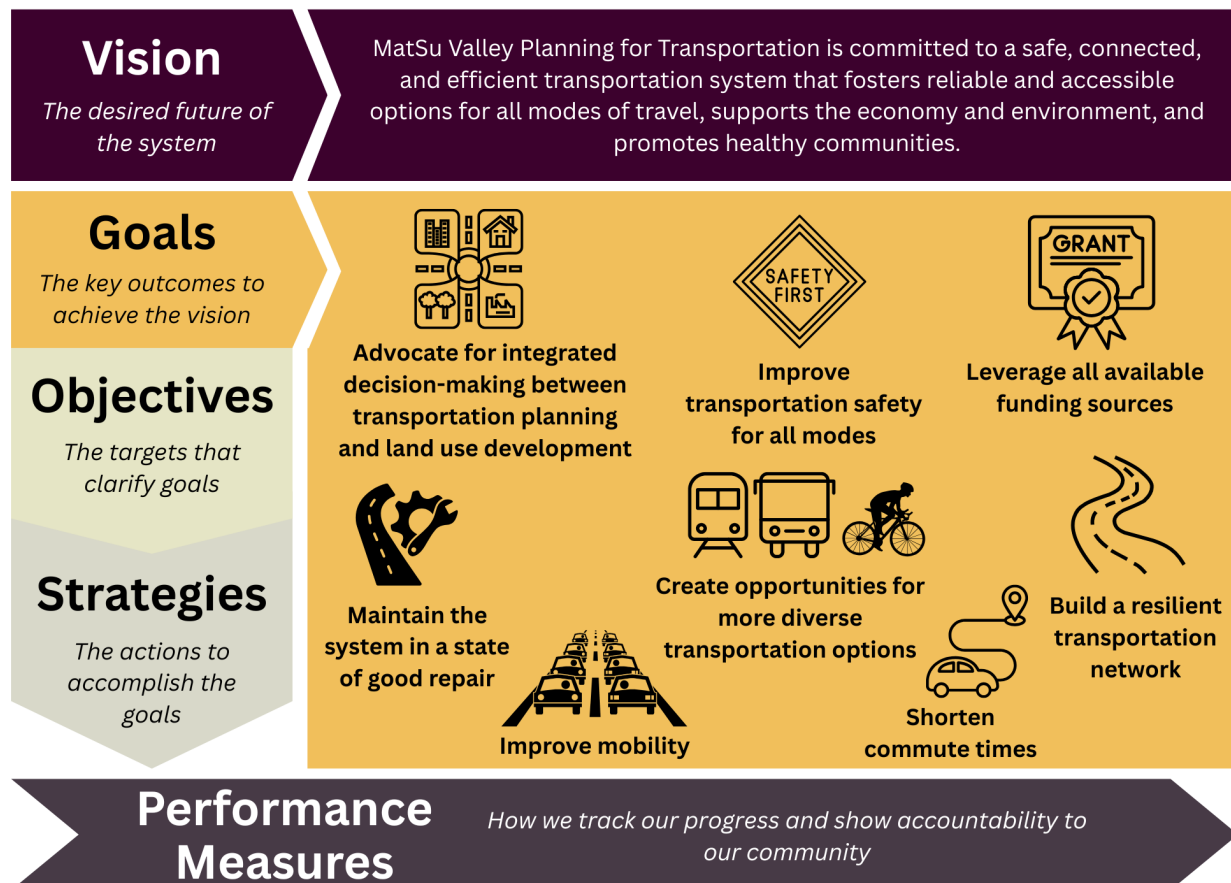
After the Technical Committee reviews and recommends the draft statements, the Policy Board will review and approve them for release for a 30-day public comment period. This comment period provides the public with the opportunity to voice their priorities for the goals and objectives and ensures transparency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

OVERVIEW

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

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

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



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

DEVELOPING THE FOUNDATION WITH LOCAL EXPERTISE

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

THE BIG PICTURE: VISION STATEMENT

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

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

VISION STATEMENT

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

Workshop Participants

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

THE KEY OUTCOMES: GOALS

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

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

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

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

THE TARGETS: OBJECTIVES

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

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



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

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

POLISHING THE VISION: POST-WORKSHOP EDITS AND ENHANCEMENTS

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

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



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

Table 2. Post-Workshop Goal Revisions

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

ALIGNMENT WITH FEDERAL REQUIREMENTS

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

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

FEDERAL PLANNING FACTORS (23 CFR 450.306)

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

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

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

Federally required national performance goals shape measurable outcomes for MTPs:

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

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

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

Table 3. Alignment of Goals With Federal Requirements

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

INVITING PUBLIC PARTICIPATION

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

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

Table 4. Draft Goals and Objectives for Public Review

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

HOW WILL YOUR VOICE BE INCORPORATED?

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

NEXT STEPS

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

Next steps for the MTP development process include the following:

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

VISION, GOALS, AND OBJECTIVES FOR APPROVAL

VISION STATEMENT

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

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

Draft Goals and Objectives for Public Review

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MATSU VALLEY
PLANNING *for*
TRANSPORTATION

Public Participation Plan

Approved DATE





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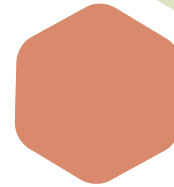
What is a Public Participation Plan?

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

The purpose of MVP's PPP is to provide:

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

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





What is MVP and why was it formed?

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

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

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

History of MPOs

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





MatSu Valley Planning *for* Transportation

Formation of MVP

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

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

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

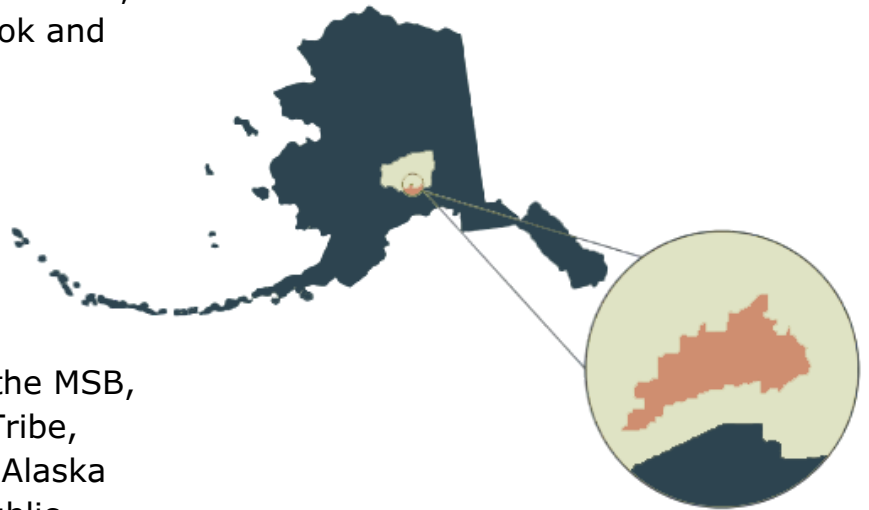
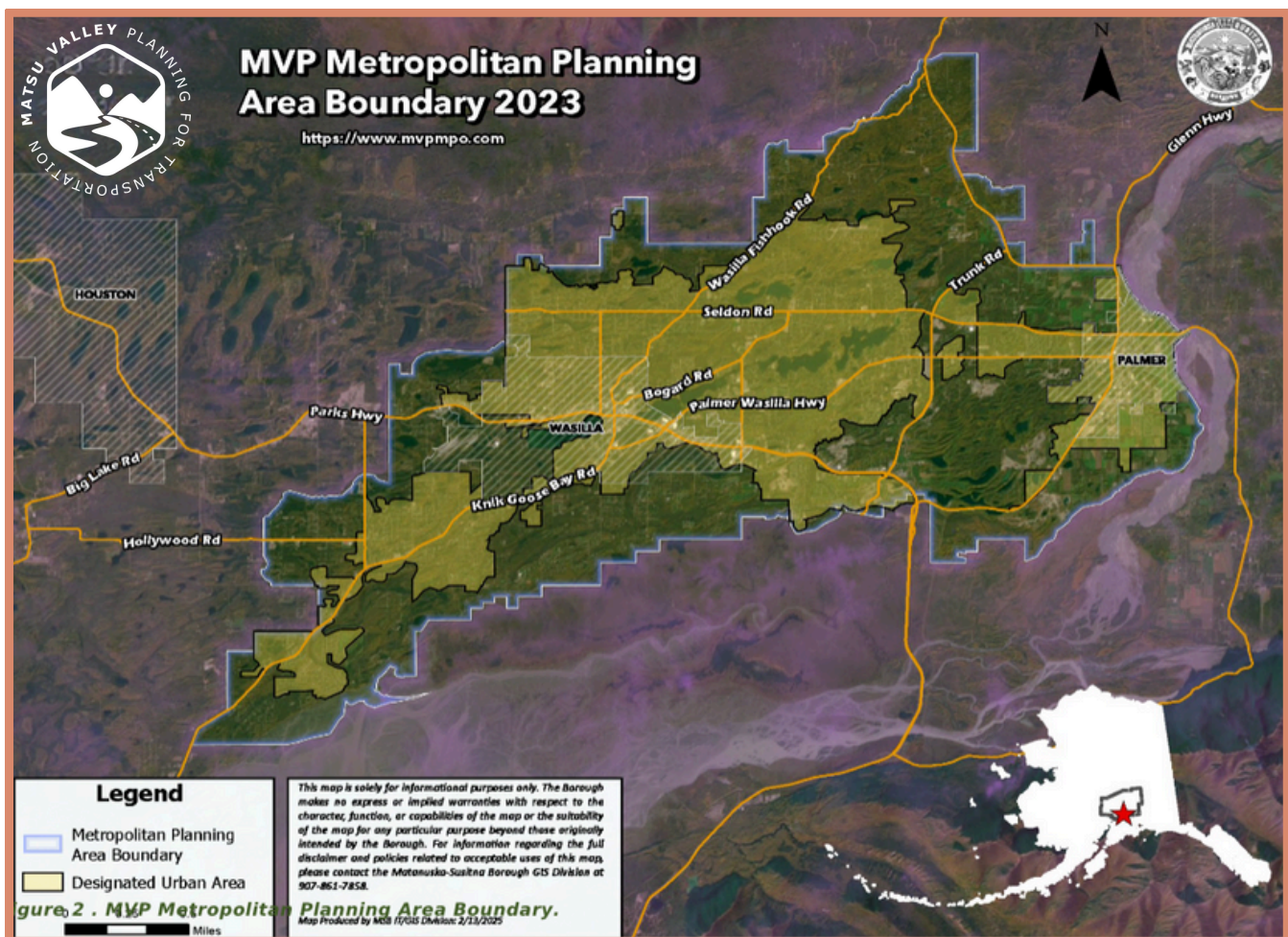


Figure 1. Location of MVP Within Alaska



MatSu Valley Planning *for* Transportation

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



¹ 23 CFR § 450.310

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

³ 23 CFR § 450.312



What Does MVP Do?

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

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

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

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

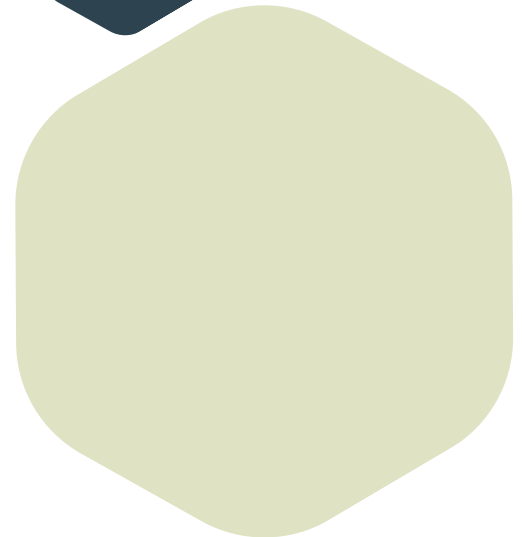
The PPP supports the fulfillment of these core functions by actively engaging the people who live, work, visit, play, and conduct business in the MPA to provide feedback on the goals, priorities, needs, challenges, and opportunities of the transportation system.



MatSu Valley Planning *for* Transportation

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

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





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

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



MatSu Valley Planning *for* Transportation

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

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

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

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

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

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





MatSu Valley Planning *for* Transportation

Table 2. Requirements for Administrative Modifications and Amendments

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





How Can People Participate?

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



Community Partnerships

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



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

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

Federal Coordination

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

State Collaboration

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

Local Connection

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



MVP History

2020

- Pre-MPO Technical Committee is formed.



2021

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

2022

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



2023

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



2024

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



2025

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





Everyday Engagement Tools

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

Visual Identity and Recognition

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

Digital Presence

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

Traditional Media

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

Information Design

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

Community Connection

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



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

In-Person Access and Support

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

Open Meeting Framework

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





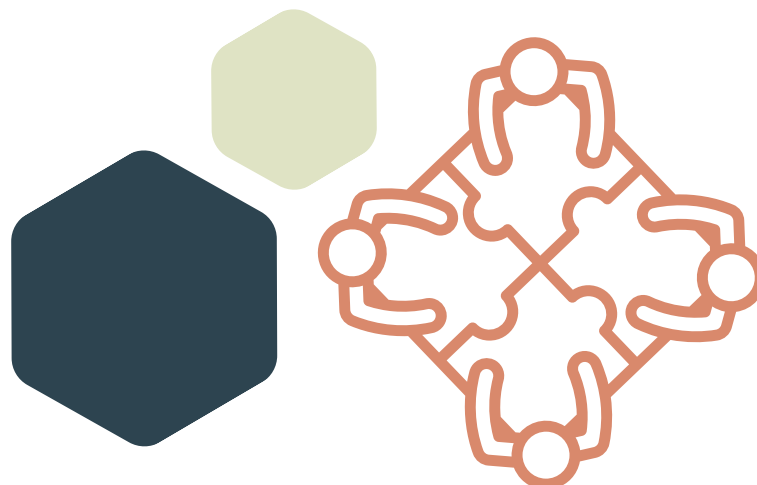
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Table 3: Meeting Notice Protocol

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

Comprehensive Engagement Tools

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





Public Review and Comments

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



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



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Table 4: Plan Review Period Notice Protocol

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

Detailed Communication Plans

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

Expanded Digital Presence

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



Broader Media Strategy

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

Targeted Feedback Collection

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

Direct Community Outreach

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

Enhanced Accessibility

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

Specialized Engagement

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



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





Why is Public Participation Required?

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

Relevant laws include:

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

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

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

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



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

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

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

Equity and Nondiscrimination

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

Removing Barriers to Participation

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

⁴ [23 CFR § 450.306\(b\)](#).

⁵ [23 CFR § 450.316\(a\)](#).

⁶ [23 CFR § 450.316\(c\)](#).



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

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

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

Requests for Special Accommodations and Complaints Procedure

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

Monthly Open Meetings

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

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

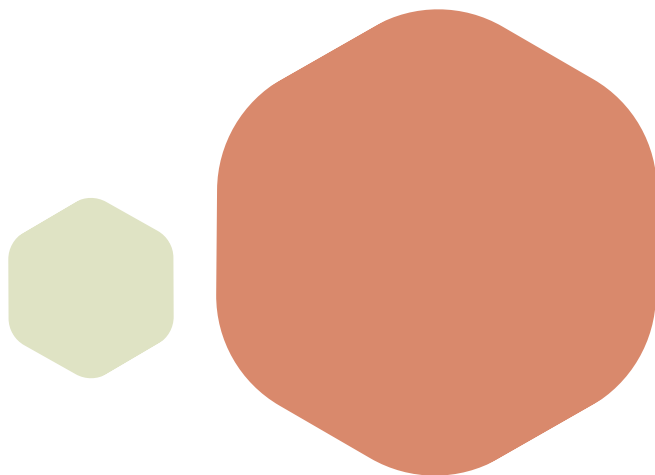


- **Every Policy Board and Technical Committee meeting** will have a “Voices of the Visitors” item on the agenda to allow public comment on any topic not listed as an action item on the agenda. The Chair may specify a time limit for public testimony at the beginning of each meeting.
- **All action items**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

Ongoing Online Access

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

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





How Does MVP Measure Success?

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

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

Table 5: Example Measures by Type of Activity

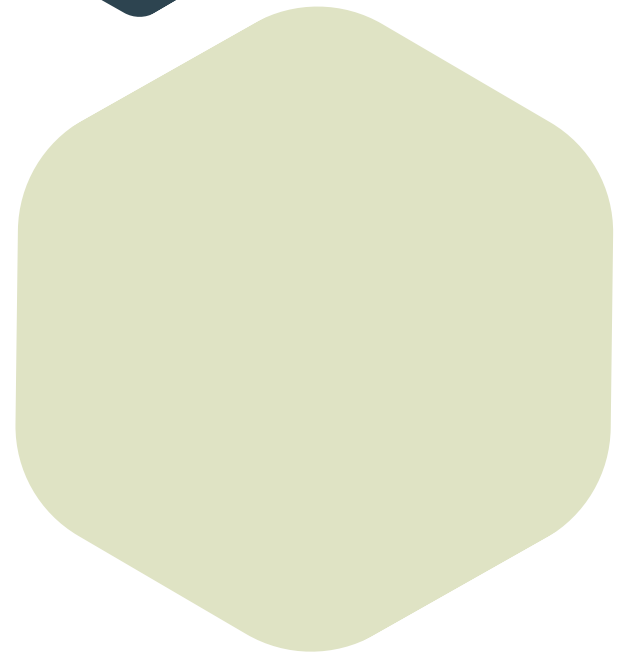
In-Person
• Number of presentations given • Number of tabling events • Number of visitors at tabling events
Analog
• Number of survey responses • Number of phone calls received • Number of letters received
Digital
• Number of website comment form submissions • Number of emails received • Number of interactive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





Conclusion

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





Abbreviations and Definitions

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

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

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

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

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

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

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



Abbreviations and Definitions

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

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

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

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

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

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

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

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

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

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

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



Abbreviations and Definitions Continued

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

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

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

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





MATSU VALLEY PLANNING *for* TRANSPORTATION

○ **Report Information**

MatSu Valley Planning *for* Transportation

Public Participation Plan

Adopted [Date]

○ **Contact Information**

Address:

MatSu Valley Planning for Transportation

P.O. Box 2587

Palmer, AK 99645

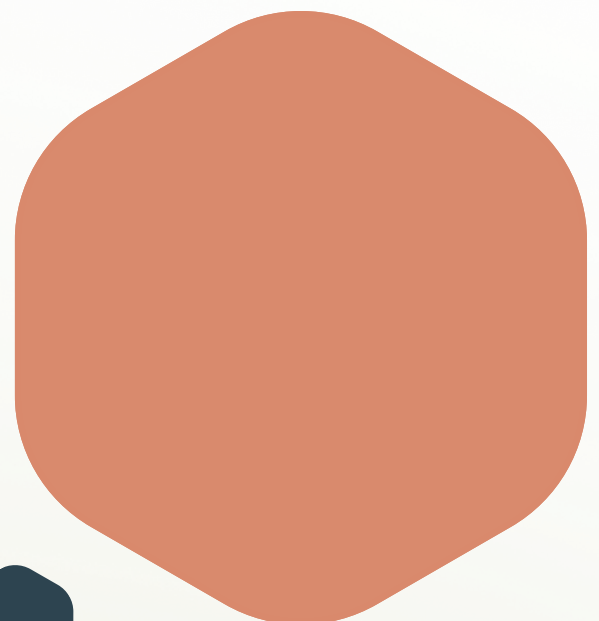
Phone: (907) 921-2425

Website: *MVPMPO.com*

Email: *info@mvpmmpo.com*

○ **Credits**

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





Executive Summary: Public Participation Plan Final Draft Overview

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

Key Changes

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

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

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

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

Public Comment Period

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

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

Response sent to above comments:

Dear _____,

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



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

Next Steps

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

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

Thank you,
MVP Staff

Recommendation

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

10.8.2025

ATTN: Commissioner Anderson and the STIP team

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

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

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

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

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

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

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

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

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

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

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

23 U.S.C. § 175(c)(1):

(4)Coordination in urbanized areas.

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

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

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

5. The 3C Planning Process and Required MPO Coordination

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

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

Consultation and Communication Expectations

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

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

Conclusion

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

Sincerely,

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

CC:

Emily Hayes FHWA
Randy Warden FHWA



ATTACHMENT A

PROJECT LISTS FROM REGIONAL PLANNING EFFORTS

MSB BPP

MSB CSAP

MSBM OS&HP

City of Palmer Capital Improvement Program

City of Wasilla Capital Improvement Program

DOT&PF 2024-2027 STIP



MATANUSKA-SUSITNA BOROUGH BICYCLE AND PEDESTRIAN PLAN (BPP) – ADOPTED SEPTEMBER 26, 2023

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Recommended Projects

BPP Recommended Projects within MPO Boundary

Recommendation	Description	Time Frame	Purpose	Funding Mechanism
12. Palmer to Sutton pathway along the Matanuska River	Reconstruct the existing railroad bed into a pathway. Stabilize slopes that are subject to erosion.	Long-term	Safety, Mobility	
13. Inner and Outer Springer Loops shoulder widening	Widen the shoulders on both sides of these roads to 5'.	Near-term	Safety, Mobility	
14. Evergreen Ave/Airport Road pathway	Construct a pathway along Evergreen Avenue and Palmer Airport Road, creating a connection from Gulkana Street to Arctic Avenue. Designed and planned to be constructed.	Near-term	Connectivity, Mobility	
15. Palmer East/West Abandoned rail line pathway	Turn the abandoned railroad between Thuma St and Inner Springer Loop into a bike/pedestrian trail. Proposed by public comment and approved by Steering Committee.	Long-term	Connectivity, Mobility	
16. S Gulkana Pathway extension north	Create a path along S Gulkana St from E Fireweed Ave to the existing path near the Dr. Myron F. Babb Arboretum. Proposed by public comment and approved by Steering Committee.	Long-term	Connectivity, Mobility	
17. South Gulkana Street crossings	Provide pedestrian crossing facilities at South Gulkana Street intersections with East Dahlia Avenue and East Elmwood Avenue.	Mid-term	Safety, Mobility	HSIP, SS4A grants
18. Arctic Avenue at Gulkana Street crossing	Provide a pedestrian crossing at this unsignalized intersection.	Near-term	Safety, Mobility	HSIP, SS4A grants
19. Arctic Avenue bike lanes	Provide bike lanes on both sides of Arctic Avenue between Glenn Highway and South Airport Road.	Mid-term	Safety, Mobility	HSIP, SS4A grants
20. Valley Way Intersection Crosswalks	Create crosswalks/connections between the pathway along S. Valley Way and the other side of the road at Cottonwood Ave, Dogwood Ave, Blueberry Ave, and Dahlia Ave. Proposed by public comment and approved by Steering Committee.	Long-term	Safety, Connectivity, Mobility	SS4A grants

Recommendation	Description	Time Frame	Purpose	Funding Mechanism
21. S Colony Way Pathway	Add a path along S Colony Way connecting the path at the intersection of the Glenn Highway/East Harold Street (where E Harold St turns into S Colony Way) to the Palmer Visitor Information Center. Proposed by public comment and approved by Steering Committee.	Mid-term	Connectivity, Mobility	SS4A grants
22. Arctic Avenue at Valley Way crossing	Provide a pedestrian crossing of Arctic Avenue at the intersection with Valley Way.	Near-term	Safety, Mobility	HSIP, SS4A grants
23. North Valley Way pathway	Pave and maintain the pathway within the Alaska Railroad right-of-way along North Valley Way to the Matanuska River.	Mid-term	Mobility	
24. Colony Way to Amoosement Park Pathway	Create a sidewalk along W Fireweed Ave, Cobb St, and W Fern Ave to connect S Colony Way to the Amoosement Park. Proposed by public comment and approved by Steering Committee.	Long-term	Safety, Connectivity, Mobility	SS4A grants
25. Arctic Avenue to Auklet pathway connection	Create a Path connection from Arctic Avenue to Auklet along the Glenn Highway. Construct a new sidewalk on the south side of Auklet Avenue that crosses the railroad corridor and Valley Way and continues to Gulkana Street. Proposed by public comment and approved by Steering Committee.	Mid-term	Safety, Connectivity, Mobility	SS4A grants
26. Glenn Highway Pathway South of Palmer	Add a separated path along the Glenn Highway from South Inner Springer Loop to the Matanuska Lake State Rec Area. Project is already funded and designed.	Near-term	Safety, Connectivity, Mobility	N/A
27. Glenn Highway path	Provide a separated path along Glenn Highway from the northwest corner of Bogard & Glenn Highway to Palmer-Fishhook Road.	Mid-term	Safety, Connectivity, Mobility	SS4A grants
28. Felton Street pathway	Develop a pathway along Felton Street north of the Palmer-Wasilla Highway to Bogard Road. The project is nearly completed.	Near-term	Safety, Connectivity, Mobility	N/A
29. Maple Springs Pathway	Create a sidewalk on Maple Springs Way. Proposed by public comment and approved by Steering Committee.	Mid-term	Safety, Mobility	SS4A grants
30. North Hemmer Road pathway	Develop a pathway along Hemmer Road north of the Palmer-Wasilla Highway to Bogard Road. This project is already in the design phase as part of the extension/repaving of North Hemmer Road.	Near-term	Safety, Connectivity, Mobility	

Recommendation	Description	Time Frame	Purpose	Funding Mechanism
31. Palmer-Fishhook Road Separated Path	Provide a separated pathway from the Glenn Highway to Little Susitna River Bridge linking to the heavily used Trunk Road pathway. This is a project in the 2021 Transportation System Package.	Near-term	Safety, Connectivity, Mobility	2021 Transportation System Package
32. South Hemmer Road pathway	Develop a pathway along Hemmer Road south of the Palmer-Wasilla Highway to the Valley Pathways School. This project is already in the design phase as part of the extension of South Hemmer Road.	Near-term	Safety, Connectivity, Mobility	
33. South Hemmer Road extension	Construct a parking lot on the borough-owned parcel west of the Valley Pathways School and extend South Hemmer Road to provide access to the Crevasse Moraine trail system.	Near-term	Mobility, Connectivity, Congestion Relief	
34. Snowgoose pathway extension South	Create a pathway from E Bogard Rd to N Palmer-Fishhook Rd following N Arabian Ln, E Scott Rd, and N Snowgoose Rd. Proposed by public comment and approved by Steering Committee.	Long-term	Safety, Connectivity, Mobility	SS4A grants
35. 49th State Street separated path	Construct a separated pathway along 49th State Street between Bogard Road and Palmer-Wasilla Highway to connect with separated paths on both of those roadways.	Near-term	Safety, Connectivity, Mobility	HSIP, SS4A grants
36. Future Hospital Access Road Pathway	Construct a path along future road that will provide alternative access to Matsui Regional Hospital, near the Glenn Highway Park Highway Interchange. Proposed by public comment and supported by the OSHP.	Mid-term	Connectivity, Mobility, Congestion Relief	
37. Colony Middle School	Construct an 800-foot paved, lighted multi-use path from the cul-de-sac on Broadway Dr. to the sidewalk on the south side of the school. Construct 1,600 feet of paved, lighted multi-use path along the south side of Colony School Dr. Construct a 2,400-foot paved, lighted multi-use path along east side of N. 49th State St. from Ortner Loop to Colony School Dr. Construct crosswalk at intersection of Colony School Dr. and N. 49th State St.	Near-term	Safety, Connectivity, Mobility	2021 MSB Transportation System Package
38. Pioneer Peak Elementary	Construct 600 feet of paved, lighted multi-use path along east side of Old Trunk Rd. from the Palmer-Wasilla Hwy. to the school entrance. Construct 750 feet of sidewalk along school entrance Rd. from Old Trunk Rd. to existing school sidewalk. Construct a new bus only entrance and exit on the north side of the school from the proposed Trunk Road Connector; include pedestrian facilities	Near-term	Safety, Connectivity, Mobility	SS4A grants

Recommendation	Description	Time Frame	Purpose	Funding Mechanism
	to connect with the recommendation below. Construct a multi-use path on the south side of the proposed Trunk Road Connector between the new school entrance and New Trunk Rd.; include a pedestrian facility for crossing New Trunk Rd. with access to the subdivision to the east.			
39. Stringfield Road pathway	Convert Old Trunk Road/Stringfield Road to a pathway along Wasilla Creek from Katherine Road to Bogard Road.	Mid-term	Mobility	SS4A, HSIP
40. Machetanz Elementary	Install 1 mile of paved, multiuse path on the east side of Nelson Rd. from the north end of S. Withers Loop south to the school. Install sidewalks along S. Paddock Dr. and E. Fetlock Dr. Add lighting along 400 feet of the path behind the school; surface the path with asphalt. Construct left turn pocket for Nelson Road southbound traffic into drop-off zone. Construct right turn lane for Nelson Road westbound traffic into drop-off zone. Provide more frequent messaging to parents regarding the do's and don'ts of student drop-off/pick-up.	Near-term	Safety, Connectivity, Mobility	2021 MSB Transportation System Package
41. Engstrom Road Pathway	Widen shoulders on Engstrom from Bogard to Hart Lake Loop. Proposed by public comment and approved by Steering Committee.	Long-term	Safety	SS4A grants
42. Finger Lakes Elementary	Expand parent drop off area; install 20 additional parking spot. Connect E. Fir Rd. to E. Eek St. (approximately 400 feet of Rd.way). Install 1,000 feet of lighting along the south side of E. Eek St. from E. Westview Cir. to N. Earl Dr. Install 1,700 feet of lighting along the east side of N. Earl Dr. from Bogard Rd. to E. Eek St.	Near-term	Safety, Connectivity, Mobility	SS4A grants
43. Tex-Al Drive path	Add a separated pathway the length of Tex-Al Drive, including the new connecting segment proposed in the 2021 Transportation System Package.	Near-term	Safety, Connectivity, Mobility	2021 Transportation System Package
45. Seward Meridian Parkway crossing treatment	Provide a pedestrian crossing at the intersection with East Blue Lupine Drive to connect the separated path on Blue Lupine to the Seward Meridian pathway.	Mid-term	Safety, Connectivity, Mobility	SS4A grants, HSIP
46. Seward Meridian Road path	Provide a separated path along Seward Meridian between Palmer-Wasilla Highway and Seldon Road. The project is already funded and designed through the Seward Meridian Parkway Road Improvement Project.	Near-term	Safety, Connectivity, Mobility	N/A

Recommendation	Description	Time Frame	Purpose	Funding Mechanism
47. Crosswalk for access to Fronteras Spanish Immersion Charter School	Provide bike and pedestrian access to the Fronteras Spanish Immersion Charter School on the east side of Seward Meridian as part of the planned Seward Meridian upgrade. Proposed by public comment and approved by Steering Committee.	Mid-term	Safety, Connectivity, Mobility	SS4A grants; HSIP
48. Teeland Middle	Construct 1.6 miles of paved, lit multi-use path along the south side of E Seldon Rd. from Wasilla Fishhook Rd. to Tait Dr. Reconfigure the vehicle entrances and exits to allow only one-way traffic. Install a mid-block crossing on Seldon Rd. near Anoka Pl., including pedestrian-activated RRFB and pavement markings.	Near-term	Safety, Connectivity, Mobility	SS4A grants
49. Bogard Road separated path	Provide a dedicated pathway on this busy road between Trunk Road and Lucille.	Near-term	Safety, Mobility	SS4A grants
50. Shaw Elementary – Foxtrot Avenue Extension	Extend Foxtrot Avenue from Paradise Lane to N Sierra St. Improve intersection with Paradise Lane and N. Wasilla Fishhook Rd.	Near-term	Safety, Connectivity	
51. Wasilla-Fishhook Road	Provide a separated pathway along Wasilla-Fishhook Road from Seldon Road to Palmer-Fishhook Road.	Mid-term	Safety, Mobility	SS4A grants, HSIP
52. Hermon Road Upgrade	Pathway along Herman Road. Planned and in design with DOT – includes pedestrian/bicycle amenities.	Near-term	Safety, Mobility	
53. Bogard Road separated path	Provide a separated pathway on this busy road between the Bogard Road roundabout to Peck Street.	Near-term	Safety, Mobility	SS4A grants, HSIP
54. Larson Elementary	Add 1,400 feet of paved, lighted multi-use path along west side of Larson Elementary Rd. from E. Seldon Rd. to the school. Widen to 8 feet and add lighting to bike path on west side of school. Construct 1.6 miles of paved, lighted multi-use path on the south side of Seldon Rd. from Wasilla Fishhook Rd. to Tait Dr. (same recommendation as for Teeland Middle School). Add mid-block crossing on Seldon Rd. at Winona St. Add mid-block crossing on Seldon Rd. at Anoka Pl. Add flashing 20 mph school zone signs on Seldon Rd.	Near-term	Safety, Connectivity, Mobility	2021 Transportation System Package
55. Crossing improvements at Parks Highway and Palmer-Wasilla Highway	Improve the pedestrian crossing facilities at this intersection. Additional study is needed, but potential solutions may include pedestrian refuge islands or leading signal intervals.	Near-term	Safety, Connectivity, Mobility	SS4A grants, HSIP
56. Fairview Loop path	Extend the separated pathway along Fairview Loop from S Knik-Goose Bay Road to South Abby Boulevard.	Mid-term	Safety, Connectivity, Mobility	SS4A grants, HSIP

Recommendation	Description	Time Frame	Purpose	Funding Mechanism
57. Fern Street path	Provide a connection between KGB Road and Fairview Loop in this fast-growing portion of the borough. This is a project in the 2021 Transportation System Package.	Near-term	Safety, Connectivity, Mobility	2021 Transportation System Package
58. Wasilla Middle School	Terrace and landscape the wooded area south of school to improve visibility; this may be accommodated with the new library project. Construct 2,200-foot paved, lighted multi-use path along the south side of Bogard Rd. from Wasilla Fishhook Rd. to N. Crusey St. Add lighting to existing path southwest of school and along E. Swanson Ave. Construct 250-foot multi-use path connecting easternmost school sidewalk to sidewalk along N. Crusey St.	Near-term	Safety, Connectivity, Mobility	SS4A grants
59. Iditarod Elementary	Construct a paved, lighted multi-use path between west end of East Carpenter Circle and Wasilla High School parking lot. Construct a sidewalk along eastern edge of Wasilla High parking lot and connect to existing pedestrian improvements. Construct a sidewalk along the south side of East Kalli Circle aligned with the existing ladder-style crosswalk on North Wasilla Fishhook Rd. Reconstruct existing ladder-style crosswalk located on the south side of East Carpenter Circle crossing over North Wasilla Fishhook Road to East Kalli Circle using inlaid methyl methacrylate markings. Install a ladder-style crosswalk on East Carpenter Circle connecting existing multi-use pathway on east side of North Wasilla Fishhook Rd. Adopt "The Little Sign Company" policy for parents picking up students. Policy allows teacher verification with parents at a distance within the drop-off/pick-up zone and has increased peak pick-up by up to *10 minutes http://www.carvisorsign.com/	Near-term	Safety, Connectivity, Mobility	SS4A grants
60. Crossing treatment at Wasilla-Fishhook, Kalli Circle, and Carpenter Circle	Provide an enhanced pedestrian crossing treatment at this busy intersection.	Near-term	Safety, Mobility	SS4A grants, HSIP
61. Tanaina Elementary	Construct 4,900-foot paved multi-use path along the north side of Mulchatna Dr. from Lucille St. to Hematite Dr. Add mid-block crossing on Lucille St. at Mulchatna Dr. Install lighting along 1 mile of existing path on Lucille St. from E. Seldon Rd. to W. Spruce Ave. Construct 1 mile of paved, lighted multi-use path along the south side of Seldon Rd. from N. Wards Dr. to Lucille St. Reduce the grade of the path near parent entrance/exit driveway to be level with the Rd.	Near-term	Safety, Connectivity, Mobility	SS4A grants

Recommendation	Description	Time Frame	Purpose	Funding Mechanism
	to improve sight distance. Expand the parent drop-off/pick-up area to the north; construct a sidewalk along the north side of the expanded drop-off area.			
62. Lucille Street north extension	Add a path to along Lucille Road to connect Schrock Road and Seldon Road. Proposed by public comment and approved by Steering Committee.	Long-term	Safety, Connectivity, Mobility	SS4A grants
63. Shrock Road pathway	Create a path on Shrock Rd from Seldon Rd to Church Rd. Proposed by public comment and approved by Steering Committee.	Long-term	Safety, Connectivity, Mobility	SS4A grants
64. Snowshoe Elementary	Construct a paved, multi-use path along the south side of Fairview Loop between Hayfield Rd. and Well Site Rd. Install a mid-block crossing over Fairview Loop at the intersection with Danielle Dr.; include pedestrianactivated RRFB and appropriate pavement striping	Near-term	Safety, Connectivity, Mobility	SS4A grants
65. Church Road separated path	Provide a connection north from the Church Road separated path that ends at Spruce Avenue to Schrock Road. This project is part of the 2021-22 MSB Capital Improvement Plan.	Mid-term	Safety, Connectivity, Mobility	CIP
67. Settlers Bay area trail connections	Connect Hayfield Road Scout Ridge Loop Trail and Cottonwood Creek Wetlands Trail.	Long-term	Mobility, Connectivity	SS4A grants
68. S Knik-Goose Bay Rd Crossing	Create a bike and pedestrian crossing on S Knik-Goose Bay Rd at Pinnacle Peak Dr to connect the south side of the street to the path on the north side. Proposed by public comment and approved by Steering Committee.	Long-term	Safety, Connectivity, Mobility	SS4A grants; HSIP
71. Knik Elementary	See DOT SRTS Audit.	Near-term	Safety, Connectivity, Mobility	SS4A grants
72. Vine Road separated path	Construct a separated path along the full length of Vine Road from KGB Road to Parks Highway. This project is part of the 2021-22 MSB Capital Improvement Plan.	Mid-term	Safety, Connectivity, Mobility	CIP
76. Knik-Goose Bay Road separated path	Construct a separated path along KGB Road from South Settlers Bay Road to Malemute Run.	Mid-term	Safety, Mobility, Connectivity	SS4A grants, HSIP
77. Dena'ina Elementary	Install street lights at all major approaches and intersection within a 1 mile radius of the school sites. Provide school zone flashing lights and signage. Install 2,460 LF of paved multi-use path on Redington Drive and south on Knick	Near-term	Safety, Connectivity, Mobility	SS4A grants

Recommendation	Description	Time Frame	Purpose	Funding Mechanism
	Knack Mud Shack. Install 2,340 LF of paved multi-use path on the west side of Alix Drive to W. Trimotor Street. Install 3,475 LF of paved multi-use path on the north side of Knik Knack Mud Shack Road. Install 2,640 LF of paved multi-use path on the north side of Clay Chapman Road.			

Notes: Steering Committee = BPP Steering Committee. Near-term = 0-5 years; Mid-term = 6-10 years; Long-term = more than 10 years

Source: MSB 2023, p. 37-45; MSB 2014; MSB 2017.

Recommended Policies

BPP Recommended Policies

Recommendation	Description	Time Frame	Purpose	Funding Mechanism
Facility design standards	Develop standard drawings and specifications for bicycle and pedestrian facilities. Write legislation for adoption by Assembly defining guidelines for pedestrian facilities based on road classification.	Near-term	Safety, Asset Management	N/A
Complete Streets policy	Craft a Complete Streets policy that includes all users.	Near-term	Safety, Connectivity, Mobility	N/A
Snow-clearing policy	Adopt a snow-removal policy for nonmotorized infrastructure across the borough and across jurisdictions.	Near-term	Safety, Asset Management	N/A
Maintenance policy	Adopt a general maintenance policy for nonmotorized infrastructure across the borough and across jurisdictions for debris removal, sweeping, and pavement patching.	Near-term	Mobility, Asset Management	N/A
Subdivision regulations	Revise MSB Code to include pedestrian infrastructure when subdivisions are created; require safe route to school when building or subdividing within 1/2 mile from a school; distinguish between urban and rural contexts.	Near-term	Safety, Connectivity, Mobility	N/A
Vision Zero program	Coordinate the adoption of the international Vision Zero program.	Near-term	Safety	SS4A grants
Include bike and pedestrian plans in the TIP	At least 20% of the MSB TIP and MVP TIP should be bike and pedestrian projects.	Near-term	Mobility	N/A

Notes: Near-term = 0-5 years

Source: MSB 2023, p. 36-37

Recommended Programs

BPP Recommended Programs

Recommendation	Description	Purpose	Funding Mechanism
Convene a nonmotorized task force.	Form a task force of mobility advocates that represent walking, biking, transit, the mobility impaired, seniors, and other groups to advise local agencies on mobility issues. Cost: N/A	Mobility	N/A
Conduct annual bicycle/pedestrian counts at key locations across the MSB.	Using a network of volunteers, conduct annual counts at major intersections and along significant transportation corridors. Cost: N/A	Asset Management	N/A
Conduct a level of service assessment for bicyclists and pedestrians.	Using the Highway Capacity Manual's methods, determine the level of service for major transportation corridors for both pedestrians and cyclists. Cost: \$25K	Mobility	TIP
Publish a bicycle and pedestrian map.	Develop and publish a simple, foldout map that depicts bicycle and pedestrian facilities. Cost: \$7.5K	Mobility, Connectivity	SS4A grants
Conduct an ADA assessment in core areas.	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. Cost: \$25K	Safety, Connectivity	SS4A grants
Conduct a user conflict study.	Evaluate user conflicts on bike and pedestrian paths and develop a guide for minimizing user conflict on bike and pedestrian paths. Cost: N/A	Safety, Mobility	N/A
Develop a wayfinding plan.	Prepare a comprehensive wayfinding plan for core areas of the MSB that includes look and feel standards, pedestrian- and vehicle-scale signage, standard specifications, and locations for wayfinding elements. Cost: \$75K	Connectivity, Mobility	SS4A grants
Conduct a greenbelt pathway reconnaissance and feasibility study.	Assess the feasibility of creating a greenbelt pathway in the core urban areas of the borough to identify locations, costs, environmental issues, and property ownership. Cost: \$100K	Connectivity, Mobility	TIP
Develop an interpretive bicycle and pedestrian path.	Create a pathway connecting historic transportation routes. Include interpretive and wayfinding signs. Cost: N/A	Connectivity, Mobility	N/A

Notes: No time frame provided.

Source: MSB 2023, p.47-48

COMPREHENSIVE SAFETY ACTION PLAN (CSAP) – ADOPTED APRIL 2025

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Recommended Projects

CSAP Recommended Projects within MPO Boundary

Recommendation	Description	Time Frame	Purpose	Funding Mechanism
#1 Parks Highway Corridor (Church Road to Seward Meridian Parkway)				
Parks Highway and Palmer Wasilla Highway Near-Term Priority	Review options to close & consolidate access points at the intersection of the Parks Highway and Palmer Wasilla Highway. Estimated Cost: N/A	Near-Term	Safety, Access Control	N/A
Systemic Intersection Improvements	Systemic intersection improvements at signals area-wide, but with priority given to this corridor to implement retroreflective signal backplates, accessible pedestrian signals, and leading pedestrian intervals. Pedestrian refuges were considered separately and may not be eligible under the HSIP program. Estimated cost: \$180,000	Short-Term	Safety, Mobility	HSIP
Corridor Access Management Plan	Supplemental plan for a corridor access management plan for this corridor that includes traffic analysis and comprehensive public engagement with area businesses and residents. Some solutions can be implemented immediately once analysis is completed, such as median closures, and would likely be eligible under DOT&PF's HSIP. Supplemental plans are eligible for SS4A grants. Estimated plan cost: \$2.5M	Short-Term	Safety, Access Control, Mobility	HSIP, SS4A grants
#2 Safe, Equitable Walking Routes to School (Area Wide)				
Safe Routes to School Plan	Supplemental plan to sustain and build the SRTS program for a three-year period. Estimated cost for plan: \$350,000	Short-Term	Safety, Mobility	SS4A, TIP
Equitable Walking Routes to Schools in Disadvantaged Areas	Implement projects at the following school sites (see below). Estimated cost: \$8M	Short-term	Safety, Connectivity, Mobility	SS4A, TIP
Wasilla Middle and High Schools	Construct separated path on both sides of Bogard between N Crusey and Wasilla-Fishhook. 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.	See above	See above	See above
Burchell High School	Add a crosswalk at Nicola Avenue and Deskas Street. Add path on east side of Deskas Street and on Nicola Avenue between Church Road and Lucas Road.	See above	See above	See above

Recommendation	Description	Time Frame	Purpose	Funding Mechanism
Iditarod Elementary	Construct a sidewalk or separated path on Kalli Circle, Glen Circle, Kara Circle, Danna Avenue, and Aspen Avenue. Add crosswalk and evaluate need for Rectangular Rapid Flashing Beacon on Wasilla-Fishhook.	See above	See above	See above
Tanaina Elementary	Add crossing and flashers at Mulchatna Drive and Lucille Street. Add sidewalk on Mulchatna Drive from Lucille Street to Raven's Flight Drive.	See above	See above	See above
Teeland Middle School	Add sidewalk on E. Tambert Drive.	See above	See above	See above
Knik and Goose Bay Elementaries	Add path on north side of Hollywood Road between Vine Road and Edelweiss Drive. Improve crossings at school entrance.	See above	See above	See above
Shaw Elementary	Add separated path between N. Charley Road and Wasilla-Fishhook Road, in conjunction with the TIP project for school site safety improvements at Shaw Elementary.	See above	See above	See above
Larson Elementary/Teeland Middle School	Construct a separated path on Seldon Road between Wasilla-Fishhook Road and Seward Meridian Parkway. Evaluate crossings with RRFBs at Larson Elementary and at Anoka Place (consider posted speed of Seldon, possibly in conjunction with Project #11, E. Seldon Road Improvements). Estimated cost: \$1.5M	Mid-term	Safety, Connectivity, Mobility	SS4A grants, TIP
#3 Separated Pathway Regulatory Signs (Area Wide)				
NO MOTOR VEHICLES Signs	Install regulatory (NO MOTOR VEHICLES) signs along separated pathways at various entry points, such as at intersections with side streets. Estimated cost: \$160,000	Short-term	Safety	
#4 Westpoint Drive & Crusey Street Pedestrian Improvements				
New Crosswalks and Add Beacon	Stripe crosswalks at both legs of Westpoint Drive and Crusey Street. Install a crosswalk at Lakeshore Drive and at Swanson Avenue and evaluate warrants for a Rectangular Rapid Flashing Beacon at one or both. Estimated cost: \$330,000 assumes two locations for the beacons.	Short-term	Safety, Mobility	HSIP
Consider Road Diet	Consider a road diet on Crusey Street and the need for a continuous left turn lane; re-use this space for bike lanes and/or a center median with a pedestrian refuge. Estimated cost: \$300,000	Mid-term	Safety, Mobility	HSIP, SS4A grant
New Sidewalk	Construct a sidewalk on the south side of Westpoint Drive from Crusey Street to the Carrs parking lot. Estimated cost: \$450,000	Mid-term	Safety, Mobility	HSIP
#5 Bogard Road Intersection Improvements and Separated Path (Seldon Road to Peck Street OR Seldon Road to Wasilla-Fishhook)				
Corridor Access Management Plan	Supplemental plan for access management needs between Seldon Road and Wasilla-Fishhook Road. Estimated cost for plan: \$500,000	Short-term	Safety, Access Control	HSIP, SS4A grants
Intersection Improvements	Right- and left-turn lanes at Tait Drive and at Copper Creek Road, with added lighting. Estimated cost: \$2.2M	Mid-term	Safety, Mobility	HSIP, SS4A grants

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Recommendation	Description	Time Frame	Purpose	Funding Mechanism
Add Separated Pathway	Separated path from Seldon to Peck or Wasilla-Fishhook. The Wasilla-Fishhook end has path recommendations tied to Wasilla Middle School which are considered separately under school area projects. Estimated cost: \$2.8M	Mid-term	Safety, Connectivity, Mobility	HSIP, SS4A
Roundabout	Modern single-lane roundabout at Bogard and Seldon. Estimated cost: \$6M	Mid-term	Safety, Traffic Calming	HSIP
#6 Vine Road Safety Improvements				
Vine Road Safety Improvements	Widen shoulders between Hollywood Road and Parks Highway, or construct a separated pathway on the west side of Vine Road as a continuation of the proposed Vine Road: KGB to Hollywood Road project. Estimated cost: \$4M	Mid-term	Safety, Mobility	HSIP
Low-Cost Safety Toolkit Recommendation	Consider adding speed feedback signs, potentially solar-powered. If Vine Road is a near-term candidate for pavement preservation, consider striping with 11-ft lanes, and using wider edge lines. Estimated cost: None	N/A	Safety	HSIP
Consider Trail Space for ATV Users	N/A	N/A	Safety, Mobility	N/A
#7 Seldon Road and Church Road Intersection Improvements				
Low-Cost Safety Toolkit Recommendation	Convert intersection to four-way stop sign controlled, and add transverse rumble strips. Estimated cost: \$20k	Short-term	Safety, Traffic Calming	HSIP
Low-Cost Safety Toolkit Recommendation	Consider adding speed feedback signs, potentially solar-powered. In the upcoming (2026) planned pavement preservation project for Church Road, consider striping with 11-ft lanes, and using wider edge lines. These would have minimal to no cost in the context of a larger paving project.	Short-term	Safety	HSIP
Seldon Road and Church Road Intersection Improvements	Roundabout and add intersection lighting. Accommodate crosswalks on the south side of the intersection to connect pathways. Estimated cost: \$6M	Mid-term	Safety, Mobility	HSIP, SS4A
#8 Arctic Avenue Bicycle and Pedestrian Improvements (Glenn Highway to Palmer Airport Road)				
Supplemental Corridor Plan	Supplemental plan for access management and non-motorized facility needs from Glenn Highway to Clark-Wolverine Road, or other eastern boundary as determined with DOT&PF and the City of Palmer. Estimated cost for plan: \$500,000	Short-term	Access Control, Mobility	HSIP, SS4A grants
Bike Lanes and/or Widened Pathway	Stripe bicycle lanes in existing shoulder like the corridor west of Glenn Highway, as recommended in MSB's Bicycle and Pedestrian Plan. Width of bicycle lane available through re-striping only may not be desirable long term, so this may be an interim measure until wider shared-use facilities can be constructed. Estimated cost: \$75,000	Short-term	Safety, Mobility	HSIP

Recommendation	Description	Time Frame	Purpose	Funding Mechanism
Separated Path and Pedestrian Crossing	Construct separated path or sidewalk on north side between Gulkana Street and Palmer Airport Road. Improve existing crosswalk (enhanced signing, striping) and evaluate warrants for a beacon at Academy Charter School. Install crosswalk at Valley Way. Estimated cost: \$650,000	Short-term	Safety, Connectivity, Mobility	HSIP, TIP, SS4A

#9. Hollywood Road Safety Improvements (Big Lake Road to Vine Road)				
Low-Cost Safety Toolkit Recommendation	Consider adding speed feedback signs, potentially solar-powered. In upcoming pavement preservation project for Hollywood Road (2026), stripe with 11-ft lanes, and using wider edge lines.	Short-Term	Safety, Traffic Calming	HSIP
Add Turn Lanes and Lighting	Construct right- and left-turn lanes and lighting at Sylvan Lane and Johnsons Road. Note that only Sylvan Lane is within MPO boundary. Estimated cost: \$1.7M	Mid-term	Safety, Mobility	HSIP, SS4A grants
Add a Separated Path or Add Shoulders	Construct separated path (south side) from Connie Lane to Big Lake Road or widen shoulders. If a separated path is constructed, evaluate a speed limit reduction out of consideration for users crossing the roadway to use the path. Note that MPO boundary ends at S Eider Circle, east of Big Lake Road. Estimated cost: \$8M (assumes higher cost path).	Long-term	Safety, Mobility, Connectivity	
Consider Trail Space for ATV users	N/A	N/A	N/A	N/A
#10 Clapp Street Safety Improvements (Curtis Menard Sports Center to Laurie Avenue)				
Enhanced Curve Delineation and Brush Clearing	Enhance curve delineation and clear brush around curves near Mack Drive. Estimated cost: \$80,000	Short-term	Safety	HSIP
Add Turn Lanes	Construct right- and left-turn lanes at Mack Drive and Laurie Avenue. Both right- and left-turn lanes may not be necessary. Estimated cost: \$1.6M	Mid-term	Safety, Mobility	HSIP
Increased Lighting	Add continuous lighting between Curtis Menard Sports Center and Laurie Avenue. Estimated cost: \$800,000	Mid-term	Safety	HSIP, SS4A grants
#11 E. Seldon Road Safety Improvements (Windy Bottom Road to Lucille Street & Wasilla-Fishhook Road to Bogard Road)				
Seldon and Church Intersection Improvements, Add Left Turn Lanes, Add Separated Pathway and Lighting	Initiate a project to reconstruct Seldon Road between Bogard Road and Wasilla-Fishhook Road, and from Lucille Street to Church Road. Construct left-turn lanes at Schrock Road, Tait Drive, and Northgate Place, as recommended in the Bogard-Seldon Corridor Access Management Plan. Add lighting and a separated pathway between Wasilla-Fishhook Road and Bogard Road. Estimated cost: \$50M (based on other DOT&PF STIP project total costs for Seldon Road)	Short-term	Safety, Mobility	TIP, SS4A grants
#12 Swanson Avenue Complete Street (Parks Highway to Crusey Street)				

Recommendation	Description	Time Frame	Purpose	Funding Mechanism
Enhanced Crosswalks, Remove Two-Way Center Turn Lane, and Retain Shoulder/Bike Lane	Make a Complete Street through re-striping. If acceptable for traffic operations, remove the center two-way left-turn lane and use the remaining width for striping bicycle lanes. The pending Main Street couplet project downtown will be implementing one-way cycle tracks, which would complement bike lanes on Swanson Avenue. Re-stripe and sign all stop-controlled intersections between Tommy Moe Way and Yenlo Street. Estimated cost: \$260,000	Short-term	Safety, Mobility, Connectivity	SS4A, HSIP
Install 6-Foot Sidewalks,	Widen sidewalks to six feet to match the portions of the Swanson Avenue sidewalks that will be this width on each side of Main Street and Yenlo Street after the Main Street couplet project. If this can be accomplished without new right-of-way acquisition, this change should be moved to the short term. Estimated costs: \$2.3M	Mid-term	Safety, Connectivity	HSIP
#13 Green Forest Drive Safety Improvements				
Add an Attached Path Making this a Complete Street, Roundabout	Include an attached (curbed) pathway (if feasible within the right-of-way) in current TIP project to upgrade this road. Right-of-way is constrained on this road and partial acquisitions may be impractical due to minimum lot size requirements. Add a mini roundabout at E Frances Lane for improved circulation and traffic calming. Estimated cost: \$7.2M, inclusive of planned TIP upgrades which are estimated at \$6.2M.	Short-term	Safety, Mobility, Traffic Calming	TIP
Low-Cost Safety Toolkit Recommendation	Consider adding speed feedback signs, potentially solar-powered. In current TIP project, consider striping with 10 or 11-ft lanes, and using wider edge lines.	Short-term	Safety, Traffic Calming	HSIP, TIP
#14 49th State Street Separated Path				
Add a Separated Path, New Crosswalk, Add Beacon, and Consider Speed Reduction	Continue to develop the proposed separated path project. Evaluate changing posted speed limit of 45 mph and crosswalk/ Rectangular Rapid Flashing Beacon warrants at the southern school driveway access to Colony High School. Estimated cost: \$2.8M	Short-term	Safety, Mobility	TIP
#16 Local Road Speed Management Plan (Area Wide)				
Local Road Speed Management Plan	Create a supplemental plan to evaluate public interest in local road traffic calming potential countermeasures such as mini roundabouts, speed humps, speed tables and more. Keep any specific maintenance considerations in mind. Complete this plan in conjunction with a policy recommendation for evaluating when roads warrant traffic calming. Potential routes for inclusion in this project include, but are not limited to: Serendipity Loop, Lakeview Loop, Cottonwood Loop, Hart Lake Loop, Charley Drive, Melanie Drive, Vaunda Drive. Estimated plan cost: \$350,000	Short-term	Safety, Mobility, Traffic Calming	HSIP, SS4A

Notes: Project #15 is not within the MPO boundary. SRTS = Safe Routes to Schools; Short-term = 0-5 years; Mid-term = 5-10 years; Long-term = 10-15 years; Only projects east of Johnson road are in MPO boundary (i.e., Sylvan Lane, Connie Lane, Edelweiss Drive, and Vine Road).

Source: MSB 2025, p. 76-109

Recommended Policies

CSAP Recommended Policies and Practices

Policy ID	Policy/Practice	Purpose	Funding Mechanism
SP1	Establish a Safety Action Plan (Safe Streets MSB) Implementation working group.	Safety	SS4A grants
SP2	Implement Safe Streets MSB (or Vision Zero) campaigns and build and maintain a regional Safe Streets MSB (or Vision Zero) webpage.	Safety	SS4A grants
SP3	Create and distribute educational materials to complement development of an MSB Complete Streets policy that aligns with the MVP Complete Streets Policy.	Safety, Connectivity, Mobility	SS4A grants
SP4	Work with local community partners to create and distribute seasonal safety messaging on how to be safe on the roadway during winter and low light conditions.	Safety	N/A
SP5	Combine countermeasure deployment with promotional activities (press releases, promotional signage, media interviews).	Safety	N/A
SP6	Explore a change in state law to reduce the legal blood alcohol content (BAC) for impaired driving.	Safety	N/A
SP7	Implement a submittal checklist for developers and/or roadway design project reviews prior to project approval.	Safety	N/A
SP8	Host safety walking tours annually for elected officials and the public to demonstrate safety needs and navigating locations where improvements have been implemented.	Safety	N/A
SP9	Create a policy to establish consistent messaging for school zone safety throughout the MSB.	Safety	N/A
SP10	Work with local partners to develop a safety campaign that encourages compassion in young people to advocate for safe driving behaviors.	Safety	N/A
SP11	Work with local agencies and policy makers to create economic investment incentives for new development that adds walkable facilities, smaller lot sizes, increased density, and greenspace.	Safety, Connectivity, Mobility	N/A
SP12	Work with the MSB School District to expand offerings of driver's education for students. Explore opportunities to defray costs through grants or local sponsorships.	Safety	SS4A grants
SP13	Explore purpose and feasibility of a local ATV and snowmachine safety program, working with local dealerships and trail rider groups. Focus on education and outreach for safe and legal ATV and snowmachine operations.	Safety, Mobility	SS4A grants
SV1	Evaluate the MSB's vehicle fleet, and when replacement vehicles are due, give consideration for the smallest vehicle size suitable for the task.	Safety	N/A

Policy ID	Policy/Practice	Purpose	Funding Mechanism
SV2	Child car seat education and workshops.	Safety	SS4A grants
SV3	Adult car fitting education and workshops (e.g., proper mirror adjustment, ergonomics, and other safe practices in vehicles).	Safety	SS4A grants
SV4	Income-based programs and potential incentives for vehicle owners that address vehicle maintenance issues such as operable headlights and blinkers, brakes and brake lights, and tires with proper all-season tread.	Safety	SS4A grants
SV5	When purchasing replacement vehicles for MSB vehicle fleet, consider vehicles with more safety features and automations such as lane assist, backup cameras, and other hazard warnings.	Safety	N/A
SS1	Explore implementing automated speed enforcement or pilot project.	Safety	SS4A grants
SS2	Review/implement speed management policies for setting speed limits.	Safety	N/A
SS3	Assess the appropriateness of speed and functionality of local and state roads in the MSB through the development of an MSB Complete Streets Plan and future MSB transportation plan updates.	Safety	SS4A grants
SS4	Develop a consistent speed zone policy for schools within the MSB Expanded Core Area.	Safety	N/A
SS5	Work with local enforcement agencies to advocate for increased funding, staffing, and equipment to strengthen policing capabilities throughout the MSB.	Safety	N/A
SS6	Work with local enforcement agencies to educate policy makers and advocate for stronger laws and stricter fines and penalties to improve accountability for speeding and traffic violations.	Safety	N/A
SR1	Develop an MSB Complete Streets Plan.	Safety	SS4A grants
SR2	Update street design guidelines, standards, and borough code to support Complete Streets policies and Safe System principles.	Safety	SS4A grants
SR3	Prioritize and pursue implementation funding for the projects recommended in the MSB CSAP. Refresh the safety priority analysis at least every three years to ensure continued relevancy.	Safety	N/A
SR4	Install low-cost safety countermeasures at priority locations identified in the MSB CSAP and throughout the region.	Safety	SS4A grants
SR5	Share the countermeasures and toolbox solutions identified in the MSB CSAP with applicable implementors (e.g., developers).	Safety	N/A
SR6	Apply for federal grant funding, such as the SS4A program, to leverage traditional funding sources for safety demonstration and implementation efforts.	Safety	N/A
SR7	Create policy to promote safe street design for developers of new subdivisions within the MSB, with a focus on when non-motorized facilities are required.	Safety	N/A
SR8	Create policy to require impact fees and Traffic Impact Analyses for new subdivisions.	Safety	SS4A grants
SR9	Initiate design guidance and/or policy to reduce minimum thresholds for right- or left-turn lanes for roadway designers and developers.	Safety	SS4A grants

Policy ID	Policy/Practice	Purpose	Funding Mechanism
SR10	Develop guidelines for evaluating implementation of a road diet, in coordination with the Complete Streets policy and Complete Streets plan.	Safety	SS4A grants
SR11	Create policy and coordinate with pending Alaska Traffic Manual updates to establish consistent features within school zones including speed zones, signs and markings, and lighting practices.	Safety	SS4A grants
SR12	Create policy to establish consistent all-season maintenance practices for transportation facilities within one mile walking distance of a school including sidewalks, multi-use pathways, and bus stops.	Safety, Asset Management	N/A
SR13	Prioritize the safety of all road users during winter maintenance through MSB agency coordination and evaluate mechanisms and resources to streamline maintenance processes, such as interagency agreements.	Safety, Asset Management	N/A
SR14	Develop a working group to identify the key challenges and roadblocks and provide solutions associated with maintaining streets, sidewalks, and bicycle facilities year-round, but especially during a snow or weather event.	Safety, Connectivity, Asset Management	N/A
SR15	Reinstate an MSB HSIP program, update HSIP Handbook and advocate for dedicated funding to HSIP projects as a separate component of capital improvement or TIP projects.	Safety	SS4A grants, HSIP
SR16	Encourage efficient resource allocation through consolidation of Road Service Areas.	Safety	N/A
PCC1	Facilitate training sessions for law enforcement agencies on traffic safety during crash response and on comprehensive crash reporting.	Safety	N/A
PCC2	Collaborate with health organizations and non-profits to engage in treatment options for people involved in drug and alcohol related crashes.	Safety	N/A
PCC3	Improve ambulance availability and response times.	Safety	N/A

Notes: SP = Safe People; SV = Safe Vehicles; SS = Safe Speeds; SR = Safe Roads; PCC = Post Crash Care

Source: MSB 2025, p. 63-65

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MATANUSKA-SUSITNA BOROUGH OFFICIAL STREETS AND HIGHWAY PLAN (OS&HP) – ADOPTED NOVEMBER 2022

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Recommended Projects

The purpose of the following projects is to construct roadways to create a road network that emphasizes connectivity, safety, and cost-effectiveness (MSB 2022). The roads are each given a functional class, summarized in the 2022 OS&HP Plan (p. 13), as follows:

Functional classes is a road planning tool that helps define the road's design needs by identifying the expectations of the drivers on the road segment. The OS&HP establishes the functional classification of the road, new and existing, which is key to linking design criteria to functional needs. The MSB OS&HP applies a functional classification system recommended by FHWA and is consistent with existing MSB policy and design guidance and that of the DOT&PF. The FHWA functional classification system used in the MSB OS&HP identifies roads in the following categories:

- / Interstate Highway
- / Major/Minor Arterial Roads
- / Major/Minor Collector Roads
- / Local Roads

The following table lists the unconstructed roads within the MPO boundary that are recommended in the OSHP. Please note that some road segments did not have MSB road names identified. Names were added based on the nearest road and/or potential road connections and tagged with HDR for easy identification.

Unconstructed OS&HP Recommended Projects within MPO Boundary

Object ID	Road Name	Function Class	Funding Mechanism
1	W PARK AVE	Local Road (NC)	
2	N SADDLE HORSE DR	Local Road (NC)	
3	E NEW HOPE ST	Minor Collector (NC)	
4	S Foothills Blvd	Local Road (NC)	
5	N ENGSTROM RD	Major Collector (NC)	
6	S DANIELLE ST	Local Road (NC)	
7	E BROME AVE	Local Road (NC)	
8	E YENTNA DR	Minor Collector (NC)	

Object ID	Road Name	Function Class	Funding Mechanism
9	E BELK DR	Local Road (NC)	
10	S LAYBOURN DR	Major Collector (NC)	
11	W SEIMS ST	Local Road (NC)	
12	S TALLEETNA ST	Major Arterial (NC)	
13	S Country Dr	Major Collector (NC)	
14	N GREYLING ST	Local Road (NC)	
15	E SCOTT RD	Minor Collector (NC)	
16	E COLD BAY DR	Local Road (NC)	
17	S EASY ST	Local Road (NC)	
18	N HEMMER RD	Major Collector (NC)	
19	S WEEPING BIRCH ST	Local Road (NC)	
20	E KATHERINE DR	Minor Collector (NC)	
21	N COVINGTON ST	Major Collector (NC)	
22	N CHUGACH ST	Local Road (NC)	
23	E TYLER DR	Local Road (NC)	
24	E Bluff Vista Cir	Minor Collector (NC)	
25	N OLD TRUNK RD	Minor Collector (NC)	
26	N COVINGTON ST	Major Collector (NC)	
27	N Old Trunk Rd	Minor Collector (NC)	
28	W ADVENTURER BLVD	Local Road (NC)	
29	S CHARLES ST	Local Road (NC)	
30	E SPRUCE AVE	Minor Collector (NC)	
31	E KELTONS KNOB CIR	Local Road (NC)	
32	E MARGE CIR	Local Road (NC)	
33	E SNOW HILL AVE	Minor Collector (NC)	
34	S LUCAS WAY	Local Road (NC)	
35	E COMMERCIAL DR	Local Road (NC)	
36	S JUNKEL PL	Local Road (NC)	
37	W CHOKE CHERRY AVE	Local Road (NC)	
38	E SNOW HILL AVE	Minor Collector (NC)	
39	S JAMES ST	Local Road (NC)	
40	E LEOTA ST	Minor Collector (NC)	
41	S WELL SITE RD	Local Road (NC)	
42	W CUT LEAF BIRCH AVE	Local Road (NC)	
43	S WEEPING BIRCH ST	Major Collector (NC)	
44	S BLUNCK ST	Major Collector (NC)	

Object ID	Road Name	Function Class	Funding Mechanism
45	W LEVAN AVE	Local Road (NC)	
46	S ILIAMNA ST	Local Road (NC)	
47	E SCOTT RD	Minor Collector (NC)	
48	W LAURIE AVE	Local Road (NC)	
49	N TAZLINA DR	Minor Collector (NC)	
50	S CANOE LAKE ACCS	Local Road (NC)	
51	N Galloway Dr	Minor Collector (NC)	
52	N DOLLY VARDEN DR	Local Road (NC)	
53	W STACY ST	Local Road (NC)	
54	E Palmer Wasilla Hwy	Minor Collector (NC)	
55	S CATARACT ST	Local Road (NC)	
56	E FERN AVE	Local Road (NC)	
57	N CLAYTONS ST	Local Road (NC)	
58	W CUT LEAF BIRCH AVE	Local Road (NC)	
59	E FORGET ME NOT DR	Local Road (NC)	
60	S Foothills Blvd	Major Collector (NC)	
61	N RAINBOW ST	Local Road (NC)	
62	E BELK DR	Local Road (NC)	
63	N BURLWOOD CIR	Local Road (NC)	
64	S GEORGES DR	Local Road (NC)	
65	E DONNA ST	Local Road (NC)	
66	E WARBABY DR	Local Road (NC)	
67	S GREEN BIRCH LN	Local Road (NC)	
68	E TOLLER CT	Local Road (NC)	
69	W SILVERLEAF DR	Local Road (NC)	
70	S DIOMEDE ST	Local Road (NC)	
71	S WEEPING BIRCH ST	Local Road (NC)	
72	S Weeping Birch St	Major Collector (NC)	
73	W GALWAY DR	Local Road (NC)	
74	E MARSH RD	Major Collector (NC)	
75	E GROSHAN LOOP	Local Road (NC)	
76	E RADON DR	Local Road (NC)	
77	S HATCHER ST	Local Road (NC)	
78	S EKLUTNA ST	Local Road (NC)	
79	W SITKA SPRUCE AVE	Local Road (NC)	
80	W RIFFLE ST	Local Road (NC)	

Object ID	Road Name	Function Class	Funding Mechanism
81	E NIKOLE CIR	Local Road (NC)	
82	W MOUNTAIN ASH AVE	Local Road (NC)	
83	S BEAVER ST	Local Road (NC)	
84	W TILlicum AVE	Local Road (NC)	
85	N DARTMOOR ST	Local Road (NC)	
86	S EKLUTNA ST	Local Road (NC)	
87	W CHOKE CHERRY AVE	Local Road (NC)	
88	W Van Gorder Dr	Minor Collector (NC)	
89	N E W ERVIN ST	Minor Collector (NC)	
90	S WEEPING BIRCH ST	Minor Collector (NC)	
91	N GREYLING ST	Local Road (NC)	
92	S COVE ST	Local Road (NC)	
93	S FULMAR ST	Local Road (NC)	
94	W CUT LEAF BIRCH AVE	Local Road (NC)	
95	S JAMES ST	Local Road (NC)	
96	N GREYLING ST	Local Road (NC)	
97	W GARDNER CIR	Local Road (NC)	
98	N WENDELL WAY	Local Road (NC)	
99	W CHOKE CHERRY AVE	Local Road (NC)	
100	S FESTIVAL WAY	Local Road (NC)	
101	E CHINOOK AVE	Local Road (NC)	
102	E LEOTA ST	Minor Collector (NC)	
103	E BEAVER AVE	Local Road (NC)	
104	N DARTMOOR ST	Local Road (NC)	
105	E CHALET CT	Local Road (NC)	
106	W RAGAMUFFIN AVE	Local Road (NC)	
107	S SILVER SPRUCE ST	Local Road (NC)	
108	S SILVER SPRUCE ST	Local Road (NC)	
109	E BROME AVE	Local Road (NC)	
110	N ALVINS ALLEY	Local Road (NC)	
111	E HEAVENLY VISTA DR	Local Road (NC)	
112	W SITKA SPRUCE AVE	Local Road (NC)	
113	S SILVER SPRUCE ST	Local Road (NC)	
114	E RUBYMAE CIR	Local Road (NC)	
115	S PROGENY CIR	Local Road (NC)	
116	S Vanamanita Ln	Minor Collector (NC)	

Object ID	Road Name	Function Class	Funding Mechanism
117	W MIDDLE RIDGE AVE	Minor Collector (NC)	
118	N DENALI ST	Local Road (NC)	
119	N SEWARD MERIDIAN PKY	Minor Arterial (NC)	
120	N SUZANNA ST	Minor Collector (NC)	
121	W MOUNTAIN ASH AVE	Local Road (NC)	
122	W MIDDLE RIDGE AVE	Minor Collector (NC)	
123	S KAMKOFF DR	Local Road (NC)	
124	S PROGENY CIR	Local Road (NC)	
125	N EXPERIMENTAL DR	Local Road (NC)	
126	S Timberland Loop	Minor Collector (NC)	
127	W JACK PINE AVE	Local Road (NC)	
128	E CENTAUR AVE	Local Road (NC)	
129	S JAMES ST	Local Road (NC)	
130	S WEEPING BIRCH ST	Minor Collector (NC)	
131	E WINDRIDGE AVE	Minor Collector (NC)	
132	W MINNIE WAY	Local Road (NC)	
133	W RIFFLE ST	Local Road (NC)	
134	S Denali St	Minor Collector (NC)	
135	N GOOSEBERRY CIR	Local Road (NC)	
136	E FOUR SEASONS DR	Local Road (NC)	
137	S JAMES ST	Local Road (NC)	
138	E ALFREDS DR	Local Road (NC)	
139	S LAYBOURN DR	Major Collector (NC)	
140	N BONANZA ST	Local Road (NC)	
141	S Caryshea St	Local Road (NC)	
142	E RADON DR	Local Road (NC)	
143	N VAN HEES CIR	Local Road (NC)	
144	W JACK PINE AVE	Local Road (NC)	
145	E LAMAR R RD	Minor Collector (NC)	
146	S SILVER SPRUCE ST	Local Road (NC)	
147	W MOUNTAIN ASH AVE	Local Road (NC)	
148	N ENGSTROM RD	Major Collector (NC)	
149	W Binnacle Dr	Minor Collector (NC)	
150	E LOBELIA AVE	Local Road (NC)	
151	E ZERO AVE	Local Road (NC)	
152	S HAY ST	Local Road (NC)	

Object ID	Road Name	Function Class	Funding Mechanism
153	W RIFFLE ST	Local Road (NC)	
154	S EAGLE EYE CIR	Local Road (NC)	
155	S DIMOND ST	Local Road (NC)	
156	S EASY ST	Local Road (NC)	
157	S CHARLES ST	Local Road (NC)	
158	N BROOK ST	Local Road (NC)	
159	S BEAVER ST	Local Road (NC)	
160	N HUNTRESS LN	Local Road (NC)	
161	E INDEPENDENCE AVE	Minor Collector (NC)	
162	S RUBACABA ST	Minor Collector (NC)	
163	N ALVINS ALLEY	Local Road (NC)	
164	N BONANZA ST	Local Road (NC)	
165	S VOLT PL	Local Road (NC)	
166	N WALT PIPPEL DR	Local Road (NC)	
167	E CARTER CIR	Local Road (NC)	
168	N LANG ST	Local Road (NC)	
169	N RIMAC ST	Local Road (NC)	
170	E Burlwood Dr	Minor Collector (NC)	
171	N JAMES STEVEN DR	Local Road (NC)	
172	S SOARING PL	Minor Collector (NC)	
173	S STARFIRE RD	Local Road (NC)	
174	W JACK PINE AVE	Local Road (NC)	
175	E SNOW HILL AVE	Minor Collector (NC)	
176	N CHUGACH ST	Local Road (NC)	
177	E PARADISE LN	Minor Collector (NC)	
178	E MCDOWELL RD	Local Road (NC)	
179	E FERN AVE	Local Road (NC)	
180	S CATARACT ST	Local Road (NC)	
181	S SILVER SPRUCE ST	Local Road (NC)	
182	S SETTLERS BAY DR	Minor Collector (NC)	
183	N DOLLY VARDEN DR	Local Road (NC)	
184	E SPRUCE AVE	Minor Collector (NC)	
185	S BADGER RD	Local Road (NC)	
186	S Endeavor St	Minor Collector (NC)	
187	N STUMP RD	Local Road (NC)	
188	N DARTMOOR ST	Local Road (NC)	

Object ID	Road Name	Function Class	Funding Mechanism
189	S Glenn Hwy	Major Collector (NC)	
190	W Van Gorder Dr	Minor Collector (NC)	
191	W RAGAMUFFIN AVE	Local Road (NC)	
192	S WEEPING BIRCH ST	Minor Collector (NC)	
193	W Arlie Rd	Minor Collector (NC)	
194	E SPIKE CIR	Local Road (NC)	
195	W STACY ST	Minor Collector (NC)	
196	S Felton St	Major Collector (NC)	
197	E NEW HOPE ST	Minor Collector (NC)	
198	W RAGAMUFFIN AVE	Local Road (NC)	
199	N Galloway Dr	Minor Collector (NC)	
200	E SPRUCE AVE	Minor Collector (NC)	
201	S COVE ST	Local Road (NC)	
202	E SPRUCE HEN DR	Local Road (NC)	
203	N WILDERNESS DR	Local Road (NC)	
204	E LEOTA ST	Minor Collector (NC)	
205	S Talkeetna St	Major Arterial (NC)	
206	N Engstrom Rd	Major Collector (NC)	
207	N Ss Waldron Cir	Minor Collector (NC)	
208	E GERANIUM AVE	Local Road (NC)	
209	W GALWAY DR	Local Road (NC)	
210	E ZERO AVE	Local Road (NC)	
211	W EDLUND CT	Local Road (NC)	
212	S JAMES ST	Local Road (NC)	
213	E Pike Ave	Minor Collector (NC)	
214	E SETTLEMENT AVE	Major Collector (NC)	
215	N Ss Waldron Cir	Minor Collector (NC)	
216	W ADVENTURER BLVD	Local Road (NC)	
217	E Tern Dr	Major Collector (NC)	
218	W GALWAY DR	Local Road (NC)	
219	S EKLUTNA ST	Local Road (NC)	
220	S SILVER SPRUCE ST	Local Road (NC)	
221	N DOLLY VARDEN DR	Local Road (NC)	
222	W SITKA SPRUCE AVE	Local Road (NC)	
223	S DENALI ST	Local Road (NC)	
224	S COBB ST	Local Road (NC)	

Object ID	Road Name	Function Class	Funding Mechanism
225	N ST HERMAN ST	Local Road (NC)	
226	W HAPPY LITTLE RD	Local Road (NC)	
227	S JAMES ST	Local Road (NC)	
228	E THOMAS RD	Local Road (NC)	
229	S RUBACABA ST	Minor Collector (NC)	
230	E RABBIT CIR	Local Road (NC)	
231	N HEMMER RD	Major Collector (NC)	
232	S EKLUTNA ST	Local Road (NC)	
233	S VOLT PL	Local Road (NC)	
234	S VOLT PL	Local Road (NC)	
235	W GALWAY DR	Local Road (NC)	
236	E MARIAH DR	Local Road (NC)	
237	E SUSITNA AVE	Local Road (NC)	
238	E Scott Rd	Minor Collector (NC)	
239	E Eminent Domain Cir	Minor Collector (NC)	
240	E Scott Rd	Minor Collector (NC)	
241	N 49th State St	Minor Collector (NC)	
242	W Josh Dr	Major Collector (NC)	
243	E MARSH RD	Minor Collector (NC)	
244	E Marsh Rd	Major Collector (NC)	
245	E Marsh Rd	Major Collector (NC)	
246	N Hemmer Rd	Major Collector (NC)	
247	W Bogard Rd	Major Collector (NC)	
248	E Maple Springs Way	Major Collector (NC)	
249	E Helen Dr	Major Collector (NC)	
250	E Kingdom Ave	Major Collector (NC)	
251	E Drift Ln	Major Collector (NC)	
252	S Blunck St	Major Collector (NC)	
253	E Manna Dr	Minor Collector (NC)	
254	N COVINGTON RD (HDR)	Major Collector (NC)	
255	N New Hope Farm Rd	Minor Collector (NC)	
256	N Wasilla Fishhook Rd	Major Collector (NC)	
257	N Engstrom Rd	Major Collector (NC)	
258	E Tex Al Dr	Major Collector (NC)	
259	E Highlander Cir	Minor Collector (NC)	
260	E Splendid View Dr	Minor Collector (NC)	

Object ID	Road Name	Function Class	Funding Mechanism
261	E Splendid View Dr	Minor Collector (NC)	
262	E Farm Meadow Ave	Minor Collector (NC)	
263	E Aspen Ridge Rd	Minor Collector (NC)	
264	E Aspen Ridge Rd	Minor Collector (NC)	
265	W Museum Dr	Minor Collector (NC)	
266	N Engstrom Rd	Minor Collector (NC)	
267	N Engstrom Rd	Minor Collector (NC)	
268	N Snicker Ave	Minor Collector (NC)	
269	N Palmer Fishhook Rd	Minor Collector (NC)	
270	E Alyeska Dr	Minor Collector (NC)	
271	N Snicker Ave	Minor Collector (NC)	
272	N Bear St	Minor Collector (NC)	
273	E Hart Lake Loop	Minor Collector (NC)	
274	E Paradise Ln	Minor Collector (NC)	
275	N Charley Dr	Minor Collector (NC)	
276	E Sun Crest Dr	Minor Collector (NC)	
277	E Charwood Ln	Minor Collector (NC)	
278	E Paradise Ln	Minor Collector (NC)	
279	N Grouse Loop	Minor Collector (NC)	
280	N Engstrom Rd	Major Collector (NC)	
281	E Bogard Rd	Minor Collector (NC)	
282	N Seward Meridian Pky	Minor Arterial (NC)	
283	E Old Matanuska Rd	Major Collector (NC)	
284	S Adele Cir	Minor Arterial (NC)	
285	S Adele Cir	Minor Arterial (NC)	
286	E Spruce Ave	Minor Collector (NC)	
287	E Bluff Vista Cir	Minor Collector (NC)	
288	N Travelair Dr	Minor Collector (NC)	
289	E LAKE AVE (HDR)	Minor Collector (NC)	
290	E Porcupine Trl	Minor Collector (NC)	
291	E Porcupine Trl	Minor Collector (NC)	
292	S TALKEETNA ST (HDR)	Major Arterial (NC)	
293	E Parks Hwy	Major Arterial (NC)	
294	N Yenlo St	Major Arterial (NC)	
295	E Old Matanuska Rd	Major Collector (NC)	
296	E GLENWOOD AVE (HDR)	Minor Collector (NC)	

Object ID	Road Name	Function Class	Funding Mechanism
297	S Country Dr	Minor Collector (NC)	
298	S SYLVAN LN (HDR)	Major Collector (NC)	
299	W JAKES RD (HDR)	Major Collector (NC)	
300	S Sylvan Ln	Major Collector (NC)	
301	W Jakes Rd	Major Collector (NC)	
302	W Williams Rd	Minor Collector (NC)	
303	S Foothills Blvd	Major Collector (NC)	
304	W Summers Dr	Minor Collector (NC)	
305	S Foothills Blvd	Major Collector (NC)	
306	W Sweet Birch Ave	Major Collector (NC)	
307	W Sweet Birch Cir	Major Collector (NC)	
308	S Laybourn Dr	Major Collector (NC)	
309	S Endeavor St	Major Collector (NC)	
310	W Summers Dr	Minor Collector (NC)	
311	N Bull Moose Dr	Minor Collector (NC)	
312	W Wilmington Dr	Minor Collector (NC)	
313	N WARDS RD short (HDR)	Minor Collector (NC)	
314	N Wasilla Fishhook Rd	Minor Collector (NC)	
315	N WARDS RD long (HDR)	Minor Collector (NC)	
316	W Chesapeake Ave	Minor Collector (NC)	
317	E Ridgeview Dr	Minor Collector (NC)	
318	E Polar Bear Dr	Minor Collector (NC)	
319	E Carney Rd	Major Collector (NC)	
320	N Tanis Rd	Minor Collector (NC)	
321	E Farm Meadow Ave	Minor Collector (NC)	
322	N WILDWOOD DR cross (HDR)	Major Collector (NC)	
323	E Cobblestone Dr	Major Collector (NC)	
324	E Needham Ave	Major Collector (NC)	
325	N Wasilla Fishhook Rd	Major Collector (NC)	
326	E Paradise Ln	Minor Collector (NC)	
327	W BURLWOOD DR connect (HDR)	Minor Collector (NC)	
328	E Ridgeview Dr	Minor Collector (NC)	
329	W SPRUCE AVE (HDR)	Major Collector (NC)	
330	N Church Rd	Major Collector (NC)	
331	N STANDLY RD (HDR)	Major Collector (NC)	
332	N Stanley Rd	Major Collector (NC)	

Object ID	Road Name	Function Class	Funding Mechanism
333	W Arlie Rd	Minor Collector (NC)	
334	E Eek St	Minor Collector (NC)	
335	E Fireweed Dr	Minor Collector (NC)	
336	E Westview Cir	Minor Collector (NC)	
337	W Chesapeake Ave	Minor Collector (NC)	
338	W Alvins Alley	Minor Collector (NC)	
339	E Bradley Lake Ave	Minor Collector (NC)	
340	S Glenn Hwy	Minor Collector (NC)	
341	N Trunk Rd	Minor Collector (NC)	
342	N Trunk Rd	Minor Collector (NC)	
343	E Nelson Rd	Major Collector (NC)	
344	N Old Homestead Rd	Minor Collector (NC)	
345	N Trunk Rd	Minor Collector (NC)	
346	E Settlement Ave	Major Collector (NC)	
347	N Wasilla Fishhook Rd	Major Collector (NC)	
348	N Tenney St	Minor Collector (NC)	
349	N Tenney St	Minor Collector (NC)	
350	N Bishop Dr	Minor Collector (NC)	
351	N Wasilla Fishhook Rd	Minor Collector (NC)	
352	N Charley Dr	Minor Collector (NC)	
353	S Roberts St	Minor Collector (NC)	
354	S Glenn Hwy	Minor Collector (NC)	
355	S Eagle Eye Cir	Minor Collector (NC)	
356	W Leota St	Minor Collector (NC)	
357	S Knik Goose Bay Rd	Minor Collector (NC)	
358	W Douglas Ln	Minor Collector (NC)	
359	W Lupine Ln	Minor Collector (NC)	
360	W UPSTREAM DR (HDR)	Major Collector (NC)	
361	S Woodworth Loop	Minor Collector (NC)	
362	E Chanlyut Cir	Major Collector (NC)	
363	N Loma Prieta Dr	Major Collector (NC)	
364	N Loma Prieta Dr	Major Collector (NC)	
365	N James Steven Dr	Major Collector (NC)	
366	N Helen Dr	Major Collector (NC)	
367	S BLUNCK ST (HDR)	Major Collector (NC)	
368	N Helen Dr	Major Collector (NC)	

Object ID	Road Name	Function Class	Funding Mechanism
369	E Old Matanuska Rd	Major Collector (NC)	
370	West Nelson Rd	Major Collector (NC)	
371	E Fairview Loop	Minor Collector (NC)	
372	E Fairview Loop	Major Collector (NC)	
289	E LAKE AVE (HDR)	Minor Collector (NC)	
290	E Porcupine Trl	Minor Collector (NC)	
291	E Porcupine Trl	Minor Collector (NC)	
292	S TALKEETNA ST (HDR)	Major Arterial (NC)	
293	E Parks Hwy	Major Arterial (NC)	
294	N Yenlo St	Major Arterial (NC)	
295	E Old Matanuska Rd	Major Collector (NC)	
296	E GLENWOOD AVE (HDR)	Minor Collector (NC)	
297	S Country Dr	Minor Collector (NC)	
298	S SYLVAN LN (HDR)	Major Collector (NC)	
299	W JAKES RD (HDR)	Major Collector (NC)	
300	S Sylvan Ln	Major Collector (NC)	
301	W Jakes Rd	Major Collector (NC)	
302	W Williams Rd	Minor Collector (NC)	
303	S Foothills Blvd	Major Collector (NC)	
304	W Summers Dr	Minor Collector (NC)	
305	S Foothills Blvd	Major Collector (NC)	
306	W Sweet Birch Ave	Major Collector (NC)	
307	W Sweet Birch Cir	Major Collector (NC)	
308	S Laybourn Dr	Major Collector (NC)	
309	S Endeavor St	Major Collector (NC)	
310	W Summers Dr	Minor Collector (NC)	
311	N Bull Moose Dr	Minor Collector (NC)	
312	W Wilmington Dr	Minor Collector (NC)	
313	N WARDS RD short (HDR)	Minor Collector (NC)	
314	N Wasilla Fishhook Rd	Minor Collector (NC)	
315	N WARDS RD long (HDR)	Minor Collector (NC)	
316	W Chesapeake Ave	Minor Collector (NC)	
317	E Ridgeview Dr	Minor Collector (NC)	
318	E Polar Bear Dr	Minor Collector (NC)	
319	E Carney Rd	Major Collector (NC)	
320	N Tanis Rd	Minor Collector (NC)	

Object ID	Road Name	Function Class	Funding Mechanism
321	E Farm Meadow Ave	Minor Collector (NC)	
322	N WILDWOOD DR cross (HDR)	Major Collector (NC)	
323	E Cobblestone Dr	Major Collector (NC)	
324	E Needham Ave	Major Collector (NC)	
325	N Wasilla Fishhook Rd	Major Collector (NC)	
326	E Paradise Ln	Minor Collector (NC)	
327	W BURLWOOD DR connect (HDR)	Minor Collector (NC)	
328	E Ridgeview Dr	Minor Collector (NC)	
329	W SPRUCE AVE (HDR)	Major Collector (NC)	
330	N Church Rd	Major Collector (NC)	
331	N STANDLY RD (HDR)	Major Collector (NC)	
332	N Stanley Rd	Major Collector (NC)	
333	W Arlie Rd	Minor Collector (NC)	
334	E Eek St	Minor Collector (NC)	
335	E Fireweed Dr	Minor Collector (NC)	
336	E Westview Cir	Minor Collector (NC)	
337	W Chesapeake Ave	Minor Collector (NC)	
338	W Alvins Alley	Minor Collector (NC)	
339	E Bradley Lake Ave	Minor Collector (NC)	
340	S Glenn Hwy	Minor Collector (NC)	
341	N Trunk Rd	Minor Collector (NC)	
342	N Trunk Rd	Minor Collector (NC)	
343	E Nelson Rd	Major Collector (NC)	
344	N Old Homestead Rd	Minor Collector (NC)	
345	N Trunk Rd	Minor Collector (NC)	
346	E Settlement Ave	Major Collector (NC)	
347	N Wasilla Fishhook Rd	Major Collector (NC)	
348	N Tenney St	Minor Collector (NC)	
349	N Tenney St	Minor Collector (NC)	
350	N Bishop Dr	Minor Collector (NC)	
351	N Wasilla Fishhook Rd	Minor Collector (NC)	
352	N Charley Dr	Minor Collector (NC)	
353	S Roberts St	Minor Collector (NC)	
354	S Glenn Hwy	Minor Collector (NC)	
355	S Eagle Eye Cir	Minor Collector (NC)	
356	W Leota St	Minor Collector (NC)	

Object ID	Road Name	Function Class	Funding Mechanism
357	S Knik Goose Bay Rd	Minor Collector (NC)	
358	W Douglas Ln	Minor Collector (NC)	
359	W Lupine Ln	Minor Collector (NC)	
360	W UPSTREAM DR (HDR)	Major Collector (NC)	
361	S Woodworth Loop	Minor Collector (NC)	
362	E Chanlyut Cir	Major Collector (NC)	
363	N Loma Prieta Dr	Major Collector (NC)	
364	N Loma Prieta Dr	Major Collector (NC)	
365	N James Steven Dr	Major Collector (NC)	
366	N Helen Dr	Major Collector (NC)	
367	S BLUNCK ST (HDR)	Major Collector (NC)	
368	N Helen Dr	Major Collector (NC)	
369	E Old Matanuska Rd	Major Collector (NC)	
370	West Nelson Rd	Major Collector (NC)	
371	E Fairview Loop	Minor Collector (NC)	
372	E Fairview Loop	Major Collector (NC)	
354	S Glenn Hwy	Minor Collector (NC)	
355	S Eagle Eye Cir	Minor Collector (NC)	
356	W Leota St	Minor Collector (NC)	
357	S Knik Goose Bay Rd	Minor Collector (NC)	
358	W Douglas Ln	Minor Collector (NC)	
359	W Lupine Ln	Minor Collector (NC)	
360	W UPSTREAM DR (HDR)	Major Collector (NC)	
361	S Woodworth Loop	Minor Collector (NC)	
362	E Chanlyut Cir	Major Collector (NC)	
363	N Loma Prieta Dr	Major Collector (NC)	
364	N Loma Prieta Dr	Major Collector (NC)	
365	N James Steven Dr	Major Collector (NC)	
366	N Helen Dr	Major Collector (NC)	
367	S BLUNCK ST (HDR)	Major Collector (NC)	
368	N Helen Dr	Major Collector (NC)	
369	E Old Matanuska Rd	Major Collector (NC)	
370	West Nelson Rd	Major Collector (NC)	
371	E Fairview Loop	Minor Collector (NC)	
372	E Fairview Loop	Major Collector (NC)	

Notes:

Road names tagged with "HDR" were future roads recommended for construction that had no MSB name due to not being connected to any existing roads; names were given according to the nearest road and/or potential road connection.

NC = Not Constructed.

Source: MSB 2022

Primary intersections are those intersections that are part of Minor Arterial-classified roads or higher, where future access control and consolidation efforts should be prioritized for side street connections (MSB 2022). Access control planning is important as traffic volumes grow.

OS&HP Identified Primary Intersections

Object ID	Cross Street 1	Cross Street 2	Funding Mechanism
1	S Vanamanita Ln	W Hollywood Rd	
2	W Hollywood Rd	S Ez St	
3	W Hollywood Rd	S Sylvan Ln	
4	W Hollywood Rd	W Hollywood Rd	
5	E Fairview Loop	S Davis Rd	
6	S Cotten Dr	E Fairview Loop	
7	E Fairview Loop	E Fairview Loop	
8	W Fairview Loop	S Fern St	
9	E Old Matanuska Rd	E Fairview Loop	
10	S Abby Blvd	E Fairview Loop	
11	E Fireweed Rd	E Fairview Loop	
12	W Jack Fish Rd	W Fairview Loop	
13	W Fairview Loop	S Weeping Birch St	
14	S MacKay St	W Fairview Loop	
15	W Fairview Loop	S Harness St	
16	W Lupine Ln	S Hayfield Rd	
17	W Riverdell Dr	W Fairview Loop	
18	W Fairview Loop	W Top of The World Cir	
19	W Fairview Loop	W Marble Way	
20	W Carl Dr	W Fairview Loop	
21	W Fairview Loop	S Canter Cir	
22	W Fairview Loop	S Danielle St	
23	N Trunk Rd	N Old Homestead Rd	
24	E Polar Bear Dr	N Wasilla Fishhook Rd	
25	E Palmer Wasilla Hwy	N Skip Cir	
26	E Palmer Wasilla Hwy	N Old Trunk Rd	
27	S Vine Rd	W Jakes Rd	

Object ID	Cross Street 1	Cross Street 2	Funding Mechanism
28	E Ruth Dr	S Seward Meridian Pky	
29	N Glenn Hwy	W Pioneer Pky	
30	N Glenn Hwy	E Scott Rd	
31	S Knik Goose Bay Rd	W Adventurer Blvd	
32	N Glenn Hwy	N Glenn Hwy	
33	S Glenn Hwy	E Palmer Wasilla Hwy	
34	W Boardwalk Dr	W Parks Hwy	
35	N Catalina Dr	E Bogard Rd	
36	S Knik Goose Bay Rd	S Alix Dr	
37	N Lucille St	W Parks Hwy	
38	S Glenn Hwy	E Kepler Dr	
39	S Glenn Hwy	E Harold St	
40	N Wasilla Fishhook Rd	E Aspen Ave	
41	S Hermon Rd	E Whispering Woods Dr	
42	N Brocton Ave	W Seldon Rd	
43	N Wasilla Fishhook Rd	E Timb Cir	
44	S Knik Goose Bay Rd	W Donna Marie Ln	
45	W Bogard Rd	W Bogard Rd	
46	E Palmer Wasilla Hwy	N Luke St	
47	N Church Rd	N Church Rd	
48	E Bogard Rd	N Wasilla Fishhook Rd	
49	E Bogard Rd	E Bogard Rd	
50	S Felton St	W Bogard Rd	
51	E Gold Bullion Blvd	N Palmer Fishhook Rd	
52	E Farm Meadow Ave	N Palmer Fishhook Rd	
53	N Deskas St	W Parks Hwy	
54	E Pamela Dr	N Wasilla Fishhook Rd	
55	N Wasilla Fishhook Rd	E Welch Rd	
56	E Palmer Wasilla Hwy	N 49th State St	
57	E Seldon Rd	N Wasilla Fishhook Rd	
58	S Heritage Farm Rd	S Knik Goose Bay Rd	
59	S Volt Pl	S Knik Goose Bay Rd	
60	W Fairview Loop	S Knik Goose Bay Rd	
61	S Seward Meridian Pky	E Whispering Woods Dr	
62	E Arctic Ave	S Palmer Airport Rd	
63	N Glenn Hwy	E Marsh Rd	

Object ID	Cross Street 1	Cross Street 2	Funding Mechanism
64	E Susitna Ave	S Knik Goose Bay Rd	
65	N Wards Rd	W Seldon Rd	
66	N Monte Vista Dr	E Palmer Wasilla Hwy	
67	S Trunk Rd	S Trunk Rd	
68	N Winona St	E Seldon Rd	
69	E Bogard Rd	N Keith St	
70	N Cottonwood Loop	E Bogard Rd	
71	W Togowoods Dr	S Knik Goose Bay Rd	
72	E College Dr	N Trunk Rd	
73	E Blue Lupine Dr	S Seward Meridian Pky	
74	N Hemmer Rd	E Palmer Wasilla Hwy	
75	N Wasilla Fishhook Rd	N Tanis Rd	
76	E Seldon Rd	N Hematite Dr	
77	E Palmer Wasilla Hwy	E Frontage Rd	
78	N Crusey St	E Parks Hwy	
79	N Pacific Way	W Parks Hwy	
80	S Glenn Hwy	E Rubymae Cir	
81	N Wagon Rd	E Palmer Wasilla Hwy	
82	S Clapp St	S Clapp St	
83	S Knik Goose Bay Rd	S Vine Rd	
84	N Wasilla Fishhook Rd	E Snohomish Ave	
85	N Seward Meridian Pky	E Seldon Rd	
86	E Parks Hwy	E Palmer Wasilla Hwy	
87	S Hermon Rd	E Parks Hwy	
88	E Bogard Rd	N Crusey St	
89	N Acorn St	E Palmer Wasilla Hwy	
90	N Hyer Rd	E Palmer Wasilla Hwy	
91	E Seldon Rd	N Tait Dr	
92	N Wasilla Fishhook Rd	N Parkwood Dr	
93	N Tait Dr	E Bogard Rd	
94	N Glenn Hwy	W Arctic Ave	
95	N Church Rd	W Mystery Ave	
96	S Knik Goose Bay Rd	W Sunset Ave	
97	S Knik Goose Bay Rd	S Bogle Bluff Dr	
98	N Crusey St	E Swanson Ave	
99	N Yenlo St	E Parks Hwy	

Object ID	Cross Street 1	Cross Street 2	Funding Mechanism
100	N Main St	E Swanson Ave	
101	S Knik Goose Bay Rd	S Knik Goose Bay Rd	
102	N Wasilla Fishhook Rd	E Lakeview Rd	
103	E Bogard Rd	E Bogard Rd	
104	N Seward Meridian Pky	E Meridian Park Loop	
105	E Curtis Dr	N Wasilla Fishhook Rd	
106	W Parks Hwy	N Weber Dr	
107	W Fern St	S Knik Goose Bay Rd	
108	E Bogard Rd	N Seward Meridian Pky	
109	N Main St	S Knik Goose Bay Rd	
110	N Palmer Fishhook Rd	N Esther Dr	
111	N Stanley Rd	W Parks Hwy	
112	N Wasilla Fishhook Rd	E Independence Ave	
113	N Seward Meridian Pky	E Tambert Dr	
114	E Arctic Ave	N Gulkana St	
115	N Palmer Fishhook Rd	N Snowgoose Rd	
116	N Ryahs Way	W Seldon Rd	
117	S Talkeetna St	—	
118	E Bogard Rd	N Copper Creek Rd	
119	N Peck St	E Bogard Rd	
120	E Seldon Rd	N Ravens Flight Dr	
121	E Susitna Ave	S Talkeetna St	
122	N Trunk Rd	N Old Trunk Rd	
123	N Trunk Rd	E Palmer Wasilla Hwy	
124	E Seldon Rd	N Woodfield Dr	
125	S Felton St	E Palmer Wasilla Hwy	
126	E Palmer Wasilla Hwy	E Glenwood Ave	
127	S Knik Goose Bay Rd	W Dewlap Cir	
128	N Bear St	E Bogard Rd	
129	N Arabian Ln	W Bogard Rd	
130	S Knik Goose Bay Rd	W Wellington Dr	
131	N Elsinore Ave	E Bogard Rd	
132	S Clapp St	S Clapp St	
133	S Glenn Hwy	E Inner Springer Loop	
134	N Trunk Rd	E Bogard Rd	
135	E Grumman Cir	E Seldon Rd	

Object ID	Cross Street 1	Cross Street 2	Funding Mechanism
136	S Donovan Dr	S Knik Goose Bay Rd	
137	W Spruce Ave	N Church Rd	
138	N Parkwood Dr	E Seldon Rd	
139	N Yenlo St	E Swanson Ave	
140	N Wasilla Fishhook Rd	N King Cove Dr	
141	W Parks Hwy	W Swanson Ave	
142	S Glenn Hwy	E Grandview Rd	
143	N Wasilla Fishhook Rd	E Mulchatna Dr	
144	N Shenandoah Dr	E Palmer Wasilla Hwy	
145	E Palmer Wasilla Hwy	N Arabian	
146	W Hollywood Rd	S Vine Rd	
147	N Church Rd	W Machen Rd	
148	S Vine Rd	W Phenix Ave	
149	E Bogard Rd	N Engstrom Rd	
150	S Knik Goose Bay Rd	S Country Dr	
151	S Knik Goose Bay Rd	E Palmer Wasilla Hwy	
152	N Church Rd	W Parks Hwy	
153	S Valley Way	E Arctic Ave	
154	S Knik Goose Bay Rd	S Foxworth Dr	
155	S Clapp St	S Laybourn Dr	
156	S Clapp St	W Aviation Ave	
157	E Lake View Ave	S Knik Goose Bay Rd	
158	S Knik Goose Bay Rd	W Carmel Rd	
159	E Palmer Wasilla Hwy	S Robert St	
160	S Clapp St	W Middle Ridge Ave	
161	E Palmer Wasilla Hwy	S Ellen St	
162	N Lucille St	W Seldon Rd	
163	S Knik Goose Bay Rd	S Knik Knack Mud Shack Rd	
164	N Palmer Fishhook Rd	N Farm Loop	
165	S Glenn Hwy	W Dogwood Ave	
166	W Bogard Rd	N Hemmer Rd	
167	E Spruce Ave	N Wasilla Fishhook Rd	
168	S Knik Goose Bay Rd	S Soaring Pl	
169	N Trunk Rd	E Katherine Dr	
170	N Wasilla Fishhook Rd	E Unalaska	
171	E Paradise Ln	N Wasilla Fishhook Rd	

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Object ID	Cross Street 1	Cross Street 2	Funding Mechanism
172	E Equestrian St	E Palmer Wasilla Hwy	
173	N Seward Meridian Pky	E Palmer Wasilla Hwy	
174	N Wasilla Fishhook Rd	N Watana Dr	
175	W Parks Hwy	N Lucus Rd	
176	N Trunk Rd	N Trunk Rd	
177	E Palmer Wasilla Hwy	E Palmer Wasilla Hwy	

Source: MSB 2022

Recommended Policies

OS&HP Recommended Policies

Policy	Purpose	Funding Mechanism
Develop policy stating that OS&HP routes and recommendations be incorporated into all aspects of planning, design, project development, and construction within the MSB.	Safety	N/A
Revise the Subdivision Construction Manual (SCM) to better align with the OS&HP and FHWA AADT thresholds.	Safety, Asset Management	N/A
Adopt ROW standards for each functional classification for use in plat reviews, setback requirements, and road network development.	Safety, Asset Management	N/A
Draft or revise MSB code to require all streets to conform to the OS&HP.	Safety	N/A
Require developers to identify the intended use of the property to better plan for trip generation.	Asset Management	N/A
Require developments to document how traffic will impact the surrounding road network.	Access, Congestion Relief	N/A
Require developments with impacts that result in a change of functional class to the immediately adjacent road network as outlined in the OS&HP, change of intersection location, and/or change in OS&HP present a plan for bringing impacted road to the applicable functional classification.	Safety, Asset Management	N/A
Develop policy and plans for access management.	Access	N/A
Develop a timeline or triggers for implementing zoning and/or adopting road powers.	Asset Management	N/A

Note: No timeframe provided.

Source: MSB 2022, p. 27-28.

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CITIES OF PALMER & WASILLA – CAPITAL IMPROVEMENT PROGRAM PROJECTS

Commented [KA4]: Keep?

No transportation improvement plans were identified in Palmer or Wasilla. The following details area transportation improvement projects from recent Capital Improvement Programs (CIPs).

Palmer Transportation-Related CIP Projects 2025-2029

Project	Year of Initiation/ Execution	Cost Estimate	Funding Mechanism
ADA Sidewalk Match	2017	\$250,000	COP/Grant
Paving Upgrades/ Street Maintenance	As needed	\$500,000	COP
Traffic Safety Planning	2020	\$135,000	COP
Library Sidewalk	2023	\$190,000	COP
Annual Road Paving	2022	\$600,000	COP
General CIP Pathways	2023	\$464,597	COP
Railroad ROW Improvements	2025	\$500,000	COP

Source: Five-Year Capital Improvement Program for the Fiscal Year Beginning January 1, 2025, and Ending December 31, 2025 (City of Palmer 2024a, 2024b).

Wasilla Transportation-Related CIP Projects 2026-2030

Project	FY 2026 Proposed	Funding Mechanism
City-Wide ADA Compliance Program	\$100,000	Capital Funds
Street Lighting LED Improvements	\$25,000	Capital Funds
Train Depot	\$515,000	Capital Funds
City Street Paving Project	\$1,200,000	Roads Fund
Road Striping	\$150,000	Roads Fund
Parks Traffic & Safety Improvements	\$250,000	Roads Fund
Alaska Railroad Crossing Improvements	\$20,000	Roads Fund
Riley Avenue Pathway	\$150,000	Roads Fund
Glennwood Railroad Crossing Replacement	\$600,000	Roads Fund
Sidewalk Repairs	\$50,000	Curtis D Menard Sports Center Fund

Source: Capital Improvement Plan – FY2026 Overview (City of Wasilla 2025a, 2025b).

2024-2027 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) – AMENDMENT #2 JULY 14, 2025 - APPROVED STIP

Commented [KA5]: Keep for sure

Projects

STIP Projects within MPO Boundary

Project Name	Description	Purpose	Time Frame	Funding Mechanism
24596: Knik Goose Bay Road Reconstruction: Centaur Avenue to Settler's Bay [Parent and Final Construction]	Widen the Knik-Goose Bay Road to a divided 4-lane facility from Centaur Avenue to Settler's Bay, a distance of 8.1 miles. Scope includes separated bike/ped facilities, appropriate safety engineering strategies such as rumble strips and reducing/combining access points that are determined to be most effective at reducing crashes along the road. Cost: \$44.3 million	Safety	2024-2027	STIP (SM SOA, NHPP, NHPP AC)
2503: Wasilla to Fishhook Main Street Reconstruction	Construct a one-way couplet in downtown Wasilla bounded by Bogard Road, Knik-Goose Bay/Main Street, Yenlo/Talkeetna Street and the Palmer Wasilla Highway. Work will consist of new road construction, lane reconfigurations, signals, new pavement, signing and striping, and sidewalks. Cost: \$70.4 million	Safety	2024-2027	STIP (SM SOA, STBG Flex, STBG Flex AC)
29911: Vine Road Reconstruction: Knik-Goose Bay Road to Hollywood Road	Project will rehabilitate the existing two-lane rural road from Hollywood Boulevard to Knik-Goose Bay Road. The road will be designed to accommodate ongoing traffic growth. Scope includes repairing the roadbed, drainage improvements, repaving, pedestrian accommodations, and possible HSIP safety improvements. Cost: \$16.8 million	Safety	2024-2027	STIP (STBG Flex, SM SOA)
31330: Glenn Highway Reconstruction: Parks Highway to South Inner Springer Loop (Cienna Avenue)	Reconstruct to four lanes, pathway and shoulders. Accommodate turning movements, add frontage roads, traffic, safety, and intersection improvements, as necessary and feasible. Cost: \$39.9 million	State of Good Repair	2024-2027	STIP (NHPP)
32298: Knik Goose Bay Road Reconstruction: Centaur Avenue to Settler's Bay [Stage 1]	Widen the Knik-Goose Bay Road to a divided 4-lane facility from Centaur Avenue to Settler's Bay, a distance of 8.1 miles. Scope includes separated bike/ped facilities, appropriate safety	State of Good Repair	2024-2027	STIP (STBG Flex AC, SM SOA, STBG Flex)

Project Name	Description	Purpose	Time Frame	Funding Mechanism
	engineering strategies such as rumble strips, and reducing/combining access points that are determined to be most effective at reducing crashes along the road. Cost: \$23.4 million			
32721: Hemmer Road Upgrade and Extension [CTP Award 2019]	Extend and upgrade approximately 0.50 miles of Hemmer Road from the Palmer-Wasilla Highway to Bogard Road consisting of two travel lanes and a center turn lane. Improvements include a traffic signal at the Bogard Road intersection, shoulders, pedestrian and bicycle infrastructure, drainage and safety items. This project was selected in the 2019 DOT&PF Community Transportation Program solicitation. Cost: \$2.7 million	Safety	2024-2027	STIP (STBG Flex, STBG 50-200 MVP, SM SOA, STBG)
32722: Hermon Road Upgrade and Extension [CTP Award 2019]	Extend and upgrade Hermon Road from the Parks Highway frontage road (Sun Mountain Avenue) to the Palmer-Wasilla Highway, approximately 0.80 miles. Improvements will include travel and turn lanes, shoulders, pedestrian and bicycle facilities, drainage and safety items along with a new traffic signal at the Palmer-Wasilla Highway intersection. This project was selected in the 2019 DOT&PF Community Transportation Program solicitation. Cost: \$21.5 million	Economic Vitality	2024-2027	STIP (STBG Flex AC, STBG Flex, SM SOA)
32726: 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. Cost: \$5.3 million	State of Good Repair	2024-2027	STIP (STBG Flex, Bridge-HIP, SM SOA)
33921: Fairview Loop Road Rehabilitation and Pathway [Parent and Final Construction]	Rehabilitate and construct safety improvements along Fairview Loop Road from Top of the World Circle to Cotten Drive in Wasilla. Construct a new multi-use pathway from Top of the World Circle to Fern Street. Work includes shoulder widening, roadside hardware, drainage improvements, and utilities. Cost: \$23.5 million	Safety	2024-2027	STIP (NHPP, SM SOA)
34243: Seldon Road Reconstruction: Wasilla-Fishhook Road to Lucille Street [CTP Award 2023] [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	Safety	2024-2027	STIP (STBG Flex AC, STBG 50-200 MVP, 3PF Local, STBG, SM SOA, STBG Flex)

Commented [B(6)]: Please add: 32724 Seldon Road Extension Phase II, 34302 Pavement and Bridge Preservation Program, 19217 Highway Safety Improvement Program

Project Name	Description	Purpose	Time Frame	Funding Mechanism
	CTP projects are being combined into a parent/child grouping to better coordinate design and construction (34243 and 34242). Cost: \$8.6 million			
34342: Bogard Road Safety and Capacity Improvements [CTP Award 2023]	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. Cost: \$7.3 million	State of Good Repair	2024-2027	STIP (STBG, SM SOA, STBG Flex, STBG 50-200 MVP, SA)
34433: Fairview Loop Road Rehabilitation and Pathway [Stage 1]	Rehabilitate and construct safety improvements along Fairview Loop Road from Top of the World Circle to Cotten Drive in Wasilla. Construct a new multi-use pathway from Top of the World Circle to Fern Street. Work includes shoulder widening, roadside hardware, drainage improvements, and utilities. Cost: \$16.5 million	Safety	2024-2027	STIP (STBG Flex, SM SOA)
31841: Glenn Highway Arctic Avenue to Palmer-Fishhook Road Safety and Capacity Improvements [SOGR 2018]	Construct safety and capacity improvements on the Glenn Highway, Arctic Avenue to Palmer-Fishhook Road. Work may include improvements to the Palmer Fishhook intersection, pedestrian accommodations, and safety features. This effort will include analysis to evaluate safety and capacity on the corridor and will reconstruct approximately 1.75 miles of the existing two-lane rural road from Arctic Ave (Old Glenn/Bogard Rd) to Palmer Fishhook Road to address capacity and safety deficiencies. Cost: \$14 million	Safety	2024-2027	STIP (SM SOA, NHPP)

Project Name	Description	Purpose	Time Frame	Funding Mechanism
34251: Inner and Outer Springer Loop Separated Pathway [TAP Award 2023]	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. Cost: \$2.1 million	Sustainability	2024-2027	STIP (TAP Flex, 3PF Local)
6234: Palmer-Fishhook Separated Pathway: Trunk Road to Edgerton Parks Road [TAP Award 2023]	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. Cost: \$2.4 million	Sustainability	2024-2027	STIP (TAP Flex, 3PF Local, STBG Flex, TAP 50-200k MVP, SM SOA, STBG)

Notes: SM SOA = State Match; MVP = Metropolitan Planning Program; Local Match = MVP Match; NHPP = National Highway Performance Program; NHPP AC = National Highway Performance Program Advance Construction; STBG = Surface Transportation Block Grant; STBG Flex = Surface Transportation Block Grant: FLEX; STBG Flex AC = Surface Transportation Block Grant: FLEX Advance Construction; STBG 50-200 MVP = Surface Transportation Block Grant: Population 50-200K (MVP); SA = Highway Safety Improvement Program; TAP Flex = Transportation Alternatives Program: FLEX; TAP 50-200k MVP = Transportation Alternatives Program: Population 50-200K (MVP); 3PF Local = Local Match (Community-Driven Projects); Bridge-HIP = Highway Improvement Program Bridge Funds;

Source: DOT&PF 2025

Programs

STIP Programs within MPO Boundary

Program Name	Description	Purpose	Time Frame	Funding Mechanism
34531: MatSu Valley Planning for Transportation (MVP) Advance Project Definition	This project will provide funding for the development of scope, schedules, and estimates (SSE) for projects nominated to the MVP for the Transportation Metropolitan Transportation Plan (MTP) and Transportation Improvement Program (TIP). SSEs are completed by DOT&PF staff at the request of MVP for Transportation at the time projects are nominated. Cost: \$200,000	State of Good Repair	2024-2027	STIP (SM SOA, STBG 50-200 MVP)
34532: MatSu Valley Planning for Transportation (MVP) Improvement Program FY25-27	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 non-motorized crossings, as well as ADA upgrades to sidewalks and curb ramps. Cost: \$1 million	State of Good Repair	2024-2027	STIP (SM SOA, STBG 50-200 MVP)
34680: MatSu Valley Planning for Transportation (MVP) Pavement Management Plan	The plan would include automated collection of pavement condition (smoothness, rutting, and cracking) within the Metropolitan Planning Area (MPA) using Road Surface Profiling (RSP) equipment consisting of distance measuring instruments, accelerometers and a Laser Crack Measurement System (LCMS) to provide high-definition 3D profiles and 2D images of the road surface. Data collected will be documented in GIS format and in a written report that will prioritize improvement projects. Cost: \$300,000	State of Good Repair	2024-2027	STIP (STBG 50-200 MVP; Local Match)

Program Name	Description	Purpose	Time Frame	Funding Mechanism
34654: MatSu Valley Planning for Transportation (MVP) Sign Management Plan	Devise and implement a system to assess all traffic signs within the Metropolitan Area Boundary on a regular basis and ensure they are maintained and replaced as needed to improve visibility and increase road safety. Use the sign assessment to track sign data and to maintain a minimum retroreflectivity level of all signs to increase their visibility at night. Cost: \$400,000	State of Good Repair	2024-2027	STIP (STBG 50-200 MVP; Local Match)
34655: MatSu Valley Planning for Transportation (MVP) Streetlight Intersection Management Plan	Conduct an inventory of all the streetlights within the Metropolitan Planning Area boundary and develop a plan for converting the lights to LED. Examine each intersection to determine any additional lighting system work as required for electrical code compliance and proper operation of the LED fixtures. Additional work may include replacement of frayed wiring, grounding of light pole bases, repair of electrical connections, troubleshooting of lighting or load center circuitry and other miscellaneous repairs. Cost: \$400,000	Safety	2024-2027	STIP (STBG 50-200 MVP; Local Match)
34404: Metropolitan Planning Organization (MPO) Planning: MVP	Urban planning funds, primarily from Federal Transit Administration (FTA) Section 5303 and Federal Highway Administration (FHWA) Metropolitan Planning funds, are sub-allocated to the Metropolitan Planning Organization (MPO) based on the state's distribution formula. While planning funds are not required to be included in the Statewide Transportation Improvement Program (STIP), the Mat-Su Valley Planning (MVP) organization has requested to use Surface Transportation Block Grant (STBG) funds, and thus, the project is included for that reason. Cost: \$1.7 million	Sustainability	2024-2027	STIP (MVP, Local Match)
34676: Non-Rail Transit Projects in the MVP Planning Boundary	This project includes funding from Federal Transit Administration (FTA) Sections 5310, 5339, and 5307 directed to non-rail transit. Section 5339 funds provide financial assistance to states and	State of Good Repair	2024-2027	STIP ^a

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Program Name	Description	Purpose	Time Frame	Funding Mechanism
	transit agencies through a statutory formula to replace, rehabilitate, and purchase buses and related equipment, as well as to construct bus-related facilities. Section 5310 funds are allocated to enhance mobility for seniors and individuals with disabilities. Section 5307 funds provide transit operating assistance to Valley Transit, supporting the ongoing operations and maintenance of transit services. Cost: \$9.9 million			

^a Funding mechanisms include: Section 5307 Urbanized Area Formula (Mat-Su Borough Area Transit); Local Match (Community-Driven Projects); Section 5339 Bus and Bus Facilities (MVP); Section 5310 Enhanced Mobility for Older Adults & People w/ Disabilities (MVP)

Notes: SM SOA = State Match; STBG 50-200 MVP = Surface Transportation Block Grant: Population 50-200K; MVP = Metropolitan Planning Program; Local Match = MVP Match

Source: DOT&PF 2025

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Matsu Valley

Planning for Transportation

BRAND GUIDELINES | SEPTEMBER 2025

Index

1.0 Visual Identity

1.1 Logo

1.2 Colors

1.3 Typography

2.0 Appendix

Visual Identity 1.0

1.1 Logo

Primary Logo

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

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



MATSU VALLEY
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TRANSPORTATION

Alternate Logo

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

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

This logo is also appropriate for smaller sizes.



The Logomark

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



The Logo and Acronym Badge

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



The Logotype

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

MATSU VALLEY
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MATSU VALLEY
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TRANSPORTATION

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Logo Suite

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

Primary Logo



Alternate Logo



Logomark



Logo Badge



Acronym Badge

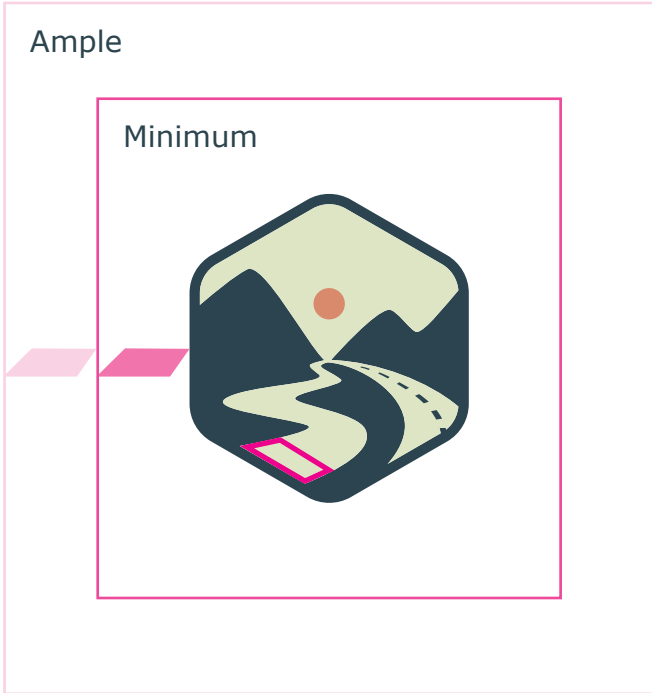


Logotype

MATSU VALLEY
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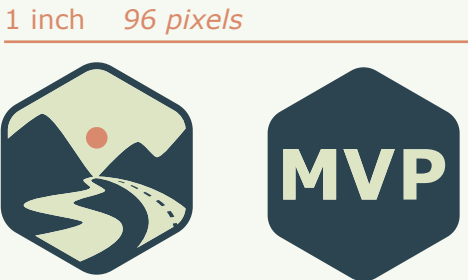
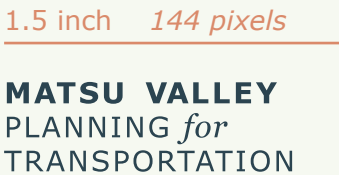
Clear Space

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



Minimum Sizes

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



Logos on Images

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



Incorrect Use

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

1.2 Colors

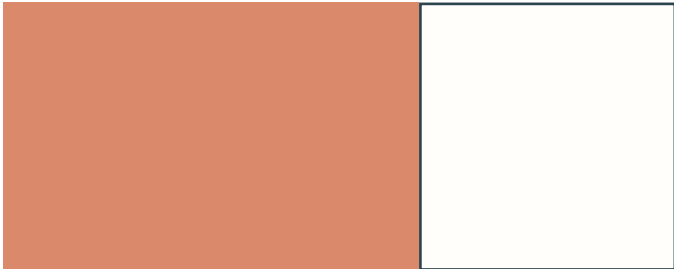
Color Palette

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



PRIMARY

These are our most commonly used brand colors



SECONDARY

These accent colors compliment the main brand palette



NEUTRALS

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

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

Color Values

PRIMARY

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

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

SECONDARY

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

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

1.3 Typography

Primary Typeface

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

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

Verdana is a Microsoft system font and comes preinstalled.

Verdana

Verdana Bold

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

Verdana Bold Italic

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

Verdana Regular

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

Verdana Regular Italic

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

Typographic Hierarchy - Web

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

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

JUSTIFICATION/ALIGNMENT

Use left justified alignment whenever possible.

COLOR

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

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

Route to the Future

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

Help us shape the future

H3 | Verdana Bold | 18 pt/24 pixels

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

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

OUR PURPOSE

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

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

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

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

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

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

Typographic Hierarchy - Print

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

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

JUSTIFICATION/ALIGNMENT

Use left justified alignment whenever possible.

COLOR

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

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

Transportation Plan

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

The Route to the Future Starts Here!

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

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

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

OUR PURPOSE.

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

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

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

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

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

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

2.0 Appendix

File Types

VECTOR VS. RASTER:

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

FILE FORMATS:

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

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

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

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



MATSU VALLEY
PLANNING *for*
TRANSPORTATION