



## 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**)  
**Vacant**, Public Transit Advocate  
Jude Bilafer, City of Palmer  
Kate Dueber, ARRC  
Lawerence Smith, Trucking Industry Advocate  
Jesse Peterson, MSB TAB  
**Vacant**, Mobility Advocate  
Tom Adams, MSB

### **Microsoft Teams Meeting**

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### **Minutes**

#### **Technical Committee**

Tuesday, March 10, 2026

2:00 – 4:00 pm

#### **Meeting Location**

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

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

Meeting called to order at 2:05 PM.

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

#### **Members Present:**

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

#### **Member Absent:**

Bob Charles Jr.  
Brian Winnestaffer



Erich Schaal

**Visitors Present:**

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

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

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

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

*Kim Sollien* provided the staff report:

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

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

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

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



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

### 6. Action Items

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

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

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

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

### Discussion:

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

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

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

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

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

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

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



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

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

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

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

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

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

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

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

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

### **Motion and Roll Call Vote:**

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

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

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

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

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



**Roll Call Vote:**

*Result: 8 YES, 4 NO – Motion Carries.*

7. Old Business
  - a. MTP Update
    - Project Nomination closing March 13<sup>th</sup>

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

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

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

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

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

- b. Complete Streets Policy Overview

*Anjie Goulding* presented the policy overview and timeline:

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

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

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

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

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



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### c. Local Control Plan Update

*Anjie Goulding* presented the overview:

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

### d. Transit update

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

### 9. Other Issues

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

### 10. Informational Items

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

### 11. Technical Committee Comments

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

### 12. Adjournment

Meeting adjourned at 4:05PM.

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