



Representatives:

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

Microsoft Teams meeting

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Agenda
Policy Board Meeting
Wednesday, March 25th, 2026
1:30-3:00 pm

Meeting Location

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

1. Call to Order and Roll Call
2. Consent Agenda (**Action Item**)
 - a. Approval of the March 25th, 2026 Agenda
 - b. Approval of the February 25th, 2026, Minutes
3. Staff Report
 - Staff Report and Schedule of Monthly Tasks
 - FFY25 P&L review for Membership Dues and Annual Dues
4. Technical Committee Action Items, March 10th, 2026 Meeting

Approved a motion to recommend that the MVP Policy Board submit a letter to the AK DOT&PF Commissioner requesting they 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 apportioned toto the Alaska Railroad Corporation; any funds not obligated by either recipient within three years could be reassigned to the other recipient; and the 5307 split policy should be reviewed no later than two-years following submission of the next apportionment letter. Vote 7 yes, to 4 no.

5. Voices of the Visitors (**Non-Action Items**)
6. Action Items
 - a. Approval of the FFY25 Audit
 - b. Approval of the new authorized check signers on the MVFCU account
 - c. Approval of Jade Tabony as the Mobility Advocate At-Large seat for the Technical Committee
 - d. Approval of LaMarr Anderson as the Interim Transit Advocate At-Large seat for the Technical Committee



- e. Recommendation to the Alaska DOT&PF Commissioner on the FTA 5307 Funding Split Policy
7. Old Business
 - a. MTP Update
 - Nominated projects update
 - b. FFY26-29 STIP update – Deputy Commissioner Katherine Keith, Alaska DOT&PF (maybe)
 - MVP staff comments on the draft STIP
8. New Business
 - a. Complete Streets Policy Overview – Anjie Goulding, MVP
 - b. Local Control Plan Update - Anjie Goulding, MVP
9. Transit Update
 - Special Transit Public Meeting: March 12th, 5:30-7:00 pm Wasilla Senior Center
 - Virtual Special Transit Public Meeting March 24th, 12:00-1:30 pm Zoom
10. Other Issues
 - a. Letter from SOA Chief Assistant Attorney General Sean Lynch to FHWA- Addressing MPO Authority
11. Informational Items
 - a. Alaska DOT&PF Vision for Investment in the Growth of Commerce, Energy and Sustainable Growth in Southcentral Alaska
 - b. Meadow Lakes Community Council MTP project recommendation
 - c. MVP Funding Flyer
 - d. MVP Program of Projects Map
12. Policy Board Comments
13. Adjournment

Next Scheduled MPO Policy Board Meeting – April 22nd, from 1:30 pm to 3:00 p.m. to be held via Microsoft TEAMS and at the Alaska DOT Mat-Su District Office at 500 S Seward Meridian Pkwy, Wasilla, Alaska.



Policy Board Action Item Cheat Sheet
March 25, 2026

Purpose: To guide the Boards discussion and action on key agenda items.

Action Item a. Approval of the FFY25 Audit

"I move to approve the FFY25 Audited Financial Statement and findings letter submitted by Altman & Rodgers Co"

Seconded by:

Yes

No

Staff Summary: The Audited Financial Statement and the Audit Letter submitted by Altman & Rodgers Co. document that MVP's internal financial controls, fiscal policies and procedures and accounting practices are sound and no findings were documented by the audit team.

Action Item b. Approval of the authorized check signers

"I move to approve Jim Cooper, Edna DeVries and Bob Charles as authorized check signers for MatSu Valley Planning for Transportation"

Seconded by:

Yes

No

Staff Summary: approving the new authorized check signers, removes Steve Carrington and Glenda Ledford as signers and allows these three board members access to MVP's bank account.

Action Item c. Mobility Advocate At-Large seat applicant approval for the Technical Committee

"I move to approve Jade Tabony for the multimodal advocate on our Technical Committee"

Seconded by:

Yes

No

Staff Summary: Staff reviewed Jades application, resume and cover letter and met with her for an person meeting to talk in more detail about MVP and the



expectations of the role. Though not a transportation professional, Jade brings a unique data and personnel management skill set and is part of the bike and pedestrian community in Mat-Su and is an avid biker.

Action Item d. Interim Transit Advocate At-Large seat applicant approval for the Technical Committee

"I move to approve Lamarr Anderson as the interim Public Transit Advocate on our Technical Committee"

Seconded by:

Yes

No

Staff Summary: *LaMarr has been attending our TC meetings providing advocacy and support for the needs of public transit and commuter rail. Staff approached LaMarr about the Transit seat on the TC and he agreed to serve as interim while we continue to look for permanent member.*

Action Item e. FTA 5307 Split Proposal Recommendations

Draft Motion Recommendations:

Draft Motion for Recommendation (Option A – Railroad Proposal):

"I move to recommend that the AK DOT&PF Commissioner adopt the ARRC's proposed apportionment formula as outlined in their December 10, 2025, letter for FTA 5307 funds allocated to the Wasilla-Knik-Fairview-Northlakes UZA for all future years."

Draft Motion for 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 ."

Draft Motion for Recommendation (Option C – MVP Staff Suggestion):

"I move to recommend that the AK DOT&PF Commissioner adopt the MVP Staff's proposed apportionment for FTA 5307 funds allocated to the Wasilla-Knik-Fairview-Northlakes UZA such that the MSB would receive 90 percent of all 5307 funds and the ARRC would receive 10 percent of all 5307 funds; any funds not obligated by either recipient within three years could be reassigned to the other recipient; and



the 5307 split policy should be reviewed no later than two-years following submission of the net apportionment letter."

Draft Motion for Recommendation (Option D - Other):

"I move to recommend that the AK DOT&PF Commissioner adopt the [option to be developed by Technical Committee as appropriate] for FTA 5307 funds allocated to the Wasilla-Knik-Fairview-Northlakes UZA for all future years."

Seconded by:

Yes

No

Issue:

The Alaska Department of Transportation & Public Facilities (AK DOT&PF) has requested that MatSu Valley Planning for Transportation (MVP) provide a formal opinion regarding an appropriate allocation policy for Federal Transit Administration (FTA) Section 5307 Small Urbanized Area (UZA) apportionment for the Wasilla-Knik-Fairview-Northlakes UZA (hereafter Mat-Su UZA).

Staff Summary:

Staff have prepared a memorandum summarizing the statutory background of FTA 5307 funds, current stakeholder positions, comparative operating and financial data of the Alaska Railroad (ARRC) and Valley Transit, demographic and long-range transportation trends, allocation practices used by other MPOs, and offers an additional allocation framework for consideration.

Existing Stakeholder Positions:

ARRC Position

The ARRC submitted an initial letter to the Commissioner on December 10, 2025. The ARRC's principal argument is that they would like to be "made whole" for the portion of 5307 funds that they otherwise would have received as part of the Anchorage UZA apportionment as they are dependent upon these [5307] funds to continue to make necessary capital investments in [their] fixed and mobile infrastructure to ensure the safety and viability of service."

To streamline the apportionment letter process and reduce the need to debate apportionment for each annual cycle, the ARRC would like to establish an apportionment formula that can be used now and for all future years. ARRC proposes that the apportionment to the ARRC for each small MPO should be 27 percent of the DRM within



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each small MPO boundary multiplied by the total Anchorage UZA apportionment per DRM. The remainder of the 5307 funds apportioned to the Mat-Su and Fairbanks UZAs would then be made available to other operators.

MSB Position

The MSB Manager submitted a letter to the Commissioner on February 9, 2025. The MSB's principal argument is that it believes it is the only organization that provides qualifying public transportation in the Mat-Su and fulfills the required federal duties, including planning, reporting, and ongoing compliance. On this basis, the MSB argues that the ARRC should not receive any of the 5307 funds apportioned to the Mat-Su UZA and, instead, direct 100 percent of the 5307 funds to the MSB to ensure that these federal resources support the entity for providing essential local transit services.

Valley Transit Position

Although Valley Transit is not eligible to be either a Direct Recipient or Subrecipient of 5307 funds, as the current contractor for public transit services in the Mat-Su under the MSB, the apportionment of funds in the Mat-Su UZA directly affects them. Valley Transit sent an email to MVP staff on February 26, 2026, articulating their position that all 5307 funds should be directed to MSB/ Valley Transit to continue essential public transit for the Mat-Su community.

North Lakes Community Council Position

Rod Handon, President of the North Lakes Community Council, submitted a letter to MVP on February 13, 2026, expressing support that none of the Mat-Su UZA 5307 funds should be apportioned to the ARRC. The principal argument for this position is based on public sentiment indicating need for more transit services in the Mat-Su, a heavy reliance on the existing bus transit services in the Mat-Su, and a lack of demonstrated need by the ARRC for the potentially apportioned funds.

MVP Staff Suggestion

MVP Staff suggest that 90 percent of Mat-Su UZA Section 5307 funds would go to MSB (Valley Transit) and the remaining 10 percent to ARRC.

This approach prioritizes local urban passenger mobility needs, recognizes ARRC eligibility to receive 5307 funds, avoids importing large UZA DRM valuation methodology into a small UZA decision, and maintains administrative predictability. This allocation also generally reflects the overall distribution of passenger pickups/drop-offs within the Mat-Su UZA by Valley Transit and ARRC.

MVP Staff also suggest that if an allocated share cannot be obligated within three years due to inability to secure match or demonstrate readiness, the State may reassign unobligated



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funds to another eligible direct recipient within the UZA. This would ensure that funds could be effectively obligated in the event that MSB was not able to match the 5307 fund amount timely.

Finally, MVP staff suggest that whatever the resultant adopted allocation methodology is, there should be an opportunity to review the 5307 split policy, no later than two years following submission of the next apportionment letter to ensure continued appropriateness and continued alignment with MPO goals.



Representatives:

Bob Charles – Knik Tribe (**Secretary**)
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Minutes

Wednesday, February 25th 2026
1:30-3:00 pm

Meeting Location

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

1. Call to Order and Roll Call
 - a. Welcome Deputy Commissioner Katherine Keith as the new representative on MVP's Policy Board for DOT&PF

Meeting called to order at 1:30 pm.

Board Members Present:

Bob Charles – Knik Tribe (**Secretary**)
Tom Adams as proxy for Edna DeVries, Mayor – MSB (**Vice Chair**)
Alex Strawn as proxy for Mike Brown – MSB
Katherine Keith - DOT&PF (**Treasurer**)
Jim Cooper, Mayor – City of Palmer (**Chair**)

Board Members Not Present:

Brian Winnestaffer - Chickaloon Native Village
Glenda Ledford, Mayor – City of Wasilla

Visitors:

Kim Sollien, MVP
Anjie Goulding, MVP
Carrie Cecil, MVP
Brian Lindamood, ARRC
Sara Lucey, AK DOT&PF
James Marks, HDR
Kate Dueber, ARRC
Emily Haynes, FHWA



2. Consent Agenda (**Action Item**)
 - a. Approval of the February 25th, 2026 Agenda
 - b. Approval of the December 17th, 2025, Minutes

Motion to approve the consent agenda with correction to minutes (*Keith*), seconded (*Adams*). No objections, no discussion. Approved.

3. Staff Report
 - Staff Report and Schedule of Monthly Tasks
 - Quarterly Financial Report
 - Draft Audit Report

Kim Sollien delivered staff report:

- MVP Staff has been going on an MTP Roadshow. Total of 10 presentations so far and will be at the transportation fair this afternoon.
 - Based on questions received during these presentations about funding and existing program of projects, MVP Staff have developed handouts to provide additional information and context.
- Due to current low volume of project nominations, staff will be extending the nomination period through COB Friday, March 13.
- Reminder that we will be hosting Transit Workshop to start the discussion on transit opportunities in the Mat-Su – in-person (March 12) and virtual (March 24)
- Quarterly Financial Statement (begins on page 24 of the packet)
 - Total assets balance includes membership dues and annual dues because DOT has not yet requested match for PL.
 - Additional funds from the MSB to support start-up of MVP
 - MVP staff have asked for an audit of indirect cost rate to increase
 - Budget to Actual – currently underspent, in part because MVP has yet to secure office space due to the unique needs of the organization and limited supply of commercial space in the Mat-Su that match needs. It is expected that this ratio will be reduced with securing of office space and hiring of additional staff position.
- Audit summary (begins on page 30 of packet)
 - Auditors have offered to come to March PB if desired.
 - Findings:
 - No material concerns with money in and money out in Quickbooks
 - No material concerns with internal controls on budget and policy
 - Recommend that report goes to final to bring to PB to approve in March

Discussion/ Questions

- **Tom Adams** notes that MSB is being contacted by community councils either intimidated by the nomination form or believe the MSB must submit projects and requests clarification on preferred process.
- Response:
 - While the nomination packet does say that anyone may apply for projects, all projects must have support from road owners (MSB, Wasilla, Palmer, State) due to match requirements and long-term responsibility.



- Staff have let community councils know that they may submit formal letters of recommendations and resolutions to MVP to communicate to road owners. Staff will be following up with additional clarification email this week.
- Based on feedback, staff recognize that the nomination form is onerous to public and governmental entities alike. Staff are working on strategies to streamline submission process while retaining integrity of the project evaluation and scoring system.
- MVP staff are also considering hosting a Technical Committee working session to review and discuss project nominations.
- **Tom Adams** notes that there is also confusion about how projects with existing funds should be included in the MTP.
- Response:
 - Anything that is receiving federal funding within the MPA needs to be in the MTP to be in the TIP. If a project has already been approved but will leverage federal funds for later phases, it will need to be included in the MTP.
 - MVP staff will need to know list of grants applied for and list of grants received and the projects.
- **Jim Cooper** asked whether there is a restriction on who can apply to the vacant TC at-large positions?
- Response:
 - No, we are just looking for someone familiar with these different modes so that we have all modes appropriately represented. MVP Staff did discuss the potential for including MSB staff to fill both seats, however, this would result in a large percentage of MSB representation in TC seats. It is preferable to have a more diverse board make-up to extend reach of TC within the broader community.
- **Katherine Keith** asked several clarification questions pertinent to the budget.
 - Where are match funds being held?
 - Response: All match funds have been received and are being held in the money market account. MVP staff note that, due to total sum, there is a need to shift funds to a different bank as current bank does not insure for the full amount in accounts.
 - Accounts receivable – projecting out next two quarters – where is that coming from?
 - MVP does not receive other funds beyond PL (we do not manage or receive funds directly from RSAs). In the future, we may also apply for competitive grants.
- **Jim Cooper** indicated a preference for requesting a final report from the auditors rather than requesting a formal presentation at the March PB meeting.
 - Supported by other PB members. MVP staff will proceed accordingly.



4. Technical Committee Action Items, February 10th, 2026 Meeting
 - a. *Motion to recommend that the MVP Policy Board adopt the Alaska DOT&PF performance targets for 2026 (Schaal). Seconded. No objections, no further discussions. Motion is approved unanimously.*
 - b. *5307 split recommendation- the TC directed MVP staff to provide information about ARRC and Valley Transit operations and funding before making a recommendation to the PB. Expected Recommendation in March.*

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

Note that there was an issue with the meeting link shared in the meeting agenda online and others could not join directly. Staff were able to address the issue for several individuals, but it is possible that other members of the public could not join due to this issue. The issue appears to be related to recent updates to Microsoft Teams software and staff will correct for future meetings.

6. Action Items

- a. Adoption of Alaska DOT&PF 2026 Safety Performance Measure Targets **(Action Item)**

Motion to adopt the DOT&PF 2026 Safety Performance Measure Targets (*Keith*), seconded (*Adams*). No objections, no discussion. Roll call vote, motion is approved.

Roll-Call Vote:

Bob Charles – Yes

Tom Adams as proxy for Edna DeVries, Mayor – Yes

Alex Strawn as proxy for Mike Brown – Yes

Katherine Keith - Yes

Jim Cooper, Mayor – Yes

7. Old Business

- a. MTP Update
 - Formal Call for Project Nominations 1.28.2026 – Packet
 - Survey Results & Comment Map Responses
- b. FFY26-29 STIP Update Adam Bradway, Alaska DOT&PF

Katherine Keith, DOT&PF

- o Finally ready to share the rolling STIP. Pre-release version will be made available to select groups (including MPOs, ARRC, FHWA, Transit Providers). Ten-day review period. Comment portal will be open. Intent is to make technical corrections prior to release for full 45-day public comment period. One area of focus will be lower match in FY26.



c. Alaska DOT&PF's Long-Range Transportation Plan (LRTP) Sara Lucey

Sara Lucey, DOT&PF

- The LRTP serves as the policy plan for the state's transportation resources and helps to guide decisions on where, when, and how to allocate resources. The LRTP informs other specific plans (SHSP, corridor plans, etc.).
- Typically, LRTP is updated about every 5-years.
- Just finished existing conditions technical memo – available online for public comment through March 8. Now in Phase 3 (Identify Needs, Gaps, Challenges) and Phase 4 (Vision, Goals, Objectives).
- MPO input is important throughout the entire process.
- This LRTP is focused on user stories as the foundation of the plan – asking users to fill in to help build understanding of what people care about and what they want to see. Overall themes so far – road connectivity and capacity improvement; road safety and speed management; access, affordability, and equity; and active transportation.
- Focus group discussions completed – themed topics to engage in discussion. All Focus Group materials and summary results and open surveys are available on the project website - <https://publicinput.com/alaskaLRTP2055>

8. New Business

9. Transit Update

- MSB position on the 5307 split policy and ARRC response
- Special Transit Public Meeting: March 12th, 5:30-7pm Wasilla Senior Center
- Virtual Special Transit Public Meeting March 24th, 5:30-7:pm Teams

10. Other Issues

- a. Technical Committee At-large Seat Vacancy
 - Transit Advocate
 - Mobility/Bike and Pedestrian Advocate

11. Informational Items

- a. Approval of FFY 2026 Highway Safety Improvement (HSIP) Funding Plan amendment from the Commissioner
- b. Mat-Su Transportation Fair February 25th at Raven Hall 3pm-7pm
- c. Resolution from North Lakes Community Council for Project Nominations
- d. Letter from North Lakes Community Council about the FTA 5307 funding split
- e. Alaska Active Transportation Funding Source Guide

12. Policy Board Comments

13. Adjournment



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Meeting adjourned at 3:04 pm.

Next Scheduled MPO Policy Board Meeting – March 25th, from 1:30 pm to 3:00 p.m. to be held via Microsoft TEAMS and at the Alaska DOT Mat-Su District Office at 500 S Seward Meridian Pkwy, Wasilla, Alaska.



March 2026 Staff Report

FFY25/26 UPWP Tasks

TASK 100 A UPWP

- Prepared the Technical Committee and Policy Board agenda and packet

Task 100 B Metropolitan Transportation Plan

- Weekly MTP check-ins with RESPEC and DOT
- Met to review the remaining budget and tasks with RESPEC and DOT
- Review and provide feedback on Chapter 1 of the MTP
- Processed and prepared project nominations received for evaluation and scoring.

TIP /Project Scoring Criteria

Complete Streets Policy

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

Task 100 C TransCad Modeling

TASK 100 D Household Travel Survey

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

TASK 100 E Transportation Improvement Program

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



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

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

TASK 100 G Support Services

Budget Management

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

Meetings

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



Staffing

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

Correspondence

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

Nonprofit Filings and Reports

- Signed the final audit report letter

Organizational Documents/Management

- Toured two office spaces in Palmer for consideration

Agency Relationships

Contract Management

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

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

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

Strategic Planning

Short-Range and Tactical Planning

Long-Range Planning

Training

- Staff attended BASICS Act webinars hosted by LOT Coalition and Association for Metropolitan Planning Organizations. The **BASICS**



(Bridges And Safety Infrastructure for Community Success) Act (H.R. 7437) was brought forward to Congress, timed to provide additional ideas and strategies to include in Surface Transportation Reauthorization. The BASICS Act would update federal transportation programs to (among other things) increase PL funds to MPOs, direct more funding to locally owned bridges and roads, and dedicate funding to safety initiatives.

Transit Support

TASK 200 A MSB Public Transit Planning Support

- Hosted the Public Transit In-person Workshop
- Continued planning for Virtual Public Transit Workshop

TASK 200 B Transit Development Plan

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

TASK 300 Asset Management Plans

TASK 300 A MVP Sign Management Plan

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

TASK 300 B MVP Advanced Project Definition

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

TASK 300 C MVP Streetlight and Intersection Management Plan

- Staff conducted research on streetlight and intersection management plans and existing sign data to appropriately scope project and ensure appropriate deliverables. Research included meetings with AK DOT,



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MOA, and MSB and compilation and review of relevant FHWA guidance and research.

TASK 300 D Pavement Asset Management Plan

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

Profit and Loss by Class

MatSu Valley Planning for Transportation
October 1, 2024-March 17, 2026

Distribution account	Admin	FFY25-26 Unified Planning Work Program (UPWP)	UPWP Indirect	Total for FFY25-26 Unified Planning Work Program (UPWP)	Mat-Su Borough Grant	Membership Dues	Total
Income							
4000 Grant Revenue							
4010 Alaska DOT & PF UPWP		219,858.68		219,858.68	13,160.98		233,019.66
4020 MSB Legislative Grant					10,620.00	280,970.00	291,590.00
4050 Capital Float						280,970.00	280,970.00
Total for 4000 Grant Revenue		219,858.68		219,858.68	23,780.98	561,940.00	\$805,579.66
4800 Indirect Cost Rate		22,646.72	191,370.21	214,016.93			214,016.93
4900 Interest Income	1,964.06						1,964.06
Total for Income	1,964.06	242,505.40	191,370.21	433,875.61	23,780.98	561,940.00	\$1,021,560.65
Cost of Goods Sold							
Gross Profit	1,964.06	242,505.40	191,370.21	433,875.61	23,780.98	561,940.00	\$1,021,560.65
Expenses							
5000 Personnel							
5010 Salary and Wages		162,322.61	33,609.44	195,932.05			195,932.05
5020 Annual Leave		16,124.72	4,166.46	20,291.18			20,291.18
5030 Relocation Reimbursement		1,558.25	941.75	2,500.00			2,500.00
5100 Payroll Taxes							
5110 FICA		10,039.29	2,083.14	12,122.43			12,122.43
5120 Medicare		2,347.93	487.20	2,835.13			2,835.13
5130 Alaska ESC		1,388.48	323.13	1,711.61			1,711.61
Total for 5100 Payroll Taxes		13,775.70	2,893.47	16,669.17			\$16,669.17
5200 Fringe Benefits		1,718.54	1,029.98	2,748.52			\$2,748.52
5210 Workers Comp		487.45	104.83	592.28			592.28
5220 Medical/Dental/Vision		21,417.05	11,547.24	32,964.29			32,964.29
5230 Retirement		4,773.84	950.46	5,724.30			5,724.30
Total for 5200 Fringe Benefits		28,396.88	13,632.51	42,029.39			\$42,029.39
Total for 5000 Personnel		222,178.16	55,243.63	277,421.79			\$277,421.79
6000 Professional Fees							
6010 Legal Fees		0.00	697.50	697.50			697.50
6020 Accounting Fees	0.00	0.00	5,715.00	5,715.00			5,715.00
6030 Consultants and Contractual		3,120.00		3,120.00			3,120.00
Total for 6000 Professional Fees	0.00	3,120.00	6,412.50	9,532.50			\$9,532.50
6060 IT Services	-	0.00	13,888.28	13,888.28			\$11,329.24
	2,559.04						
6070 Website		0.00	1,405.00	1,405.00	10,620.00		12,025.00
Total for 6060 IT Services	-	0.00	15,293.28	15,293.28	10,620.00		\$23,354.24
	2,559.04						
6100 Occupancy							
6130 Telephone		0.00	1,100.00	1,100.00			1,100.00
Total for 6100 Occupancy		0.00	1,100.00	1,100.00			\$1,100.00
6200 Meetings		607.99	5,381.72	5,989.71			5,989.71
6300 Training and Travel							
6310 Travel		6,814.85	0.00	6,814.85			6,814.85
6320 Training and Professional Development		2,487.40	1,103.98	3,591.38			3,591.38
Total for 6300 Training and Travel		9,302.25	1,103.98	10,406.23			\$10,406.23
6400 Insurance		0.00	200.00	200.00	13,160.98		13,360.98

Profit and Loss by Class

MatSu Valley Planning for Transportation
October 1, 2024-March 17, 2026

Distribution account	Admin	FFY25-26 Unified Planning Work Program (UPWP)	UPWP Indirect	Total for FFY25-26 Unified Planning Work Program (UPWP)	Mat-Su Borough Grant	Membership Dues	Total
6500 Dues and Subscriptions	0.00	0.00	868.99	868.99			\$868.99
6520 Association Membership		1,066.05	300.00	1,366.05			1,366.05
Total for 6500 Dues and Subscriptions	0.00	1,066.05	1,168.99	2,235.04			\$2,235.04
6700 Printing, Postage and Publication		48.00	5,110.78	5,158.78			5,158.78
6800 Advertising & Public Notices	0.00	17,119.79	5,016.95	22,136.74			22,136.74
6900 Office Supplies	0.00	0.00	351.25	351.25			351.25
7000 Other		110.00		110.00			\$110.00
6510 Software		0.00	1,032.00	1,032.00			1,032.00
7010 Equipment			209.99	209.99			209.99
7020 Bank Charges & Fees	0.00	0.00	4,403.21	4,403.21			4,403.21
Total for 7000 Other	0.00	110.00	5,645.20	5,755.20			\$5,755.20
Total for Expenses	- 2,559.04	253,552.24	102,028.28	355,580.52	23,780.98		\$376,802.46
Net Operating Income	4,523.10	-11,046.84	89,341.93	78,295.09	0.00	561,940.00	\$644,758.19
Other Income							
Other Expenses							
8000 Depreciation Expense	355.42						355.42
Total for Other Expenses	355.42						\$355.42
Net Other Income	-355.42						-\$355.42
Net Income	4,167.68	-11,046.84	89,341.93	78,295.09	0.00	561,940.00	\$644,402.77

**MVP for Transportation Dues Proposal A
Approved September 19, 2023**

Government	MVP for Transportation Proposal		
	Population	Membership Fee (\$5/person)	Annuals Dues (\$.45/person)
State of Alaska	56,194	\$ 280,970	\$ 25,287
MatSu Borough	32,696	\$ 163,480	\$ 14,713
City of Wasilla	9,098	\$ 45,490	\$ 4,094
City of Palmer	5,978	\$ 29,890	\$ 2,690
Chickaloon	3,078	\$ 15,390	\$ 1,385
Knik Tribe	5,344	\$ 26,720	\$ 2,405
	112,388	\$ 561,940	\$ 50,575

\$5.00	0.45
--------	------

* MPA population minus City populations

[Under 23 USC § 134 – Metropolitan Transportation Planning, Section 11201, requires:](#)

(a) Policy (3) “In designating official or representatives under paragraph (2) **for the first time**, subject to the bylaws or enabling statute of the metropolitan planning organization, the MPO shall consider the equitable and proportional representation of the population of the MPA.”

Additional Considerations:

First Year	Estimates	Match Required If Federally funded
Obligate MTP	\$500,000+	\$49,632
Transcad Modeling	\$200,000	\$19,853
		<hr/> \$69,485

Will not be full staffed in FFY24

Transit Planning may not be by the MPO, which may lessen match burden

State funding: will it be available for some of the startup expenses and MTP/Modeling



MVP Monthly Schedule of Tasks January 2026-December 2026

January 2026

- Launch Formal Call for Projects
- Present to key stakeholders
- Present RESPEC-developed MTP project list
- Present the Existing Conditions, Level of Service Report, and Model Report for review

February 2026

- Adoption of Alaska DOT&PF Performance Measures
- Presentation of MTP Survey Comment Map Results

March 2026

- transit stakeholder meetings on March 12th and 24th
- Presentation about complete streets/link to federal regulations and plan goals to TC and PB
- TAP Funding and MVP Local Control Plan Review
- FTA 5307 split policy statement review
- Received FFY27 PL allocations

April 2026

- Submit Q2 UPWP Report
- Review Projects Nominated
- Score Nominated Projects
- Project Review Committee Special Meeting
- Review and Approve Complete Streets Policy with TC and PB
- Review and Approve the TAP Local Control Plan
- Draft FFY27&28 UPWP
- Discussion on Planning Studies 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
-



May 2026

- Develop Carbon Reduction Program Criteria: priorities for MVP-projects need to be awarded under a competitive process
- Review TIP Funding Policy to the Technical Committee and Policy Board
- Begin drafting the scope of work for Streetlight, intersection and sign management plans
- ADOT planning-level cost estimates for projects
- Finalize MTP Project list
- Present MTP project list to TC and PB for approval
- Review and Approve FFY27&28 UPWP for a 30-day public notice
- 30-day public notice about MTP projects (maybe)
- O&M state of the system maintenance report
- Host a Bike and Pedestrian stakeholder meeting/event
- Grandfather agreements with ADOT&PF for all the current CTP & TAP projects so that we have them prior to the TIP development

June 2026

- Approval of FFY27&28 UPWP 30-day public review
- Apply Performance Measures to MTP projects
- Fiscal Plan Summary Report Review with TC and PB
- Draft Transit Plan Scope
- Draft Household Travel Survey Scope

July 2026

- Submit Q3 UPWP Report
- Draft Summary Fiscal Plan Report
- Draft TIP and Review with TC and PB
- Review Public Comments about the FFY27/28 UPWP
- Review and Approve MTP for 30-day public comment period
- MTP Public Event – final draft project list
- Draft TIP



August 2026

- Review TIP and release for a 30-day public comment period
- Review and Approve FFY27/28 UPWP and submit to ADOT, FHWA, and FTA
- Review and Approve Transit Plan Scope
- Review and Approve Household Travel Survey Scope
- Review and Approve Asset Management Plans Scopes

September 2026

- Review Draft MTP comment log

October 2026

- Submit Q4/Final FFY25/26 UPWP
- Review TIP Comment log
- Present final MTP to TC and PB for approval

November 2026

- Present final TIP to TC and PB for approval

December 2026

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

February 27, 2026

Altman, Rogers & Co.
3000 C St. N. Suite 201
Anchorage, Alaska 99503

This representation letter is provided in connection with your audit of the financial statements of Mat-Su Valley Planning for Transportation, which comprise the statements of financial position as of September 30, 2025, and the related statements of activities, functional expenses, and cash flows for the year then ended, and the disclosures (collectively, the "financial statements"), for the purpose of expressing an opinion as to whether the financial statements are presented fairly, in all material respects, in accordance with accounting principles generally accepted in the United States (U.S. GAAP).

Certain representations in this letter are described as being limited to matters that are material. Items are considered to be material, regardless of size, if they involve an omission or misstatement of accounting information that, in light of surrounding circumstances, makes it probable that the judgment of a reasonable person relying on the information would be changed or influenced by the omission or misstatement. An omission or misstatement that is monetarily small in amount could be considered material as a result of qualitative factors.

We confirm, to the best of our knowledge and belief, as of February 27, 2026, the following representations made to you during your audit.

Financial Statements

- 1) We have fulfilled our responsibilities, as set out in the terms of the audit engagement letter dated November 8, 2025 including our responsibility for the preparation and fair presentation of the financial statements in accordance with U.S. GAAP.
- 2) The financial statements referred to above are fairly presented in conformity with U.S. GAAP.
- 3) We acknowledge our responsibility for the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.
- 4) We acknowledge our responsibility for the design, implementation, and maintenance of internal control to prevent and detect fraud.
- 5) The methods, significant assumptions, and data used in making accounting estimates and their related disclosures are appropriate to achieve recognition, measurement, or disclosure that is reasonable in accordance with U.S. GAAP.
- 6) Related-party relationships and transactions have been appropriately accounted for and disclosed in accordance with U.S. GAAP.
- 7) All events subsequent to the date of the financial statements and for which U.S. GAAP requires adjustment or disclosure have been adjusted or disclosed.
- 8) The effects of uncorrected misstatements are immaterial, both individually and in the aggregate, to the financial statements as a whole. We identified no unrecorded misstatements in the financial statements.
- 9) The effects of all known actual or possible litigation, claims, and assessments have been accounted for and disclosed in accordance with U.S. GAAP.
- 10) Material concentrations have been appropriately disclosed in accordance with U.S. GAAP.
- 11) Guarantees, whether written or oral, under which the Organization is contingently liable, have been properly recorded or disclosed in accordance with U.S. GAAP.

Information Provided

- 12) We have provided you with:
 - a) Access to all information, of which we are aware, that is relevant to the preparation and fair presentation of the financial statements, such as records (including information obtained from outside of the general and subsidiary ledgers), documentation, and other matters.
 - b) Additional information that you have requested from us for the purpose of the audit.

- c) Unrestricted access to persons within the Organization from whom you determined it necessary to obtain audit evidence.
 - d) Minutes of the meetings of the governing board or summaries of actions of recent meetings for which minutes have not yet been prepared.
- 13) All material transactions have been recorded in the accounting records and are reflected in the financial statements.
- 14) We have disclosed to you the results of our assessment of the risk that the financial statements may be materially misstated as a result of fraud.
- 15) We have no knowledge of any fraud or suspected fraud that affects the Organization and involves:
- a) Management,
 - b) Employees who have significant roles in internal control, or
 - c) Others where the fraud could have a material effect on the financial statements.
- 16) We have no knowledge of any allegations of fraud or suspected fraud affecting the Organization's financial statements communicated by employees, former employees, grantors, regulators, or others.
- 17) We have no knowledge of any instances of noncompliance or suspected noncompliance with laws and regulations whose effects should be considered when preparing financial statements.
- 18) We have disclosed to you all known actual or possible litigation, claims, and assessment whose effects should be considered when preparing the financial statements.
- 19) We have disclosed to you the names of all of the Organization's related parties and all the related-party relationships and transactions, including any side agreements.
- 20) The Organization has satisfactory title to all owned assets, and there are no liens or encumbrances on such assets nor has any asset been pledged as collateral.
- 21) We are responsible for compliance with the laws, regulations, and provisions of contracts and grant agreements applicable to us.
- 22) Mat-Su Valley Planning For Transportation. is an exempt organization under Section 501(c)(3) of the Internal Revenue Code. Any activities of which we are aware that would jeopardize the Organization's tax-exempt status, and all activities subject to tax on unrelated business income or excise or other tax, have been disclosed to you. All required filings with tax authorities are up-to-date.

Signature: _____
 Title: _____



Executive Director 3.11.2026

MAT-SU VALLEY PLANNING FOR TRANSPORTATION

Letter to the Governing Board

Year Ended September 30, 2025

MAT-SU VALLEY PLANNING FOR TRANSPORTATION

Letter to the Governing Board

Year Ended September 30, 2025

February 27, 2026

Members of the Governing Board
Mat-Su Valley Planning for Transportation
Wasilla, Alaska

We have audited the financial statements of Mat-Su Valley Planning for Transportation (the Organization) for the year ended September 30, 2025, and have issued our report thereon dated February 27, 2026. Professional standards require that we provide you with information about our responsibilities under generally accepted auditing standards, as well as certain information related to the planned scope and timing of our audit. We have communicated such information in our letter to you dated November 8, 2025. Professional standards also require that we communicate to you the following information related to our audit.

Accounting Policies and Transactions

Management is responsible for the selection and use of appropriate accounting policies. The significant accounting policies used by Mat-Su Valley Planning for Transportation are described in Note I to the financial statements. All significant transactions have been recognized in the financial statements in the proper period. No new accounting policies were adopted and the application of existing policies was not changed during 2025. We noted no transactions entered into by the Organization during the year for which there is a lack of authoritative guidance or consensus.

Significant Estimates

Accounting estimates are an integral part of the financial statements prepared by management and are based on management's knowledge and experience about past and current events and assumptions about future events. Certain accounting estimates are particularly sensitive because of their significance to the financial statements and because of the possibility that future events affecting them may differ significantly from those expected. The most sensitive estimates affecting the financial statements were:

Management's estimate of collectability of accounts receivable is calculated on historical losses information, economic conditions, character of the credit risk and reasonable and supportable forecasts. We evaluated the key factors and assumptions used to develop credit losses in determining that it is reasonable in relation to the financial statements taken as a whole.

Management's estimate of the useful lives and depreciation is based upon the expected useful life of an asset. We evaluated the key factors and assumptions used to determine the useful lives and calculate depreciation expense in determining that it is reasonable in relation to the financial statements taken as a whole.

Management's estimate of the functional expenses is based upon an allocation of program expenses and general and administration. We evaluated the key factors and assumptions used to develop the allocation of expenses in determining that it is reasonable in relation to the financial statements taken as a whole.

Financial Statement Disclosures

The financial statement disclosures are neutral, consistent, and clear.

Difficulties Encountered in Performing the Audit

We encountered no significant difficulties in dealing with management in performing and completing our audit.

Corrected and Uncorrected Misstatements

Professional standards require us to accumulate all known and likely misstatements identified during the audit, other than those that are clearly trivial, and communicate them to the appropriate level of management. Management has corrected all such misstatements. In addition, none of the misstatements detected as a result of audit procedures and corrected by management were material, either individually or in the aggregate, to the financial statements taken as a whole.

Disagreements with Management

For purposes of this letter, a disagreement with management is a financial accounting, reporting, or auditing matter, whether or not resolved to our satisfaction, that could be significant to the financial statements or the auditor's report. We are pleased to report that no such disagreements arose during the course of our audit.

Management Representations

We have requested certain representations from management that are included in the management representation letter dated February 27, 2026.

Management Consultations with Other Independent Accountants

In some cases, management may decide to consult with other accountants about auditing and accounting matters, similar to obtaining a "second opinion" on certain situations. If a consultation involves application of an accounting principle to the Organization's financial statements or a determination of the type of auditor's opinion that may be expressed on those statements, our professional standards require the consulting accountant to check with us to determine that the consultant has all the relevant facts. To our knowledge, there were no such consultations with other accountants.

Internal Control

In planning and performing our audit of the financial statements of the Organization, as of and for the year ended September 30, 2025, in accordance with auditing standards generally accepted in the United States of America, we considered the Organization's internal control over financial reporting (internal control) as a basis for designing our audit procedures that are appropriate in the circumstances for the purpose of expressing our opinion on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of the Organization's internal control. Accordingly, we do not express an opinion on the effectiveness of the Organization's internal control.

A deficiency in internal control exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, misstatements on a timely basis. A material weakness is a deficiency, or a combination of deficiencies in internal control, such that there is a reasonable possibility that a material misstatement of the Organization's financial statements will not be prevented, or detected and corrected, on a timely basis. A significant deficiency is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.

Our consideration of internal control was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control that might be material weaknesses or significant deficiencies. Given these limitations, during our audit we did not identify any deficiencies in internal control that we consider to be material weaknesses. However, material weaknesses or significant deficiencies may exist that were not identified.

Other Audit Findings or Issues

We generally discuss a variety of matters, including the application of accounting principles and auditing standards, with management each year prior to retention as the Organization's auditors. However, these discussions occurred in the normal course of our professional relationship and our responses were not a condition to our retention.

Accounting Assistance

As part of our engagement we drafted the financial statements of Mat-Su Valley Planning for Transportation from the Organization's accounting records; however, management of the Organization was involved in the drafting process and retains responsibility for the financial statements.

Restriction on Use

This information is intended solely for the use of the governing board and management of Mat-Su Valley Planning for Transportation and is not intended to be, and should not be, used by anyone other than these specified parties.

Sincerely,



Anchorage, Alaska

MAT-SU VALLEY PLANNING FOR TRANSPORTATION

Financial Statements
(With Independent Auditor's Report Thereon)

Year Ended September 30, 2025

MAT-SU VALLEY PLANNING FOR TRANSPORTATION

Financial Statements
(With Independent Auditor's Report Thereon)

Year Ended September 30, 2025

MAT-SU VALLEY PLANNING FOR TRANSPORTATION

Table of Contents, Continued

	<u>Page</u>
INDEPENDENT AUDITOR'S REPORT	1-2
FINANCIAL STATEMENTS:	
Statement of Financial Position	3
Statement of Activities	4
Statement of Functional Expenses	5
Statement of Cash Flows	6
Notes to Financial Statements	7-11

Independent Auditor's Report

Members of the Board of Directors
Mat-Su Valley Planning for Transportation
Palmer, Alaska

Opinion

We have audited the financial statements of Mat-Su Valley Planning for Transportation (a nonprofit organization), which comprise the statement of financial position as of September 30, 2025 and the related statements of activities, functional expenses, and cash flows for the year then ended, and the related notes to the financial statements.

In our opinion, the accompanying financial statements referred to above present fairly, in all material respects, the financial position of Mat-Su Valley Planning for Transportation as of September 30, 2025 and its changes in net assets and its cash flows for the year then ended in accordance with accounting principles generally accepted in the United States of America.

Basis for Opinion

We conducted our audit in accordance with auditing standards generally accepted in the United States of America (GAAS). Our responsibilities under those standards are further described in the Auditor's Responsibilities for the Audit of the Financial Statements section of our report. We are required to be independent of Mat-Su Valley Planning for Transportation and to meet our other ethical responsibilities, in accordance with the relevant ethical requirements relating to our audits. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinion.

Responsibilities of Management for the Financial Statements

Management is responsible for the preparation and fair presentation of the financial statements in accordance with accounting principles generally accepted in the United States of America, and for the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

In preparing the financial statements, management is required to evaluate whether there are conditions or events, considered in the aggregate, that raise substantial doubt about Mat-Su Valley Planning for Transportation's ability to continue as a going concern within one year after the date that the financial statements are available to be issued.

Auditor's Responsibilities for the Audit of the Financial Statements

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinion. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with generally accepted auditing standards will always detect a material misstatement when it exists. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Misstatements are considered material if there is a substantial likelihood that, individually or in the aggregate, they would influence the judgment made by a reasonable user based on the financial statements.

In performing an audit in accordance with generally accepted auditing standards we:

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the amounts and disclosures in the financial statements.
- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness Mat-Su Valley Planning for Transportation's internal control. Accordingly, no such opinion is expressed.
- Evaluate the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluate the overall presentation of the financial statements.
- Conclude whether, in our judgment, there are conditions or events, considered in the aggregate, that raise substantial doubt about Mat-Su Valley Planning for Transportation's ability to continue as a going concern for a reasonable period of time.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit, significant audit findings, and certain internal control related matters that we identified during the audit.

Altman, Rogers & Co.

Anchorage, Alaska
February 27, 2026

MAT-SU VALLEY PLANNING FOR TRANSPORTATION

Statement of Financial Position

September 30, 2025

Assets

Current assets:		
Cash and cash equivalents	\$	522,154
Grants receivable		83,867
Total current assets		<u>606,021</u>
Non-current assets:		
Property and equipment, net		<u>2,204</u>
Total assets	\$	<u><u>608,225</u></u>

Liabilities and Net Assets

Current liabilities:		
Accounts payable	\$	10,620
Accrued wages and salaries		10,475
Accrued leave		11,060
Unearned revenue		8,169
Total current liabilities		<u>40,324</u>
Net assets without donor restrictions		<u>567,901</u>
Total liabilities and net assets	\$	<u><u>608,225</u></u>

See accompanying notes to financial statements.

MAT-SU VALLEY PLANNING FOR TRANSPORTATION

Statement of Activities

Year Ended September 30, 2025

Net assets without donor restrictions:	
Support and revenue:	
State grants	\$ 304,751
Federal sources	174,477
Membership fees	280,970
Interest income	661
Total support and revenue	<u>760,859</u>
Expenses:	
Program services -	
Unified planning work program	127,984
Supporting activities -	
Management and general	64,974
Total expenses	<u>192,958</u>
Change in net assets	567,901
Net assets, beginning of year	<u>-</u>
Net assets, end of year	<u>\$ 567,901</u>

See accompanying notes to financial statements.

MAT-SU VALLEY PLANNING FOR TRANSPORTATION

Statement of Functional Expenses

Year Ended September 30, 2025

	Program Services	Supporting Activities	
	Unified Planning Work Program	Management and General	Total
Payroll and related costs	\$ 100,000	24,777	124,777
Training and travel	9,302	-	9,302
Facility	500	-	500
Advertising and public notices	14,454	-	14,454
Supplies	-	351	351
Meetings	608	-	608
Equipment	-	-	-
Contract services	3,120	21,624	24,744
Depreciation	-	355	355
Insurance	-	13,253	13,253
Bank charges	-	2,241	2,241
Dues/subscriptions	-	1,915	1,915
Other	-	458	458
Total expenses	\$ <u>127,984</u>	<u>64,974</u>	<u>192,958</u>

See accompanying notes to financial statements.

MAT-SU VALLEY PLANNING FOR TRANSPORTATION

Statement of Cash Flows

Year Ended September 30, 2025

Cash flows provided (used) by operating activities:	
Change in net assets	\$ 567,901
Adjustments to reconcile change in net assets to net cash provided (used) by operating activities:	
Depreciation	355
(Increase) decrease in assets:	
Grants receivable	(83,867)
Increase (decrease) in liabilities:	
Accounts payable	10,620
Accrued wages and salaries	10,475
Accrued leave	11,060
Unearned revenue	8,169
Net cash provided by operating activities	<u>524,713</u>
Cash flows provided (used) by investing activities:	
Purchase of property and equipment	<u>(2,559)</u>
Net change in cash and cash equivalents	522,154
Cash and cash equivalents, beginning of year	<u>-</u>
Cash and cash equivalents, end of year	<u>\$ 522,154</u>

See accompanying notes to financial statements.

MAT-SU VALLEY PLANNING FOR TRANSPORTATION

Notes to Financial Statements

September 30, 2025

f(1) **SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES**

Description of Business

Incorporated in 2025, Mat-Su Valley Planning for Transportation is a nonprofit organization established as the Metropolitan Planning Organization (MPO). Mat-Su Valley Planning for Transportation serves as the Mat-Su Valley, Alaska area long range planning organization for the transportation system in the urbanized area of the Mat-su Valley. Primary funding sources for Mat-Su Valley Planning for Transportation include membership fees, and reimbursement for expenses from the State of Alaska Department of Transportation and Public Facilities. Mat-Su Valley Planning for Transportation receives membership fees and dues from the Mat-Su Borough, City of Wasilla, City of Palmer, Chickaloon and Knik Tribe.

Basis of Accounting

Mat-Su Valley Planning for Transportation's financial statements are presented on the accrual basis of accounting in accordance with accounting principles generally accepted in the United States of America. Under this method of accounting, revenues are recognized when earned. Liabilities and expenses are recorded when incurred.

Net assets, revenues, gains, and losses are classified based on the existence or absence of donor or grantor imposed restrictions. Accordingly, net assets and changes therein are classified and reported as follows:

Net Assets Without Donor Restrictions – Net assets available for use in general operations and not subject to donor (or certain grantor) restrictions.

Net Assets With Donor Restrictions – Net assets subject to donor- (or certain grantor-) imposed restrictions. Some donor-imposed restrictions are temporary in nature, such as those that will be met by the passage of time or other events specified by the donor. Other donor-imposed restrictions are perpetual in nature, where the donor stipulates that resources be maintained in perpetuity. Gifts of long-lived assets and gifts of cash restricted for the acquisition of long-lived assets are recognized as revenue when the assets are placed in service. Donor-imposed restrictions are released when a restriction expires, that is, when the stipulated time has elapsed, when the stipulated purpose for which the resource was restricted has been fulfilled, or both.

Use of Estimates

Management of the Organization uses estimates and assumptions in preparing these financial statements in accordance with accounting principles generally accepted in the United States of America. Those estimates and assumptions affect the reported amounts of assets and liabilities, the disclosure of contingent assets and liabilities, and the reported revenues and expenses. Actual results could vary from the estimates that are used.

MAT-SU VALLEY PLANNING FOR TRANSPORTATION

Notes to Financial Statements, Continued

Allocation of Costs

The costs of providing various programs and other activities have been summarized on a functional basis on the face of the financial statements. Accordingly, certain costs have been allocated among the program services and supporting activities benefited. This required the allocation of costs among the various program services and supporting activities is based on estimates made by management.

Description of Program Services and Supporting Activities

The following program services and supporting activities are included in the accompanying financial statements:

Program Services – Accounts for the activities associated with the administration and operation of the Unified Planning Work Program (Transportation Projects).

Supporting Activities:

Management and General – Accounts for all the activities of the Organization that are not directly identifiable with the programs noted above. These costs account for the activities associated with managing the Organization and the above programs.

Allocation of Functional Expenses

The financial statements report certain categories of expenses that are attributed to more than one program or supporting function. Therefore, expenses require allocation on a reasonable basis that is consistently applied. The expenses that are allocated include payroll and related costs, and contract services.

Cash and Cash Equivalents

For purposes of the Statement of Cash Flows, the Organization considers all highly liquid investments with maturity of three months or less when purchased to be cash equivalents.

Accounts Receivable, and Allowance for Credit Losses

Accounts and grants receivable are stated at the amount management expects to collect from outstanding balances. The estimation of losses considers prior charge-offs and recoveries against the allowance for credit losses as well as the historical loss information, economic conditions, character of the credit risk and reasonable and supportable forecasts. There was no allowance for credit losses as of September 30, 2025 as all grants receivable are deemed to be fully collectible.

Property and Equipment

Purchased assets are recorded at cost or estimated cost when original cost is not available. Contributed assets are recorded at the estimated fair value at the date of receipt. Property and equipment purchases are reported as expenses when used for reimbursement from granting agencies and capitalized for financial statement purposes if the assets are greater than \$1,000 with a useful life greater than one year. These assets are depreciated over their useful lives using the straight-line method. Useful lives of assets vary from 3 years for equipment to 40 years for buildings and building improvements.

MAT-SU VALLEY PLANNING FOR TRANSPORTATION

Notes to Financial Statements, Continued

Unearned Revenue

Unearned revenue represents amounts for which asset recognition criteria have been met, but for which revenue recognition criteria have not been met.

Fair Value of Financial Instruments

The fair value is the price that would be received to sell an asset or paid to transfer a liability in an orderly transaction into principal, or the most advantageous, market at the measurement date under current market conditions regardless of whether the price is directly observable or estimated using another valuation technique. Fair values are based on quoted market prices when available.

The following financial instruments are recorded at fair value or at amounts that approximate fair value: (1) cash and cash equivalents, (2) receivables, net, (3) certain other current assets, (4) accounts payable and (5) other current liabilities. The carrying amounts reported in the Statement of Financial Position for the above financial instruments closely approximates their fair value due to the short-term nature of these assets and liabilities.

Revenue Recognition

Grant Revenues

All of the Organization's revenue is derived from cost-reimbursable state and federal government grants and contracts, which are conditional upon certain performance requirements and/or the incurrence of allowable qualifying expenses and have a right of return. Amounts received prior to incurring qualifying expenses are reported as refundable advances on the Statements of Financial Position.

Membership Dues

Membership dues are typically paid at the beginning of the membership term and are non-refundable. Under ASC 606, Revenue from Contracts with Customers, membership dues are evaluated to determine which components represent distinct performance obligations. The Organization has concluded that the membership benefits collectively represent a single performance obligation satisfied ratably over the membership period, as members receive access to benefits throughout the year and no individual benefit is considered separately material. Accordingly, membership dues are recognized as revenue on a straight-line basis over the 12-month membership term, regardless of when cash is received. Amounts collected in advance of the membership period are recorded as unearned revenue on the Statement of Financial Position. At September 30, 2025 unearned revenue related to membership dues was \$8,169.

Income Taxes

Mat-Su Valley Planning for is a nonprofit corporation exempt from income taxation under Section 501(c)(3) of the Internal Revenue Code.

Although the Organization is exempt from federal income taxes, any income derived from unrelated business activities is subject to the requirement of filing Federal Income Tax Form 990-T and a tax liability may be determined on these activities. The Organization had no income derived from unrelated business activities as of September 30, 2025.

MAT-SU VALLEY PLANNING FOR TRANSPORTATION

Notes to Financial Statements, Continued

The Organization classifies all interest and penalties related to tax contingencies as income tax expense. As of September 30, 2025, there is no accrued interest or penalties. As of September 30, 2025 there were no uncertain tax positions or unrecognized tax benefits for which management believes it is reasonably possible that the total amounts of tax contingencies will significantly increase or decrease within 12 months of the reporting date. The Organization files tax returns in the US Federal Jurisdiction and the State of Alaska. As of 2025, the tax years that remain subject to examination begins with 2025. The Organization is not under examination by the internal revenue service for any open tax years.

(2) DEPOSITS WITH FINANCIAL INSTITUTIONS

The Organization maintains a checking, savings and money market accounts with Matanuska Valley Federal Credit Union of Alaska. FDIC insures these accounts up to \$250,000. Currently, the Organization has no policy that dictates deposits be collateralized for amounts in excess of FDIC coverage. At September 30, 2025, the Organization’s uninsured bank balances were \$271,654. Management believes the banking institution where it has its deposits is secure and has accepted the risks associated with their deposits.

(3) LIQUIDITY AND AVAILABILITY

Financial assets available for general expenditure, that is, without donor or other restrictions limiting their use, within one year of the Statement of Financial Position date, comprise the following:

Cash and cash equivalents	\$	522,154
Grants receivable		<u>83,867</u>
	\$	<u><u>606,021</u></u>

Management has not formally established a liquidity plan and believes current assets are sufficient.

(4) PROPERTY AND EQUIPMENT

The following is a summary of property and equipment at September 30:

		<u>2025</u>
Equipment	\$	<u>2,559</u>
Accumulated depreciation		<u>(355)</u>
Net property and equipment	\$	<u><u>2,204</u></u>

Depreciation expense was \$355 for the year ended September 30, 2025.

(5) EMPLOYEE BENEFIT PLAN

Mat-Su Valley Planning for Transportation provides 401(k) Retirement Savings Plan for employees with two parts.

MAT-SU VALLEY PLANNING FOR TRANSPORTATION

Notes to Financial Statements, Continued

First, beginning at the start of their employment with the organization, an employee may contribute a portion of their salary to their 401(k) account up to the maximum amount contributable under IRS regulations. They are entitled to the entirety of their contribution upon separation.

Second, at the start of their employment, with the employees' first paycheck, the Organization contributes an equivalent of 3% of an employee's gross wages to their 401(k) account. The Board of Directors shall review the amount of the discretionary employer contribution annually.

For the year ended September 30, 2025, the Organization's contribution to this plan was \$2,270.

(6) CONTINGENCIES

The Organization receives grants, which are subject to audit and adjustments by the grantor agencies. Any disallowed claims, including amounts already collected, would become a liability of the Organization, however, the Organization does not anticipate any disallowed costs.

In the normal course of business, liabilities for loss contingencies arising from claims, assessments, litigation, fines, and penalties and other sources are recorded when it is probable that a liability has been incurred and the amount can be reasonably estimated. Legal costs incurred in connection with loss contingencies are expensed as incurred.

(7) CONCENTRATION OF SUPPORT

During the year ended September 30, 2025, 40% of support revenue was derived from State grants, 23% was derived from federal grants and 37% was derived from membership fees.

A significant reduction in the level of these sources of support and revenue, if this were to occur, may have an adverse effect on the Organization's programs and activities.

(8) SUBSEQUENT EVENTS

The Organization has evaluated subsequent events through February 27, 2026, the date on which the financial statements were available to be issued. No items were deemed necessary for disclosure.



MVP is soliciting applications to fill the following two at-large seats on our Technical Committee 1) the Nonmotorized/Mobility Advocate, and 2) Public Transportation Provider representative.

These positions play a critical role in fulfilling MVP's commitment 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. Any questions can be directed to Kim Sollien at kim.sollien@mvpmpo.com.

About the Opportunity:

MVP (the "Corporation") is the Metropolitan Planning Organization (MPO) for the Matanuska-Susitna Metropolitan Planning Area (MPA). MVP's role is to coordinate local, state, and tribal voices in shaping long-term transportation priorities for the area. ([More about MVP](#)).

MVP's Technical Committee is a 16-member advisory body (13 identified seats from member agencies and regional organizations, plus 3 at-large seats) that assists the Policy Board in fulfilling its oversight responsibilities on transportation issues that are primarily technical in nature. The Committee's responsibilities include, but are limited to, evaluating the technical feasibility of proposed transportation plans and projects, providing technical data and information, and supporting MVP's public engagement and education efforts. ([More about the Technical Committee](#)).

Calendar year 2026 will be a busy one for MVP as we shepherd our first Metropolitan Transportation Plan and Transportation Improvement Plan across the finish-line. (More about the [MTP](#) and [TIP](#)). Our Technical Committee is an integral part of this process to set the long-term transportation plans and program objectives for the area.

About the Positions:

- *Nonmotorized/Mobility Advocate* – A professional involved in some aspect of non-motorized trail development, maintenance, and/or advocacy.
- *Public Transportation Provider* – A professional involved in some aspect of public transit service provision and/or advocacy.

Attendance Requirements:

- Monthly meetings: 2nd Tuesday of each month, 2:00–4:00 PM
- Members are expected to notify the Executive Director when unable to attend
- Three (3) consistent unexcused absences may result in removal from the committee
- Note that positions are not term-limited.

Other Expectations:

- Attend workshops, special meetings, and public meetings in support of MVP planning and project initiatives (approx. 1-2 per quarter)
- Provide timely review and comments on plans, technical analyses, and other documents.

How to Apply

Submit the attached application form to kim.sollien@mvpmpo.com by no later than February 28, 2026. Upon receipt of all applications, the current members of the Technical Committee will review applications and notify selectees of their appointment.

Visit www.mvpmpo.com

Policy Board Members

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



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TRANSPORTATION

Technical Committee Membership Application

Purpose: The Technical Committee is a 16-member advisory body that assists the Policy Board in fulfilling its oversight responsibilities on transportation issues that are primarily technical in nature. The Committee consists of 13 identified seats from member agencies and regional organizations, plus 3 at-large seats.

ATTENDANCE REQUIREMENTS

- Monthly meetings: 2nd Tuesday of each month, 2:00–4:00 PM
- Members are expected to notify the Executive Director when unable to attend
- Three (3) consistent unexcused absences may result in removal from the committee

CONTACT INFORMATION

Name:

Address:

Phone:

Email:

AT-LARGE SEAT OF INTEREST

Select one of the following currently available positions:

- Nonmotorized/Mobility Advocate* – A professional involved in some aspect of non-motorized trail development, maintenance, and/or advocacy
- Public Transportation Provider* – A professional involved in some aspect of public transit service provision and/or advocacy

Visit www.mvppmo.com

Policy Board Members

Bob Charles, Knik Tribe • Mayor Edna DeVries, MSB • Mayor Glenda Ledford, City of Wasilla
• Brian Winnestaffer, Chickaloon Native Village • Mike Brown, MSB • Sean Holland, DOT&P⁴⁷
• Mayor Jim Cooper, City of Palmer



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APPLICATION QUESTIONS

1. Can you commit to attending meetings on the second Tuesday of each month from 2:00–4:00 PM?

Yes No

2. Would you be able to attend occasional additional daytime meetings as required? (Note: approx. 1-2 additional meetings/ workshops per quarter)

Yes No

Please elaborate:

3. What is your knowledge of the function of a Metropolitan Planning Organization?

4. Please describe why you are interested in becoming a member of the MVP for Transportation Technical Committee and your relevant education/experience in planning, engineering, or other technical fields as they relate to transportation planning. (*You may also attach a separate letter of interest to this application.*)

Visit www.mvmpo.com

Policy Board Members

Bob Charles, Knik Tribe • Mayor Edna DeVries, MSB • Mayor Glenda Ledford, City of Wasilla
• Brian Winnestaffer, Chickaloon Native Village • Mike Brown, MSB • Sean Holland, DOT&P⁴⁸
• Mayor Jim Cooper, City of Palmer



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REQUIRED ATTACHMENTS

- Resume or CV: Please attach a current copy of your resume
- Letter of Interest (Optional): Additional information about your qualifications and interest

APPLICATION PROCESS

At-Large member applications are reviewed and appointed by the Policy Board. Please submit your completed application with all required attachments to:

- Kim Sollien - MVP Executive Director
 - o Kim.Sollien@mvpmpo.com

Thank you for your interest in becoming a member of MVP's Technical Committee!

We appreciate your commitment to improving transportation planning in the Mat-Su Valley.

Visit www.mvpmpo.com

Policy Board Members

- Bob Charles, Knik Tribe
- Mayor Edna DeVries, MSB
- Mayor Glenda Ledford, City of Wasilla
- Brian Winnestaffer, Chickaloon Native Village
- Mike Brown, MSB
- Sean Holland, DOT&P⁴⁹
- Mayor Jim Cooper, City of Palmer

To whom it may concern,

I am interested in joining the Technical Committee as a nonmotorized advocate to help strengthen pedestrian and cycling infrastructure and improve safety for all users. My educational background and early career experience are in Environmental Health, where I was trained to conduct Environmental and Health Impact Assessments. While this work is more adjacent to rather than directly within transportation engineering and planning, it provided me with a strong foundation in evaluating how projects affect community health, safety, accessibility, and long-term well-being.

Over the past ten years, I have also been directly involved in biking and hiking trail building efforts in both Washington state and Alaska. These experiences have deepened my commitment to expanding safe, accessible nonmotorized options and given me a grounded perspective that I believe can support technical planning discussions. I would value the opportunity to bring both my public health lens and my on-the-ground trail experience to the committee's work.

Thank you,
Jade Tabony

JADE TABONY

jat257@cornell.edu • (504)-615-7084 • Palmer, AK

Skills

- **Data & Analytics:** Reporting & KPI design, predictive modeling, stakeholder analytics, experimentation/measurement, predictive modeling concepts
- **Tools & Languages:** Python, SQL, Excel, Google Suite, AWS (ECS/ECR/Lambda/RDS), GCP, Apache Spark, Docker, Kubernetes, Git
- **Data Engineering:** ETL/ELT pipelines, automated reporting, data reliability/observability, cost engineering, infrastructure modernization
- **Leadership:** People management, roadmap ownership, sprint planning, cross-functional delivery, hiring & recruiting, training & enablement
- **Operations & Compliance:** Incident reporting, vulnerability & compliance tracking, access reviews, on-call management, service ownership

Experience

ExtraHop Networks

May 2022 – Present

Manager, Machine Learning Infrastructure and Data Engineering
Remote/Seattle, WA

- Manage a team of 11 engineers across two disciplines, overseeing cloud infrastructure and data engineering services that deliver ExtraHop's cybersecurity detections and host the internal research platform.
- Own the technical roadmap and backlog for both domains; translate organization goals into quarterly plans, sprint execution, and measurable deliverables.
- Led a cloud infrastructure overhaul, achieving a 50% reduction in monthly cloud costs through cost engineering, architectural improvements, and operational governance.
- Migrated detection delivery to an asynchronous deployment framework, improving speed and reducing bottlenecks in production release workflows.
- Serve as technical lead for the Collective Threat Analytics platform, ensuring stable pipelines, scalable services, and consistent delivery of analytics outputs.
- Produce recurring program operations and product metrics reporting, and lead discussions with leadership to align teams on performance, risks, and next steps.
- Build operational standards for security readiness including vulnerability tracking, incident reports, and access reviews supporting stable pipelines and compliance.
- Run Agile delivery processes including sprint planning, prioritization, and execution across multiple workstreams and stakeholders.
- Conduct bi-weekly 1:1s to drive performance, mentorship, growth planning, and promotions documentation.
- Lead recruiting for both college and experienced hiring, including interview loops, staffing plans, and team development strategy.
- Oversee three on-call rotations, driving automation and improved workflows to reduce operational load and improve response consistency.

Data Scientist III

February 2020 – May 2022

- Led data engineering initiatives to establish an AWS-based data warehouse supporting cybersecurity detection development.
- Developed interactive dashboards using AWS Quicksight for management and R&D teams, enhancing data-driven decision-making.
- Implemented on-call service automation, reducing the on-call burden for the R&D team by 25% and enhancing operational efficiency.

- Engineered and maintained a machine learning service health API, facilitating the propagation of health indicators to Salesforce for account representatives.

Data Scientist II

September 2018 – February 2020

- Engineered anomaly based detectors to identify emerging cybersecurity threats based on comprehensive threat research.
- Automated data replication and ETL processes utilizing AWS services such as ECR, ECS, Lambda, and RDS, streamlining data workflows and enhancing reporting.

MetaBrite, Inc

October 2016 – April 2018

Machine Learning Software Developer
Seattle, WA

- Led machine learning projects and research to replace manual receipt processing tasks with automated models, reducing manual workload by 80%.
- Trained multiclass classification predictive models using Python and Scikit-Learn to automate receipt processing tasks.
- Built and maintained automated measurement scripts for real-time evaluation of model performance, ensuring robustness and reliability.
- Spearheaded research and development efforts in OCR and natural language processing, driving innovation in automated data processing.
- Developed and maintained production services for model deployment using Python and AWS, ensuring seamless integration into operational environments.

Education

Boston University School of Public Health

May 2013

Master of Science, Environmental Health

Emphasis in Risk Assessment and Biostatistics

Thesis: Lead in Boston Soil: Inhalation Bioavailability and Risk Assessment for Gardeners

Cornell University

May 2011

Bachelor of Science

Majors: Environmental Biology and Nutritional Sciences

Projects and Volunteer Work

- Mat-Su United for Progress, Treasurer. Elected Dec 2025
- Women@ExtraHop Resource Group. Co-Chair
- Washington Trails Association Hike Recommender. Lead Data Scientist.
- Crossing Lines. Co-Founder.
- Wilderness First Responder. Certified May 2021.

Publications and Presentations

- Prueitt, RL; Lynch, H; **Tabony, J**; Beck, N; Goodman, JE; Rhomberg, LR. 2015. "Evaluation of Study Quality Criteria Frameworks." Presented at Society of Toxicology Annual Meeting in San Diego, CA. March 22-26, 2015
- Verslycke, T; Mayfield, DB; **Tabony, JA**; Capdevielle, M; Slezak, B. 2014. "Human Health Risk Assessment of Triclosan in Land-Applied Biosolids." In: Presented at Society of Environmental

Toxicology and Chemistry (SETAC) North America 35th Annual Meeting, Vancouver, British Columbia, November 9-13, 2014.

- Heiger-Bernays, W; **Tabony, J.** 2013. "How to Collect Soil Samples and Read your Soil Testing Results." Presented at the Growers Gathering Conference, Boston, MA, March.
- **Tabony, J;** Heiger-Bernays, J. 2013. "Relative contribution of lead *via* inhalation of soil particulate matter to gardener's lead exposure." Poster session presented at Communities, Ecology, and Health: Making the Connection. 34th Annual Society for Environmental Toxicology and Chemistry, Nashville, TN, November 17-21.



MatSu Valley Planning (MVP) for Transportation

Technical Committee Membership Application for a Seat

The purpose of the Technical Committee is to assist the Policy Board in fulfilling its oversight responsibilities by acting as an advisory body for transportation issues that are primarily technical in nature.

Name: LaMarr Anderson

Address: 2374 N Kelso Lane, Palmer

Phone: 907 232-5082

Email: Lamarra05@gmail.com

Seat of Interest: Select one of the following:

- Trucking Industry Advocate** **Mobility Advocate** **Public Transit Provider**

1. Would you be able to attend a meeting on the second Tuesday of each month from 2:00 – 3:30 p.m.? Yes No
2. Would you be able to attend occasional other daytime meetings as required? Yes No Please elaborate. _____

3. What is your knowledge of the function of a Metropolitan Planning Organization? Federally mandated transportation/transit multi-modal local planning and project implementation governing body overseeing transportation and transit planning for/within a designated defined urbanized geographic area.

4. Please let us know why you are interested in becoming a member of the MVP for Transportation Technical Committee and describe your education/experience in planning, engineering, or any other technical field and how it relates to transportation planning. You may attach a **letter of interest** to this application.

While not a public transit provider per se, I have been involved in many Borough transportation and transit related boards such as the Transportation Advisory Committee and Platting Board, as well as many community service organizations. I've witnessed the rapid growth of our Borough population over the past two decades and its related significantly increased transportation/transit demands and needs. Our Borough's MPO designation brings welcome focus, coordination and collaboration for helping prioritize many needed transportation/transit 'catch-up' actions, but also to better plan for meeting future needs.

5. Please attach a copy of your **resume** to this application.

Thank you for your interest in becoming a member of MVP's Technical Committee!

LAMARR ANDERSON - PROFILE

EDUCATION

- Bachelor of Science in General Science from the University of Oregon
- Master of Science in Special Education

PROFESSIONAL EXPERIENCE

- Served as a Lieutenant Colonel in the United States Air Force for 21 years, holding positions as Director of Manpower and Personnel, as well as Squadron Commander.
- Managed airport parking operations in Eugene, Oregon for five years.
- Manager, Animal Food Warehouse store, and distribution center (2004 – 2009).
- Interim Executive Director of MatSu Community Transit (MASCOT) for 1.5 years (2009 to 2010).

COMMUNITY AND LOCAL GOVERNMENT BOARDS

- Chairperson, Borough Agriculture Advisory Board (Dec 2022 – Current)
- Brd Member, Valley Charities (Feb 2021 – Current)
- Brd Member, Salvation Army Advisory Board (2018 – Current)
- Brd Member, MatSu Council on Aging (2016 – Current)
- Brd Member, MatSu Community Health Services (August 2010- September 2024).
- MatSu Borough Transportation Advisory Board (Five years, termed out in December 2015).
- MatSu Borough Platting Board (January 2016 – January 2022).
- Chair of the City of Palmer Economic Development Board (2013 to 2017).

OTHER ACTIVITIES

- Active member of Palmer Rotary since 2005 and served as Alaska District Rotary Assistant/Lieutenant Governor from 2014 to 2019.
- Member of the MatSu Community Orchestra and “pit” musician for over twenty local musical productions.



Memorandum

To: MVP Technical Committee and Policy Board

From: MVP Staff

Re: FTA Section 5307 Small Urbanized Area Apportionment – Allocation Policy Recommendation

Date: March 3, 2026

I. Purpose and Issue

The Alaska Department of Transportation & Public Facilities (AK DOT&PF) has requested that Matsu Valley Planning for Transportation (MVP) provide a formal opinion regarding an appropriate allocation policy for Federal Transit Administration (FTA) Section 5307 Small Urbanized Area (UZA) apportionment for the Wasilla-Knik-Fairview-Northlakes UZA (hereafter Mat-Su UZA).

This memorandum provides expanded statutory background, summarizes stakeholder positions, presents comparative operating and financial data, examines demographic and long-range transportation trends, reviews allocation practices used by other MPOs, and offers an additional allocation framework for consideration.

II. Statutory and Procedural Framework

Section 5307 Urbanized Area Formula Grant Program provides federal transit funds each year to support public transportation in urbanized areas (UZAs) with populations of 50,000 or more¹. Funding is distributed based on statutory formulas (established at 49 U.S.C. 5336) rather than a competitive process. Most 5307 funding is apportioned directly to UZAs.

For large UZAs (populations greater than 200,000), the formula includes factors accounting for total population, low-income populations and certain transit service performance characteristics. Anchorage is a large UZA.

For small UZAs (populations less than 200,000), the apportionment formula relies on population and population density data from the most recent Census. The Mat-Su (MVP) and Fairbanks (FAST Planning) are small UZAs.

Table 1: Amount of FTA 5307 (and 5340 dedicated to high density and growing states) funds apportioned to Alaska UZAs in FY24 and FY25.

	Anchorage	Fairbanks	Mat-Su
FY24	\$21,918,361	\$2,121,898	\$1,845,938
FY25	\$22,520,361	\$2,163,014	\$1,887,454 ^a

¹ Federal Transit Authority *Urbanized Areas Formula Grant Programs Guidance*. Published Nov. 1, 2024. <https://www.transit.dot.gov/sites/fta.dot.gov/files/2024-11/C9050.1A-Circular-11-01-2024.pdf>.

^a Note that only Mat-Su's FY24 funds have been apportioned by the State. DOT&PF have requested MVP's input in advance of making the FY25 apportionment.

What can 5307 funds be used for?

5307 funds are intended to support public transportation related costs. Public transportation here is defined at 49 U.S.C. 5302(15) as:

regular, continuing shared-ride surface transportation services that are open to the general public or open to a segment of the general public defined by age, disability, or low income; and **does not** include intercity passenger rail transportation provided by the entity described in chapter 243 (or a successor to such entity)²; intercity bus service; charter bus service; school bus service; sightseeing service; courtesy shuttle service for patrons of one or more specific establishments; or intra-terminal or intra-facility shuttle services.

For those providers of eligible public transportation services, 5307 funds can be used for planning , capital projects, job access or reverse commute projects, and, in small UZAs, operating costs of equipment and facilities for use in public transportation. In large UZAs, 5307 funds may also be used to support operating assistance, but only under certain specified conditions outlined at 49 U.S.C 5307(a)(2).

How do 5307 funds flow from the FTA to eligible public transportation providers?

The process directing the flow of 5307 funds from the FTA to eligible public transportation providers differs based on the size of the UZA. See Attachment 1 for a visual representation of the flow of 5307 funds.

In large UZAs, a Designated Recipient is responsible for administering and allocating funds on behalf of the UZA. In Anchorage, the Designated Recipient of 5307 funds is the Municipality of Anchorage.

For all small UZAs, the State (i.e., the governor or their designee) is responsible for administering and allocating 5307 funds. In Alaska, AK DOT&PF is responsible for administering and allocating 5307 funds for both Fairbanks UZA and Mat-Su UZA.

For all UZAs, the State or the Designated Recipient may authorize Direct Recipients to receive funds directly from FTA. A Direct Recipient is a public entity that is legally eligible under Federal transit law to apply for and receive grants directly from the FTA.

Additionally, for all UZAs, the State/ Designated Recipient or Direct Recipient may in turn choose to pass its 5307 funds to a Subrecipient or to contract with a private nonprofit organization that provides public transportation service within a UZA.

Relevant to the issue at hand, both ARRC³ and the Matanuska-Susitna Borough (MSB) have been identified as eligible Direct Recipients of 5307 funds in Alaska. The MSB contracts with Valley Transit to provide public transit service in the Mat-Su UZA.

² The entity described in chapter 243 is Amtrak.

³ ARRC's eligibility to receive 5307 funds directly from FTA was established in a 2005 amendment (part of the SAFETEA-LU transportation bill reauthorization) to 49 USC 5336(a)(2) which directed that the amount of 5307 funds apportioned to the Anchorage UZA "shall be available to the Alaska Railroad Corporation for its passenger operations." The statutory language was subsequently removed as part of the 2012 transportation reauthorization bill.

Who gets to decide how much each public transportation provider gets?

How much each provider gets depends on the size of the UZA and the goals and objectives of that UZA in supporting public transportation services.

In large UZAs, the Designated Recipient informs FTA what percentage of apportioned funds should be allocated to each of the Recipients in a “Split Letter”. The formula for determining the “split” of apportioned funds within the large UZA is to be determined collaboratively by the public transit providers, the respective MPO, and the Designated Recipient(s) or State(s) within the UZA.

In small UZAs, the State informs FTA of this arrangement in apportionment letters. Apportionment letters must be submitted on an annual basis for each small UZA. While the State is ultimately responsible for determining the apportionment among recipients and submitting the apportionment letter to FTA, the process for determining the apportionment of funds within the small UZA benefits from MPO consultation.

A 2014 report published by the Transit Cooperative Research Program examined some of the different approaches taken by UZAs to determine the sub-allocation (i.e., split) of 5307 funds between multiple public transportation operators in a UZA⁴. The report focuses only on the split methodologies and practices for large UZAs, however, the approaches could be applied to small UZAs as well.

According to the report, of those large UZAs that did not use the exact FTA formula to direct their split (37 percent), about half used a different formula to direct their split. Most such “other” formulas relied on data from the National Transit Database (NTD)⁵ (e.g., direct route miles, vehicle revenue miles, unlinked passenger trips), population data, or some combination thereof. Non-formula-based approaches included splits based on capital needs (i.e., project by project basis), identified budgetary needs, and non-formula-based percentage splits without rationale (e.g., 90/10). The report notes that factors most used in locally developed methodologies focused on capital needs were “projects promoting efficient public transportation services” and “projects preserving existing public transportation services.”

Key takeaways from the report relevant to the issue at hand include:

- For both large and small UZAs, there is no statutory requirement that an eligible provider is entitled to receive a specific amount of apportioned funds, regardless of type or amount of service provided.
- How 5307 funds are split in one UZA has no procedural bearing on how 5307 funds are to be split in another UZA.
- FTA guidance suggests that apportionments among public transportation providers in a UZA should be based on the investment needs of various agencies and should be informed by local metropolitan planning processes and goals.

Is there a match requirement for 5307 funds?

There is a match requirement for all 5307 funds. The federal share is not to exceed 80 percent of the net project cost for capital expenditures. The federal share may be 85 percent for the acquisition of vehicles and 90 percent for the cost of vehicle-related equipment or facilities (including clean fuel or alternative fuel vehicle-related equipment or facilities) for the purpose of complying with, or maintaining

⁴ National Academies of Sciences, Engineering, and Medicine. 2014. *Sub-allocating FTA Section 5307 Funding Among Multiple Recipients in Metropolitan Areas*. Washington, DC: The National Academies Press. <https://doi.org/10.17226/22349>.

⁵ Federal Transit Administration. National Transit Database. <https://www.transit.dot.gov/ntd>

compliance with, the Americans with Disabilities Act and the Clean Air Act. The federal share of operations expenditures may not exceed 50 percent of the net project cost of operating assistance.

Pertinent to the issue at hand, on February 3, 2026, the MSB Assembly approved a motion to accept \$1,462,926 (80 percent) of the FY24 5307 funds apportioned to the MSB through the DOT&PF Commissioner's apportionment letter (Attachment 3). The MSB has not yet accepted the remaining \$383,012 of FY24 5307 funds made available to them. Moving forward, the Assembly would have to continue to approve the match for all 5307 funds received by the MSB.

III. 5307 Funds in Alaska

The designation of the Mat-Su UZA (and subsequent designation of MVP as the MPO for this UZA) changed the Section 5307 allocation landscape in Alaska in two relevant ways.

1. The designation of the Mat-Su UZA changed the calculus for 5307 fund apportionment for the Anchorage UZA.

Part of the formula for large UZA apportionment is based on a ratio of the number of fixed guideway directional route miles (DRM)⁶ attributable to the large UZA – i.e., miles of rail in the UZA accounting for each direction – and those attributable to all UZAs nationwide. Pursuant to 49 U.S.C 5336(b)(2)(E), FTA also credits 27 percent of fixed guideway DRM outside of UZAs in calculating the total amount of 5307 funds apportioned to large UZAs. With the designation of the Mat-Su UZA, the ratio of DRM attributable to Anchorage, to all UZAs in the state, and to non-UZA areas has shifted. As a result, the total amount of 5307 apportioned to Anchorage, and therefore available for allocation to Direct Recipients in Anchorage via a split letter, has been reduced.

2. The designation of the Mat-Su UZA has changed the eligibility of Valley Transit to receive certain FTA grant funds.

Prior to the Mat-Su UZA designation, Valley Transit was eligible to receive FTA 5311 funds for rural areas as a Subrecipient. Unlike with 5307 funds, Valley Transit was eligible to receive 5311 funds directly as a private nonprofit public transit provider. Now, the MSB receives 5307 funds and public transit services are contracted with Valley Transit. With this shift, Valley Transit is also no longer eligible to receive other grants (FTA or other) intended for use in rural areas.

IV. Stakeholder Positions

ARRC Position

The ARRC submitted an initial letter to the Commissioner on December 10, 2025 (Attachment 4). The ARRC's principal argument is that they would like to be "made whole" for the portion of 5307 funds that they otherwise would have received as part of the Anchorage UZA apportionment as they are dependent upon these [5307] funds to continue to make necessary capital investments in [their] fixed and mobile infrastructure to ensure the safety and viability of service."⁷

To streamline the apportionment letter process and reduce the need to debate apportionment for each annual cycle, the ARRC would like to establish an apportionment formula that can be used now and for

⁶ Directional route miles are defined as the mileage in each direction over which public transportation vehicles travel while in revenue service.

⁷ Although ARRC does receive other FTA funds (e.g., 5337 State of Good Repair Grants), 5307 funds are the only federal funds that can be used to maintain their 45 passenger cars and 55 locomotives in a state of good repair.

all future years. ARRC proposes that the apportionment to the ARRC for each small MPO should be 27 percent of the DRM within each small MPO boundary multiplied by the total Anchorage UZA apportionment per DRM. The remainder of the 5307 funds apportioned to the Mat-Su and Fairbanks UZAs would then be made available to other operators.

Representatives of ARRC presented their position to the TC at the January TC meeting and attended the February TC meeting.

MVP Staff Note

The ARRC's proposed formula ties the amount that the ARRC would receive for each small UZA to their total apportionment amount for the Anchorage UZA and the DRM attributable to each of the three UZA areas in Alaska.

While DRM⁸ do account for a substantial portion of the funds allocated to the Anchorage UZA, consistent with the FTA formula at 49 USC 5336(b), other factors are also considered in the ARRC's total apportionment in the Anchorage UZA including Vehicle Revenue Miles, Passenger Miles, and Operating Expenses. This is a purposeful part of the FTA formula to ensure that 5307 apportionments are dependent not only on the amount of fixed rail infrastructure being used, but also on the amount of passenger services being provided in support of public transportation. Using DRM as the only metric to calculate apportionment emphasizes fixed infrastructure over passenger services.

Furthermore, using the ARRC's total allocation of the Anchorage-UZA apportionment as the starting value for their proposed small-UZA formula while only considering DRM as a relevant metric would result in ARRC receiving a larger allocation of small-UZA funds than would be realized using as a starting value only that fraction of the ARRC's Anchorage apportionment directly attributable to DRM alone.

MSB Position

The MSB Manager submitted a letter to the Commissioner on February 9, 2025 (Attachment 5). The MSB's principal argument is that it believes it is the only organization that provides qualifying public transportation in the Mat-Su and fulfills the required federal duties, including planning, reporting, and ongoing compliance. On this basis, the MSB argues that the ARRC should not receive any of the 5307 funds apportioned to the Mat-Su UZA and, instead, direct 100 percent of the 5307 funds to the MSB to ensure that these federal resources support the entity for providing essential local transit services.

MVP Staff Note

The ARRC submitted a rebuttal letter to the AK DOT&PF Commissioner on February 13, 2026 (Attachment 6) stating that the ARRC does provide qualifying public transportation and fulfills requires duties and responsibilities of administering FTA funds for many years and is therefore eligible to receive FTA 5307 funds.

Notwithstanding specific public transit services provided, the ARRC has been designated as an eligible Direct Recipient for 5307 funds in both Anchorage UZA and Fairbanks UZA. Therefore, MVP's presumption is that ARRC is similarly eligible to be a Direct Recipient of 5307 funds for the Mat-Su UZA. However, consistent with FTA guidance, MVP staff interpret that eligibility of the ARRC as a Direct Recipient does not confer entitlement to any specific amount of the 5307 funds apportioned to the Mat-

⁸ Note that DRM are calculated only for fixed-guideway operations (e.g., commuter rail, trolley, etc.); there is no directly comparable metric for bus operations.

Su UZA. That is, the ARRC is not entitled to any specific amount of funds and could receive no funds (this occurred for the FY24 FTA 5307 apportionment).

Valley Transit

Although Valley Transit is not eligible to be either a Direct Recipient or Subrecipient of 5307 funds, as the current contractor for public transit services in the Mat-Su under the MSB, the apportionment of funds in the Mat-Su UZA directly affects them. Valley Transit sent an email to MVP staff on February 26, 2026, articulating their position that all 5307 funds should be directed to MSB/ Valley Transit to continue essential public transit for the Mat-Su community (Attachment 7). Valley Transit also verbalized their support for the MSB's position during the February TC meeting.

North Lakes Community Council

Rod Handon, President of the North Lakes Community Council, submitted a letter to MVP on February 13, 2026, expressing support that none of the Mat-Su UZA 5307 funds should be apportioned to the ARRC (Attachment 8). The principal argument for this position is based on public sentiment indicating need for more transit services in the Mat-Su, a heavy reliance on the existing bus transit services in the Mat-Su, and a lack of demonstrated need by the ARRC for the potentially apportioned funds.

V. Comparative Operating Context

Per request of the TC, the following information about Valley Transit's and ARRC's operational budget and funding sources is provided. This information was assembled from Valley Transit⁹ and ARRC reports¹⁰ and email communications and NTD reports. Attachment 2 includes a comparison of relative service metrics for both providers.

ARRC

Services Provided in the Mat-Su

Passenger rail service exists in the MSB passes through Wasilla. Passengers can ride between the new Wasilla depot and Anchorage or Fairbanks. ARRC estimates that they move approximately 350,000 passengers through Wasilla annually though only a small fraction of these passengers embark/disembark in Wasilla.

The schedule for passenger services varies depending on the season, with daily service during the summer and less frequent service during the winter (up to 6 times per week). However, because of the cost of travel and schedule, this service is not typically used by commuters. This passenger service is mostly used for recreational/tourism travel. In addition, the Alaska Railroad Corporation (ARRC) provides service to the State Fair Depot during the Alaska State Fair. There has also been interest in pursuing commuter rail service between Wasilla and Anchorage. However, while one of the goals in the

⁹ MSB Transit Continuity Presentation. <https://matsugov.us/docs/general/24539/Website-VT-Assembly-Presentation.PDF>

¹⁰ Alaska Railroad. *Alaska Railroad Annual Report*. 2024

<https://www.alaskarailroad.com/sites/default/files/Communications/2024_Annual_Report_Final_Corrected.pdf>;

Alaska Railroad. *2026 Alaska Railroad Report to the State of Alaska*. 2026.

<https://www.alaskarailroad.com/sites/default/files/Communications/2026_Report_to_State_Final.pdf>;

Alaska Railroad. *Alaska Railroad Strategic Plan 2025-2030*. 2024.

<https://www.alaskarailroad.com/sites/default/files/Communications/2025_2030_Strategic_Plan.pdf>.

ARRC Strategic Plan is to increase passenger revenue for the ARRC more broadly, there is no specific stated commitment to establishing a commuter rail service in the near-term.

Budget

Table 2: ARRC Self-Reported Budget

	2023	2024	2025 (forecast)
Revenue			
Freight	\$120,905,000	\$117,129,000	\$118,787,000
Passenger	\$50,240,000	\$52,891,000	\$54,392,000
Other	\$408,000	\$484,000	\$356,000
Real Estate (net)	\$21,706,000	\$28,172,000	\$23,880,000
Grant Revenue ^a	\$57,991,000	\$42,646,000	\$73,381,000
Expense			
Operating Expense	\$211,467,000	\$218,324,000	\$233,905,000
Capital Requests and Budget			
Capital Requests Evaluated	\$221,400,000	\$153,000,000	\$271,600,000
Capital Budget (Internal/FTA/FRA/Competitive)	\$73,937,000	\$107,505,000	\$166,361,000

^a (FRA/FTA/MARAD/FEMA - recognized annually to offset depreciation on grant funded assets).

Table 3: ARRC 5307 funds

Year	Total 5307 Funds	5307 funds as Percent of Total Grant Revenue
2023	\$18,186,647	31.3%
2024	\$18,744,565	43.9%
2025	\$19,178,445	26.1%

Valley Transit

Services Provided in the Mat-Su

Valley Transit offers commuter bus service and demand-response service. The fixed-route commuter services operate during peak hours with limited stops between communities such as Big Lake, Meadow Lakes, Wasilla, and Anchorage. The primary use of the bus service is commuters travelling from homes in the Mat-Su to jobs in Anchorage. Valley Transit’s demand-response service provides transportation throughout much of the Valley, including Houston, Big Lake, Meadow Lakes, Wasilla, Knik Goose Bay, Fairview, Port MacKenzie, Palmer, and Butte. This service, open to the general public, is reservation-based and offers fares using a zone system.

Budget

Table 4: Federal funds passed through the State, awarded to Valley Transit

Year	Total Federal Funds
2023	\$1,861,323
2024	\$2,259,697
2025	\$1,971,284

Prior to 2024, the majority of Valley Transit’s federal funds were 5311 Rural Area Grants. Valley Transit stated during the February TC meeting that their annual budget is about \$3,000,000.

VI. Relevant Long-Range Demographic and Economic Context

In considering potential recommendations for the apportionment of the Mat-Su’s 5307 funds, it is relevant to acknowledge the current and projected need for public transportation in the area.

The Mat-Su has grown faster than any other region of Alaska and is anticipated to grow by approximately 1.3 percent per year through 2050. This will affect public transit needs in several ways.

Current employment trends suggest that the projected population growth in the Mat-Su will outpace employment growth locally. At present, many Mat-Su residents work in Anchorage and commute via personal vehicle or on Valley Transit between the two communities. The population and employment trends suggest that the number of Mat-Su to Anchorage commuters will remain high and likely continue to grow. Availability of regular public transit options, regardless of service type (e.g., rail or bus) reduces the need for individual commuters to rely on personal vehicles for commute, thereby potentially reducing overall vehicle traffic between Anchorage and the Mat-Su Valley.

As part of the overall population growth in the Mat-Su over the next 25 years, it is anticipated that the percentage of older adults will also grow substantially. Older adults are more likely to reduce driving, rely on safe and accessible pedestrian environments, and depend on transit, paratransit, and demand-response services to maintain mobility and independence. The 2025 Community Health Needs Assessment prepared by the Mat-Su Health Foundation¹¹ identifies transportation as an existing significant barrier for older adults, particularly for healthcare access and winter driving conditions. As the population increases, the absolute number of seniors will rise, increasing demand for ADA-accessible and demand-responsive transit services. Investment in local transit therefore supports not only mobility but also health and aging-in-place objectives.

The desire for consistent public transportation services is consistently reflected in public surveys and community forums with a transportation focus.

VII. MVP Proposed Option

Based on the statutory considerations, operating data, demographic trends, and comparative MPO practices described above and in Attachment 2, as well as the existing stakeholder positions, MVP staff suggest the following additional option and suggestions for a potential 5307 allocation formula for the Mat-Su UZA.

¹¹ Mat-Su Health Foundation. *Connecting for a Healthier Community*. 2025. < https://www.healthymatsu.org/wp-content/uploads/0288_25_mat-su_CHNA-Report_V10_small.pdf>.

90/10 Split

Under this option, 90 percent of Mat-Su UZA Section 5307 funds would go to MSB (Valley Transit) and the remaining 10 percent to ARRC.

This approach prioritizes local urban passenger mobility needs, recognizes ARRC eligibility to receive 5307 funds, avoids importing large UZA DRM valuation methodology into a small UZA decision, and maintains administrative predictability. This allocation also generally reflects the overall distribution of passenger pickups/drop-offs within the Mat-Su UZA by Valley Transit and ARRC.

As noted in Table 5 below, the annual Unlinked Passenger Trips (UPT) recorded for the Mat-Su UZA has ranged from between 25,000 and 45,000 over the past three years. Of the total UPT in the Mat-Su UZA during this time, Valley Transit accounts for between 94 - 96% while ARRC accounts for between 4 - 6%. Recognizing that UPT calculates passenger boardings (pick-ups) only and not drop-offs, the proposed 90/10 split gives some additional credit to the ARRC for additional passenger drop-offs in Wasilla not counted by UPT (e.g., State Fair services).

Table 5: Valley Transit and ARRC Percent Total UPT

Year	Valley Transit Total UPT	ARRC Total UPT	Total UPT Mat-Su UZA	Valley Transit UPT Percent Total	ARRC UPT Percent Total
2022	25,297	1,535	26,832	94.3%	5.7%
2023	30,373	1,417	31,790	95.5%	4.5%
2024	41,479	1,745	43,224	96%	4%

Reassignment of Unobligated Funds

Given the recent UZA designation and evolving conditions around the operating relationship between the MSB and Valley Transit, MVP staff also suggest that if an allocated share cannot be obligated within three years due to inability to secure match or demonstrate readiness, the State may reassign unobligated funds to another eligible direct recipient within the UZA. This would ensure that funds could be effectively obligated in the event that MSB was not able to match the 5307 fund amount timely.

Apportionment Policy Review Timeline

Finally, MVP staff suggest that whatever the resultant adopted allocation methodology is, there should be an opportunity to review the 5307 split policy, at least every two years to ensure continued appropriateness and continued alignment with MPO goals, especially as the public transportation landscape in the region continues to evolve. The timing of such reviews could be coordinated with MVP's two-year Unified Planning Work Program (UPWP) preparation cycle to provide consistency in review timing

Attachments List

Attachment 1 - Visualization of 5307 Fund Flow

Attachment 2 – Comparison of NTD Metrics (ARRC and Valley Transit)

Attachment 3 – FY24 5307 Wasilla-Knik-Fairview-North Lakes Apportionment Letter (AK DOT&PF)

Attachment 4 – ARRC Apportionment Formula Proposal Letter to AK DOT&PF

Attachment 5 – MSB Apportionment Proposal Letter to AK DOT&PF

Attachment 6 – ARRC Response to MSB Apportionment Proposal Letter

Attachment 7 – Valley Transit Position Statement Email to MVP

Attachment 8 – North Lakes Community Council Position Statement to MVP

Attachment 1 - Visualization of 5307 Fund Flow

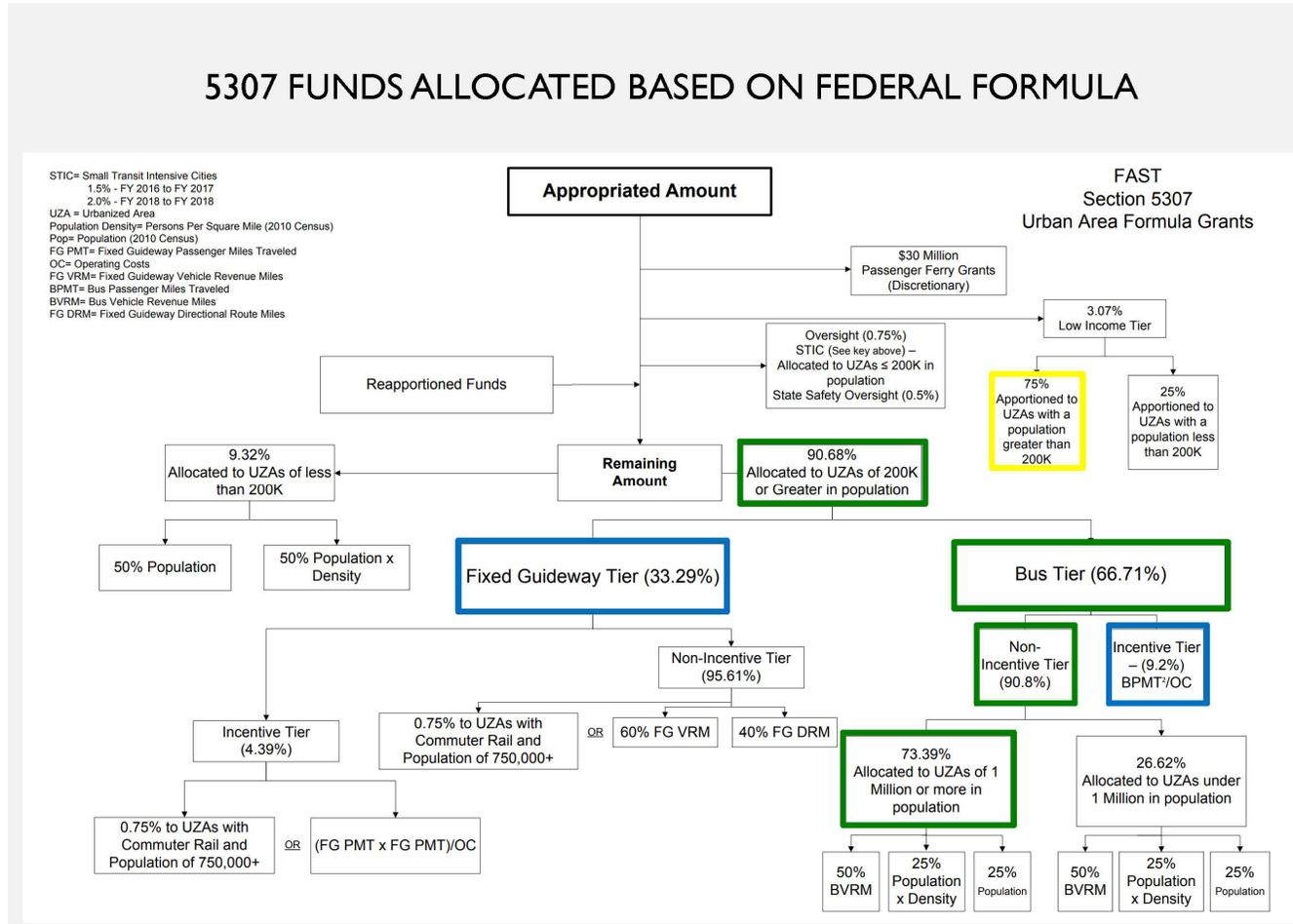


Diagram from Charlotte Regional Transportation Planning Organization presentation “Focusing on the Section 5307 allocation formula adopted by CRTPO” (November 10, 2020). https://crtpo.org/PDFs/Resources/Transit/2020-1109-TEI_FTA_Section_5307.pdf. Colors pertain to CRTPO not MVP.

Attachment 2 – Comparison of NTD Metrics (ARRC and Valley Transit)

Tables 1-6 below summarize key service metrics for both Valley Transit and ARRC over the past three years. Unless otherwise stated, metrics are derived from the National Transit Database Annual Federal Funding reports for ARRC and Valley Transit respectively. These metrics are commonly used by UZAs in split formulas.

Table 1. Unlinked Passenger Trips (UPT) in the Mat-Su UZA¹²

Year	Valley Transit (Bus)	Valley Transit (Demand Response)	Alaska Railroad ^a
2022	16,663	8,634	1,535
2023	13,012	17,361	1,417
2024	18,764	22,715	1,745

^a Numbers are different from the number of passenger drop-offs and pick-ups in Wasilla provided by ARRC via email to MVP on 2/27/26. ARRC reports that 2,198 passengers were picked up/ dropped off in Wasilla in 2023 and 2,105 passengers were picked up/ dropped off in Wasilla in 2024.

Table 2. Total Actual Vehicle Revenue Miles (VRM)¹³ reported for the Mat-Su UZA

Year	Valley Transit (Bus)	Valley Transit (Demand Response)	Alaska Railroad
2022	299,097	118,003	31,096
2023	172,113	173,414	23,687
2024	188,794	219,753	24,620

Table 3. Total Operating Expenses reported for the Mat-Su UZA

Year	Valley Transit (Bus)	Valley Transit (Demand Response)	Alaska Railroad
2022	\$855,483	\$587,989	\$1,206,448
2023	\$564,670	\$801,484	\$1,288,461
2024	\$595,916	\$898,412	\$1,366,374

¹² Unlinked Passenger Trips (UPT): The number of passengers who board public transportation vehicles. Passengers are counted each time they board vehicles no matter how many vehicles they use to travel from their origin to their destination.

¹³ Vehicle Revenue Miles (VRM): The miles that vehicles are scheduled to or actually travel while in revenue service. Vehicle revenue miles include: Layover / recovery time. Vehicle revenue miles exclude: Deadhead; Operator training; Vehicle maintenance testing; and Other non-revenue uses of vehicles.

Table 4: Revenue Vehicles

Year	Valley Transit	Alaska Railroad
2022	18	96
2023	17	96
2024	15	98

Table 5: Service Vehicles

Year	Valley Transit	Alaska Railroad
2022	1	320
2023	1	326
2024	1	342

Attachment 3

FY24 5307 Wasilla-Knik-Fairview-North Lakes Apportionment Letter (AK DOT&PF)



THE STATE
of **ALASKA**
GOVERNOR MIKE DUNLEAVY

**Department of Transportation
and Public Facilities**

OFFICE OF THE COMMISSIONER
Ryan Anderson, P.E., Commissioner

PO Box 112500
Juneau, Alaska 99811-2500
Main: 907.465.3900
dot.alaska.gov

Susan Fletcher, P.E.
Regional Administrator
Federal Transit Administration, Region 10
915 Second Avenue, Suite 3142
Seattle, WA 98174-1002

Dear Administrator Fletcher,

This letter is to provide formal notification to FTA on the distribution of the Section 5307 Small Urban Apportionment for FY 2024 in the Wasilla - Knik - Fairview - North Lakes (WKFNL) small urban area. This is an interim decision for FY24 only, and DOT&PF will develop and issue a formal statewide policy for allocating future years' apportionment of 5307 program funds in small urban areas, including treatment of eligible rail providers. Future split letters will be issued consistently with this policy.

For FY24, FTA Section 5307 Alaska DOT&PF hereby authorizes the following agency to apply directly to FTA for the funding listed within the WKFNL small urban area.

Agency	FY2024	Total Funds
Matanuska Susitna Borough	\$1,845,938	\$1,845,938
Alaska Railroad Corporation	\$0	\$0
Total Annual Allocation	\$1,845,938	\$1,845,938

If you have any questions, please contact Julius Adolfsson at (907)-465-6978 or at julius.adolfsson@alaska.gov

Signed by:



3BFC855630834FF...

12/16/2025

Alaska DOT&PF Commissioner Ryan Anderson

Attachment 4

ARRC Apportionment Formula Proposal Letter to AK DOT&PF



ALASKA RAILROAD CORPORATION

December 10, 2025

MEMORANDUM

To: Commissioner Ryan Anderson

Cc: Bill O' Leary, Michelle Maddox, Christina Isabelle

From: Brian Lindamood
Chief Engineer 

Subject: Proposed Formulaic Calculation of the Split for Direct Recipients of FTA 5307 funds for small MPO's

The Alaska Railroad Corporation (ARRC) is a direct recipient of Federal Transit Administration (FTA) 5307 funds for regularly scheduled year-round public passenger service. ARRC is dependent upon these funds to continue to make necessary capital investments in our fixed and mobile infrastructure to ensure the safety and viability of service. The amount of annual 5307 funds available is calculated by FTA in two ways depending upon the size of the Metropolitan Planning Organization (MPO).

For large MPO's (population over 200,000), the apportionments are calculated by FTA substantially upon Direct Route Mileage (DRM) maintained by the National Transit Database (NTD). The "split" between the Direct Recipients, is established by a letter signed by the Direct Recipients within the MPO, directing the FTA what portion of 5307 funds is to be allocated to each Direct Recipient ("Split Letter"). Typically, the mileage used for these calculations is within the MPO's boundary.

However, ARRC receives additional formula funds for providing year-round, regularly scheduled, fixed-guideway passenger service between Seward, Whittier, Anchorage, and Fairbanks. This additional mileage, calculated at 27% of DRM outside any MPO boundary, is added to ARRC's contribution to the Anchorage MPO (AMATS)¹. ARRC has long insisted, and it has been standard practice, for the Split Letter for 5307 funds in AMATS to be based upon the dollars "earned" by the respective Direct Recipients because the amount of 5307 funds that ARRC receives through AMATS is substantially generated through passenger rail operations outside the AMATS boundary.

¹ 49 United States Code 5336(b)(2)(E)

For small MPO's (under 200,000 people), FTA uses a population-based formula, allocated at the state level, from which it is impossible to calculate a "split" between different transit provider's contributions to the 5307 funds distributed to a specific MPO. FTA uses an Apportionment Letter from ADOT&PF Commissioner's Office to distribute all state small MPO 5307 funds between the small MPOs, and further incorporates a Split Letter generated by ADOT&PF distributing funding between Direct Recipients in those small MPOs. The difference is that the Split Letter for small MPOs comes directly from the Commissioner's Office, not a joint letter from the Direct Recipients from within a large MPO.

Until 2024, the only small MPO within which ARRC operated passenger service was Fairbanks (FAST). The route mileage attributable to ARRC within the FAST boundary pales in comparison to the Fairbanks transit provider, and for this reason, ARRC has not attempted to recoup any of these funds in the past, outside of special circumstances. The creation of the Mat-Su Valley MPO (MVP) has resulted in a larger portion of ARRC route miles being shifted from AMATS to MVP, and a subsequent amount of 5307 funding that ARRC received through AMATS will now have to come through the smaller MPOs.

Due to this shift in funding distribution, ARRC has been actively working to address this issue to both recover critical capital funds needed for the railroad's state of good repair, and that the solution needs to be applied evenly to both small MPO's (and future ones as they develop). Further, it is critical for this process to be standardized and predictable such that each entity can reasonably plan for future funding without time-consuming negotiations on an annual basis.

ARRC is respectfully requesting that, for 2024, 2025, and all future years, the "Split Letter" submitted by ADOT&PF to FTA for the distribution of 5307 funds to Direct Recipients in small MPOs be based upon the formulaic approach outlined below. The result would be that ARRC would be "made whole" for the 5307 funds we have historically received through AMATS that are no longer in the AMATS 5307 split calculation.

Route Miles, from NTD, used by FTA, by MPO:

MPO	NTD DRM
AMATS, within boundary	40.2
AMATS, outside boundary	891.4
MVP	20.4
FAST	8.0

For 2024, the calculations would be as follows:

The value of the route mile in the small MPOs is based upon the value of the route mile in AMATS. From FTA Region 10, the ARRC split of 5307 in AMATS is \$14,995,962.00². The calculation of 5307 funding per route-mile is:

$$\$14,995,962.00 \div (40.2 \text{ miles} + 27\% \times 891.4 \text{ miles}) = \$53,389.59$$

The apportionment for each small MPO then becomes 27% of the DRM within each small MPO boundary, multiplied by the AMATS 5307 apportionment per DRM. This represents what ARRC would receive through AMATS if the DRM in the small MPOs had remained outside of any MPO boundary.

MPO	Route Miles	27% of NTD DRM	2024 ARRC 5307 Share
MVP	20.4	5.5	\$293,642.75
FAST	8.0	2.2	\$117,457.10

For 2025 (NTD DRM remain unchanged):

From FTA Region 10, the ARRC split of 5307 in AMATS is \$15,342,576.00³. The calculation of 5307 funding per route-mile is:

$$\$15,342,576.00 \div (40.2 \text{ miles} + 27\% \times 891.4 \text{ miles}) = \$54,584.76$$

MPO	Route Miles	27% of NTD DRM	2025 ARRC 5307 Share
MVP	20.4	5.5	\$300,216.20
FAST	8.0	2.2	\$120,086.48

² FTA Apportionment Table 3 with supplementary split table from FTA Region 10 used for AMATS 2024 Split Letter.

³ FTA Apportionment Table 3 with supplementary split table from FTA Region 10 used for AMATS 2025 Split Letter.

Attachment 5

MSB Apportionment Proposal Letter to AK DOT&PF



MATANUSKA-SUSITNA BOROUGH

Office of the Borough Manager

350 East Dahlia Avenue • Palmer, AK 99645

Phone (907) 861-8689 • Fax (907) 861-8669

Mike.Brown@matsugov.us

February 9, 2026

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

Via Email: ryan.anderson@alaska.gov

Re: **Allocation of FTA Section 5307 Apportionment**

Dear Commissioner Anderson:

Following a review of the Federal Transit Administration's (FTA) Section 5307 Urbanized Area Formula Program requirements, the Matanuska-Susitna Borough (referred to as the MSB) respectfully provides this policy analysis in support of allocating the full 5307 apportionment to the Borough as the sole recipient within the Mat-Su Urbanized Area (UZA).

Section 5307 funding is designed to assist with planning, managing, and operating public transportation within urbanized areas. To meet this purpose, apportionments must be directed to the entity that both provides eligible public transit services and fulfills the associated federal compliance responsibilities.

Within the Mat-Su UZA, the MSB believes it is the only organization that provides qualifying public transportation and fulfills the required federal duties, including planning, reporting, and ongoing compliance. These responsibilities are essential components of administering federally supported urban transit programs and are not performed by any other regional entity.

FTA defines public transportation as "a conveyance that provides regular and continuing general or special transportation to the public," excluding school bus, charter, sightseeing, intercity bus, and intercity passenger rail. The Alaska Railroad's passenger rail operations through Wasilla, while a valued and important service, operate as part of longer intercity routes between Anchorage, Talkeetna, and Fairbanks, and generally follow seasonal or limited schedules. These trips primarily serve long-distance travel, tourism/sightseeing, rather than providing daily urban mobility within the UZA.

For these reasons, the Alaska Railroad's existing operations do not meet the definition of regular public transit service under Section 5307, nor do they involve the transit planning or federal program administration requirements. While the program does allow for certain rail-related capital investments, those categories do not align with the Borough's current primary transit services.

Providing Outstanding Borough Services to the Matanuska-Susitna Community

We also wish to recognize the ongoing public interest in future commuter rail options, including concepts for a seasonal or limited-weekday winter pilot between the Mat-Su Valley and Anchorage. While this idea continues to generate regional discussion, no such service has been implemented to date, and therefore, it does not support eligibility under the current Section 5307 program structure.

Directing 100 percent of the 5307 funds to the MSB ensures that these federal resources support the entity responsible for providing essential local transit services and upholding all program obligations. This approach promotes the efficient use of federal dollars and supports consistent service for residents within the Mat-Su UZA.

We appreciate the Department's collaboration and remain available to discuss any portion of this analysis or provide additional information at your convenience.

Sincerely,

Michael Brown
Borough Manager

cc: Edna DeVries, Mayor, Mat-Su Borough
Meghan Clemens, Director External Affairs, Alaska Railroad Corporation
Eric Taylor, Transit Program Manager, Alaska Department of Transportation
Adam Moser, Program Development Chief, Alaska Department of Transportation
Kim Sollien, Executive Director, MVP for Transportation
Jason Ortiz, Deputy Borough Manager, Mat-Su Borough

Attachment 6

ARRC Response to MSB Apportionment Proposal Letter

February 13, 2026

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

Via Email: ryan.anderson@alaska.gov

Re: Allocation of FTA Section 5307 Apportionment

Commissioner Anderson:

The Alaska Railroad (ARRC) was copied on a letter sent to you by Mat-Su Borough (MSB) Manager Mike Brown on February 9, 2026, concerning Federal Transit Administration (FTA) Section 5307 Urbanized Area Formula funds. The letter states a number of legal and factual errors related to ARRC's eligibility for 5307 funds, which we find important to correct for the record.

First, the letter states in error, "(T)he Alaska Railroad's existing operations do not meet the definition of regular public transit service under Section 5307." However, the letter misquotes the federal law in the preceding paragraph and then incorrectly implies ARRC passenger is ineligible as "intercity." The relevant federal statute quoted in the letter is 49 USC 5302(15), which reads as follows (bolding added):

49 USC 5202(15) Public transportation .— The term "public transportation"— (A) means regular, continuing shared-ride surface transportation services that are open to the general public or open to a segment of the general public defined by age, disability, or low income; and (B) does not include— **(i) intercity passenger rail transportation provided by the entity described in chapter 243 (or a successor to such entity);** (ii) intercity bus service; (iii) charter bus service; (iv) school bus service; (v) sightseeing service; (vi) courtesy shuttle service for patrons of one or more specific establishments; or (vii) intra-terminal or intra-facility shuttle services.

The "does not include" reference is to **Amtrak, i.e., "the entity described in chapter 243"** of the federal statutes Title 49. That is NOT an exclusion of ARRC's passenger service. Rather, ARRC for many years has been legally determined by FTA to be eligible for FTA funds.

It follows that the letter is also incorrect in stating that MSB is the "only" organization that provides qualifying public transportation and fulfills requires federal duties "not performed by any other regional entity." As noted above, ARRC does provide eligible public transportation. The second part of the sentence is also incorrect, because ARRC as a regional public transportation entity has been performing all responsibilities of administering FTA funds for many years.

In other words, using the words in the Feb. 9 letter's second paragraph, "(A)pportionments must be directed to the entity that both provides eligible public transit services and fulfills the associated federal compliance responsibilities," ARRC has both eligible public transit services and fulfills federal compliance responsibilities for FTA funds. It will be assumed for the sake of argument that MSB can also meet both tests, but that is a matter of determination for the FTA and your department.

Beyond the above clarifications, it is a different issue how the 5307 funds be apportioned within the Mat-Su UZA. That is a policy choice. ARRC has previously suggested a funding split that we believe is fair to all parties, could be applied equitably to both the Mat-Su and Fairbanks UZAs, while recognizing ARRC's continued eligibility and justification for 5307 funding. That December 10, 2025 letter is attached.

Sincerely,



Brian Lindamood, PE, SE
Vice President, Chief Engineer
Alaska Railroad Corporation

cc:

Mike Brown, Manager, Mat-Su Borough
Edna DeVries, Mayor, Mat-Su Borough
Meghan Clemens, Director External Affairs, Alaska Railroad Corporation
Eric Taylor, Transit Program Manager, Alaska Department of Transportation
Adam Moser, Program Development Chief, Alaska Department of Transportation
Kim Sollien, Executive Director, MVP for Transportation
Jason Ortiz, Deputy Borough Manager, Mat-Su Borough

Attachment 7

Valley Transit Position Statement Email to MVP

RE: 5307 split policy question

From Jennifer Busch <jbusch@valleytransitak.org>

Date Tue 1/13/2026 12:30 PM

To Kim Sollien <kim.sollien@mvpmpo.com>

Cc 'Jason Ortiz' <jason.ortiz@matsugov.us>; Anjie Goulding <anjie.goulding@mvpmpo.com>; Carrie Cecil <carrie.cecil@mvpmpo.com>

Hi Kim,

I hope MVP supports public transit in our area by supporting the allocation the funding intending for public transit towards it. As you know, Valley Transit is a local non-profit that provides public transit within and around the Mat-Su Borough's small urbanized area. We have been doing so since 1999, prior to being deemed small urban. This is the first year of funding with 5307, through a service contract with the Mat-Su Borough.

The Alaska Railroad's requested a change to the current allocation of small urban public transit dollars for our area, to instead be split, is taking funds from public transit to support tourism rail service.

Although we appreciate tourism, these funds are intended for public transit and should continue to be allocated fully with that purpose.

5307 replaced other funding sources that were used when our service area was considered rural, prior to becoming small urban. To continue essential public transit for the Mat-Su Borough community to be able to get to work, healthcare, school, etc. it is critical that public transit funding allocated to our area continues to distributed fully for that purpose.

I look forwarding to discussing more at the meeting later today.

Thank you,

Jennifer R. Busch, MPA
Executive Director


(907)232.2226

Attachment 8

North Lakes Community Council Position Statement to MVP



North Lakes Community Council

3060 Lazy Eight Ct #2 PMB 449
Wasilla, AK 99654

February 13, 2026

To: Kim Sollien
Director, MatSu Valley Planning for Transportation
kim.sollien@mvpmpo.com

Re: NLCC Support for Transit

Kim,

The NLCC sends this letter to express our support for a strong Transit operation in the Mat Su Valley.

I have attended the last two meetings of the MVP / MPO Technical Committee as an observer and to provide public commentary on potential project nominations for your Municipal Transportation Plan. I have listened intently to the discussions your Technical Committee has had regarding Transit and the issue of a potential “split” of designated federal transit funding between the Transit organization and the Alaska Railroad.

The NLCC is concerned about the level of transit services provided to our area residents. In April of 2025, we submitted a Resolution of Support for Transit Services to the Mat-Su Borough as they sorted through the budget and level of matching funds provided by the Borough. A copy of that resolution is attached for reference by the MVP Technical Committee.

Based on the discussions at your last two Technical Committee meetings, we strongly support a policy position that there should be zero funds split off to the Alaska Railroad. A few key points supporting this position are:

1. Public Input received by the MVP / MPO office through community outreach shows that a robust transit system is strongly supported by residents within the MPO boundaries.
2. We have a number of senior citizens living within our area that rely heavily on the existing transit system.
3. We are concerned that the commitment of matching funds by the Mat Su Borough will be significantly challenged as it is going forward.
4. An approximate \$300k reduction in federal funding availability is a significant percentage of the allocated funding and would negatively impact the ability for ongoing operations, setting aside the actual need for more services.
5. The Alaska Railroad system does not really provide true transit system support that addresses community needs.
6. The Alaska Railroad has not made a convincing argument that they would suffer significantly from a \$300,000 gap in funding. It is a much smaller percentage of their total funding.

Please share this information with the MVP / MPO Technical Committee members as they consider what sort of policy decision will be advanced to the MVP / MPO Policy Board.

Sincerely,

A handwritten signature in black ink that reads "Rod D. Hanson". The signature is fluid and cursive, with a long horizontal line extending to the right.

Rod D. Hanson
President, North Lakes Community Council
rod@nlakes.cc
907-841-8735

Attached: NLCC Resolution 25-001

NORTH LAKES COMMUNITY COUNCIL
RESOLUTION OF RECOMMENDATIONS
TO MAT-SU BOROUGH FOR TRANSIT

²⁵⁻⁰⁰¹
RESOLUTION ~~24-003~~ DATED APRIL 24, 2025

The undersigned Chair and Secretary on behalf of the North Lakes Community Council board hereby sign the following resolutions:

WHEREAS, the Matanuska-Susitna Borough population has experienced exponential growth;

WHEREAS, the North Lakes Community Council Resolution ²⁴⁻⁰⁰¹ ~~24-003~~ dated May 2024, requested a plan for a provision for public transit, create bus stop areas, and a park and ride along Bogard road;

WHEREAS, the state of Alaska has experienced an increase in Alaskans over 60+ of 73% between April 2010 and July 2023 per the Alaska Commission on Aging Senior Snapshot;

WHEREAS, the Matanuska- Susitna Borough has one of the fastest growing senior populations in the state of Alaska;

WHEREAS, the highest requested service for seniors is transportation to access medical appointments, grocery shopping, and social activities;

WHEREAS, transportation services are needed for people of all ages who do not have a vehicle or are unable to drive, including, but not limited to, children and youth, individuals experiencing an intellectual or developmental disability, adults with a physical disability, low-income individuals, and others;

WHEREAS, the current transportation providers in the Mat-Su provide over 60,000 rides annually in the core area;

WHEREAS, current transportation providers offer commuter fixed-route and on-demand services;

WHEREAS, the Matanuska – Susitna Borough:

- Has a population greater than 50,000;
- Is now eligible for FTA urban transit funding (5307) as a small urbanized area;
- Urban area transit services are no longer eligible to receive rural transit (5311) funding;
- Assembly, on August 8, 2023, voted unanimously to apply to become the direct recipient and pursue 5307 funding in order to maintain transit services;

NORTH LAKES COMMUNITY COUNCIL
RESOLUTION OF RECOMMENDATIONS
TO MAT-SU BOROUGH FOR TRANSIT

RESOLUTION ²⁵⁻⁰⁰¹ ~~24-003~~ DATED APRIL 24, 2025

WHEREAS, 41% of Mat-Su Borough residents work outside the borough and 28% work in Anchorage;

And WHEREAS, more than half of the Mat-Su Borough population falls into one or more priority populations, with a higher propensity for relying on transit (American Community Survey 5-year Estimates 2016-2020, released March 2022).

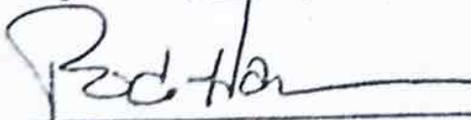
Now THEREFORE, be it resolved that the North Lakes Community Council make the following recommendations to the Matanuska-Susitna Borough for continuation of transit in the Matanuska-Susitna Borough:

1. The Matanuska-Susitna Borough accept the full eligible amount of \$1.5M of FTA urban transit (5307) funding and provide a \$1.5M match to ensure continuation of demand response and commuter fixed route;
2. In accordance with federal and MSB procurement procedures, conduct competitive bid process to contract with provider(s) to continue transit services.

END

We, the undersigned Chair and Secretary do certify through board motion on behalf of the North Lakes Community Council and residents herein approve this resolution.

Signed this 24 day of April 2025.


Rod Hanson, Chair


Nichole Smith, Secretary

References:

Transit, Alaska Commission on Aging Home, Alaska Population Projections

FW: Message from Deputy Commissioner Keith re: 2026-2029 STIP technical review

From Kim Sollien <kim.sollien@mvpmpo.com>

Date Wed 3/18/2026 4:11 PM

To Carrie Cecil <carrie.cecil@mvpmpo.com>



Kim Sollien

Executive Director

 kim.sollien@mvpmpo.com

 (907) 982-9080

 www.mvpmpo.com

[Facebook](#) [Instagram](#)

From: Kim Sollien

Sent: Wednesday, March 18, 2026 2:34 PM

To: Katherine Keith <katherine.keith@alaska.gov>; McCarthy, Shannon K (DOT) <shannon.mccarthy@alaska.gov>

Cc: Ben White <ben.white@alaska.gov>; Bradway, Adam R (DOT) <adam.bradway@alaska.gov>; Huling, Kristina N (DOT) <kristina.huling@alaska.gov>

Subject: FW: Message from Deputy Commissioner Keith re: 2026-2029 STIP technical review

Hi Katherin,

Adam let me know that the STIP portal was struggling and you did not get our comments on the draft STIP. Please see my comments below.

Please let me know if you have any questions about our comments.

Best, Kim

Hello,

Thank you for providing the draft STIP to MVP prior to its public release. We noticed a few items that need to be addressed or changed.

1) Planned obligations table does not list MVP suballocations or projects in the same manner as FAST and AMATS suballocations. For example, MVP PL funds are not displayed at all in the green obligation lines. Similarly, in the fiscal constraint tables some of MVP's projects are listed by name, some are listed as community driven and some are not listed at all. It would be helpful to have MVP funds displayed consistently alongside the other two MPO's.

2) There are a few projects using MVP funds without consultation with MVP's Policy Board, don't have appropriate documentation or need clarification:

- It appears that \$831,050 in MVP CRP FFY26 funds have been programmed to Project #32298 (Knik Goose Bay–Settlers Bay improvements) without prior consultation with MVP's Policy Board. Please remove MVP's funds from this project.
- Project #32298 (Knik Goose Bay to Settlers Bay Drive) also has FAST STBG funds programmed to it, this will need to be corrected as I am sure FAST planning has not authorized this use of their funding.

- In FFY28, \$17,400,636 in MVP's STBG funds appear to be programmed to the Fairview Loop project (#34912) without consultation with the MVP Policy Board. This needs to be removed.
- Project #34667 is showing MVP match of \$83,395. We are unsure which project this corresponds to, as the deep dives document is not searchable. We reviewed the project list and could not locate this project ID. Please let us know what project this is so that we can confirm that one of our member organizations has agreed to this project and will cover the match. In the future it would be much easier to review if the table were searchable.
- Project # 34532 MVP's improvement program - no State match is shown for the program in the fiscal constraint tables for FFY26 and FFY27 as is documented in the deep dives project page.

Thanks again for the opportunity to review prior to the public release.

Best,

Kim Sollien

Executive Director

MVP for Transportation



MVP
MATSU VALLEY
PLANNING *for*
TRANSPORTATION

Kim Sollien

Executive Director

✉ kim.sollien@mvpmpo.com

☎ (907) 982-9080

🌐 www.mvpmpo.com

[Facebook](#) [Instagram](#)

From: McCarthy, Shannon K (DOT) <shannon.mccarthy@alaska.gov>

Sent: Thursday, February 26, 2026 4:10 PM

To: Keith, Katherine M (DOT) <katherine.keith@alaska.gov>

Cc: McCarthy, Shannon K (DOT) <shannon.mccarthy@alaska.gov>

Subject: Message from Deputy Commissioner Keith re: 2026-2029 STIP technical review



Dear Partners,

Alaska DOT&PF is preparing to release the updated rolling 2026-2029 Statewide Transportation Improvement Program (STIP) for public review and comment. Prior to formal publication, we are initiating a technical partner review to ensure alignment and accuracy across funding programs and project listings.

This review is intended to provide agencies the opportunity to examine key technical elements of the draft rolling STIP, including fiscal constraint values, consistency with approved TIPS, potential overprogramming considerations, and alignment with federal funding sources such as the Federal Lands Access Program (FLAP) and other applicable program lists. Early coordination will help ensure that funding assumptions, project schedules, and programming totals are synchronized across systems before the document is released for public review.

We respectfully request that your team review the draft for technical consistency within your respective program areas and provide any feedback related to funding alignment, project inclusion, or constraint issues by Friday, March 6, 2026. This step is intended to strengthen interagency coordination and minimize technical corrections after the public comment period. The documents may be accessed here: <https://airtable.com/app6a4KjEUI1LXyjq/shrdAsGIP1bozVJxA> (to download, please open the document, select "save as" or print as a PDF). The feedback form is on the same website at the upper right corner.

Thank you for your continued partnership and collaboration in delivering a fiscally responsible and coordinated statewide transportation program. Please do not hesitate to reach out with questions or to discuss specific items in more detail.

Sincerely,

Katherine Keith, PMP, PMI-ACP
Deputy Commissioner

Alaska Department of Transportation & Public Facilities

Office of the Commissioner

907-465-3900 dot.commissioner@alaska.gov

dot.alaska.gov



MVP
MATSU VALLEY
 PLANNING *for*
 TRANSPORTATION



PUBLIC TRANSIT WORKSHOPS

Matsu Valley Planning for Transportation wants to hear from you! Join us for an upcoming public transit workshop—available both in person and virtually to make it easy for everyone to participate. We'll share results from recent transit surveys in the Mat-Su Borough, hear from local transit providers, and open the floor for conversation and ideas.

FOR MORE INFORMATION:

Visit the MVP Website
www.mvmpo.com

or



Use this QR code

In-person Workshop

 **DATE**
 March 12, 2026

 **TIME**
 5:30 - 7:00pm

 **LOCATION**
 Wasilla Senior Center
 1301 S Century Cir,
 Wasilla, AK 99654

Virtual Workshop

 **DATE**
 March 24, 2026

 **TIME**
 12:00 - 1:30pm

 **LOCATION**
 Zoom Meeting
 Visit www.mvmpo.com
 for details

CONTACTS

Kim Sollien
 Executive Director
kim.sollien@mvmpo.com

Anjie Goulding
 Planning Manager
anjie.goulding@mvmpo.com

Carrie Cecil
 Senior Planner
carrie.cecil@mvmpo.com





March 5, 2026

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

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

Dear Administrator McMaster:

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

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

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

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

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

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

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

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

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

² February 13, 2026 letter, at page 3

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

⁴ February 13, 2026 letter, at page 3.

(B) LISTING OF PROJECTS.-

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

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

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

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

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

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

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

⁷ February 13, 2026 letter, at page 3.

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

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

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

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

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

¹⁰ February 13, 2026 letter, at page 4.

¹¹ See 23 C.F.R. 450.220(c).

¹² See 23 C.F.R. 450.336(b)(2).

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

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

Sincerely,

STEPHEN J. COX
ATTORNEY GENERAL

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

cc:

Randy Warden

Susan Fletcher

Katherine Keith, Deputy Commissioner, AKDOT&PF

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

Aaron Jongenelen, Executive Director/MPO Coordinator, AMATS

Jackson Fox, Executive Director, FAST Planning

Kim Sollien, Executive Director, MVP for Transportation



U.S. DEPARTMENT OF TRANSPORTATION

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

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

February 13, 2026

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

Dear Commissioner Anderson:

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

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

First Point of Clarification:

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

Response:

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

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

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

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

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

Second Point of Clarification:

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

Response:

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

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

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

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

Third Point of Clarification:

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

Response:

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

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

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

Fourth Point of Clarification:

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

Response:

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

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

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

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

Sincerely,

**Renwick L
Warden**

Digitally signed by Renwick L Warden
Date: 2026.02.13 08:27:27 -09'00'

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

Randy Warden
Division Administrator, Alaska Division
Federal Highway Administration

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

Electronically cc:

Katherine Keith, Deputy Commissioner, AKDOT&PF

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

ALASKA'S VISION

INVESTMENT IN THE FUTURE OF COMMERCE, ENERGY, AND SUSTAINABLE GROWTH IN SOUTHCENTRAL ALASKA

Join Us in Unlocking Alaska's Potential



GLOBAL POSITION ADVANTAGE

Strategic Location: Closest U.S. gateway to Asia, the Arctic, and northern shipping routes.

Cost-Efficient Routes: Polar position shortens cargo routes and cuts fuel costs.

Logistics Hub: Top global hub for logistics with advanced infrastructure.

Key Projects: Includes major airports, ports, and the Knik Arm Bridge & Tunnel.

Investment Opportunities:

Open for business, attracting global investors.



Scan the QR code for more information

SUSTAINABLE AVIATION FUEL REFINERY

KNIK ARM BRIDGE

UPS BOEING 747-8F AT ANCHORAGE INTERNATIONAL AIRPORT



KNIK ARM TUNNEL

PORT MACKENZIE

PROPOSED INTERSTATE A5: ALASKA'S ENERGY AND FREIGHT CORRIDOR

Anchorage-to-Interior Interstate as a high-capacity route uniting ports, rail, and resource regions.

Stretching 35 miles from Anchorage to the Parks Highway near Houston, the Interstate A5 corridor will unify Alaska's logistics spine - linking ports, airports, and rail to Interior and Arctic infrastructure. BUILT FOR FREIGHT, ENERGY, AND SUPPLY CHAIN RESILIENCE, this all-season route connects the Pacific Ocean to the Arctic, reducing costs and accelerating access to oil fields, mining zones, and resource-rich state lands. It's a CRITICAL INVESTMENT in the long-term flow of goods, energy, and opportunity across Alaska.

PROPOSED WEST SUSITNA ACCESS

Opening Alaska's Land, Resources, and Opportunity

The West Susitna Access Project opens the door to WORLD-CLASS OUTDOOR RECREATION on over 6 million acres of State land - through a new public road that also enables responsible access for natural resource development, energy, and local economic growth.

PROPOSED SAF REFINERY: POINT MACKENZIE

The ANSyR: Alaska's Vision for Sustainable Aviation Fuel at Point MacKenzie

Alaska's Next-Gen SynFuel Refinery (ANSyR) is a proposed SAF facility at Point MacKenzie that would leverage Alaska's vast biomass resources, existing fuel infrastructure, and global cargo access to produce clean, drop-in jet fuel. Strategically located near Anchorage's international airport and backed by the state's carbon storage policies and energy expertise, ANSyR positions Alaska to LEAD IN SUSTAINABLE AVIATION while advancing a carbon-smart economy.

ALASKA INTERNATIONAL AIRPORT SYSTEM

Strategic Reach. Resilient Returns

Anchored by Anchorage and Fairbanks, Alaska's airport system offers 24/7 global access with built-in redundancy, Foreign Trade Zone benefits, and the only U.S. cabotage exemption for cargo transfers. This unique legal and logistical platform connects Asia to North America and unlocks EFFICIENT, RESILIENT SUPPLY CHAIN investment from the Pacific to the Arctic.

Existing Roads

Existing Railways

Proposed Railways

Petroleum Refineries

International Airports

Proposed Roads

Tunnels

Bridges

Ports

Kenai Peninsula Borough, Matanuska-Susitna Borough GIS, Municipality of Anchorage, State of Alaska, Esri, TomTom, Garmin, SafeGraph, FAO, METI/NASA, USGS, EPA, NPS, USFWS

Fairbanks - 302 miles • Prudhoe Bay - 800 miles (distance from Houston, AK)

Alaska Liquefied Natural Gas Mainline Route
West Susitna River

Nancy Lake State Recreation Area

Houston

Big Lake

Mat-Su Valley

Knik-Goose Bay Road
Knik Arm

Wasilla

Parks Highway

Point MacKenzie Airport Reserve

Sustainable Aviation Fuel Refinery

Point MacKenzie

Port MacKenzie

Port of Alaska

Anchorage

Anchorage Cargo Facilities

Cook Inlet

Fire Island Energy Site

Turnagain Arm

Knik Arm Bridge

Knik Arm Tunnel

Glenn Highway

Location of Map

500 Miles



Learn More About Alaska's Future
dot.commissioner@alaska.gov

5 Miles



Ted Stevens Anchorage International Airport (ANC) is Alaska's key logistics hub, strategically located near the Port of Alaska and Alaska Railroad terminals. It benefits from Foreign Trade Zone status and special sabotage exemptions, making it a highly flexible cargo hub. With three runways, including a 12,400-foot main runway, extensive taxiways, and large cargo areas, ANC supports year-round passenger and cargo operations, connecting Alaska to the world.

Fairbanks International Airport (FAI) complements ANC by providing redundancy and surge capacity for cargo and passenger operations. Located near downtown Fairbanks, FAI features an 11,800-foot runway and ample parking for heavy lift and military traffic. It connects Interior and Northern Alaska to key fuel supply lines, rail, and highways, supporting remote communities and industrial projects. FAI also serves as a hub for tourism and workforce mobility, ensuring statewide aviation continuity and flexibility.

MODERN REFUELING HUB

In 2022 alone, AIAS delivered an impressive 900 MILLION gallons of aviation fuel, showcasing Alaska's pivotal role in meeting international fuel demands.

ALASKA HAS THE DEMAND

ANC HANDLES OVER 3.5 MILLION TONS OF CARGO ANNUALLY



ALASKA INTERNATIONAL AIRPORT SYSTEM (AIAS) IS ALWAYS OPEN FOR LANDINGS

Anchorage (ANC) is the region's cargo hub, optimizing fuel loads and maximizing efficiency. Even in rare weather events, Alaska's network of diversion airports ensures reliable landings and uninterrupted cargo flow.



ANTONOV AN-124 IS THE SECOND HEAVIEST GROSS WEIGHT CARGO AIRPLANE IN THE WORLD. PICTURED THE AN-124 IS PREPARING TO TAKE OFF USING TEMPORARY RUNWAY 01L AT FAI.
Photo by Melissa Osborn, Alaska DOT&PF



AIAS IS COMPETING TO BE THE #3 IN THE WORLD FOR CARGO TONNAGE

ANC

New Taxiways & Hardstands



SUSTAINABLE AVIATION FUEL

A Five-Phase Path to Production and Integration

PHASE 1	2025	Feasibility
PHASE 2	2025 / 2026	Preliminary Design & Environmental Documentation
PHASE 3	2026 / 2027	Front End Engineering Design
PHASE 4	2026 - 2028	SAF Blending/Imports
PHASE 5	2027 - 2030	Final Permitting & Construction

FEEDSTOCK SUPPLY

46 M dry tons woody biomass within 1 mile; 571 k tons/yr growth ensures scalable operations.

PRODUCTION VOLUME

230 MGY total synfuel (150 MGY SAF); modular HEFA adds 13 MGY early cash flow.

CAPEX & OPEX

Total CapEx \$2.78 B; net SAF production cost \$5.22-\$6.47/gal pre-incentive; 45Q & RFS cut net cost by ~\$2.00/gal.

CARBON INTENSITY

≤44 gCO₂e/MJ (<20% of conventional Jet A), eligible for CORSIA & LCFS credits.

INCENTIVES

45Q (\$85/tCO₂), SAF blender's credit (\$1.25-1.75/gal), RFS D5 obligations.

INFRASTRUCTURE

Rail-connected Port MacKenzie; direct pipeline to TSAIA; 1,200-ft dock; 3.4 M bbl storage.

All within the Knik Arm Region: two major ice-free deep water ports, primary rail and interstate connections, pipelines, major power transmission lines, Anchorage International Airport, and millions of acres of State land for development.

STRATEGIC CONNECTIVITY

UNLOCKING DIRECT ACCESS TO THE INTERIOR AND ARCTIC

ARCTIC MULTIMODAL LINK

INTERSTATE ACCESS TO PORTS, RAIL, AND ENERGY

ALASKA PROPOSES INTERSTATE A5 - THE STATE'S FIRST NEW INTERSTATE SINCE 1976 - AS A MODERN ENERGY AND FREIGHT CORRIDOR CONNECTING ANCHORAGE NORTH AND UNLOCKING DIRECT ACCESS TO THE INTERIOR AND ARCTIC.

Aligned with the Point MacKenzie Rail Extension corridor THIS PROJECT CO-LOCATES ROAD AND RAIL INFRASTRUCTURE TO ESTABLISH A NATURAL MULTIMODAL ROUTE. A5 will connect the Pacific Ocean to the Arctic via a new 35-mile link that reduces transportation costs, enhances emergency redundancy, and opens up high-growth areas of the Mat-Su Valley for residential and commercial development. Designed for long-haul freight, energy delivery, and economic resilience, A5 positions Alaska for investment in 21st-century supply chains and national energy security.

CONNECTING PORTS TO PIPELINES AND RAIL TO RESOURCES THIS IS ALASKA'S LOGISTICS BACKBONE.

NEW INTERSTATE LINK FOR ALASKA

Designed with freight and logistics in mind, this corridor delivers transformative benefits to Alaska's commercial trucking industry—providing faster, safer, and more efficient access to the Interior and Northern regions of the state, including the oil fields of Prudhoe Bay. By reducing congestion on existing highways and streamlining direct access to the National Highway System, the project supports lower transportation costs and increased reliability for supply chains.

This corridor will strengthen Alaska's logistics backbone, unite key ports and rail systems, and serve as a direct land-based gateway to the Interior and the North—enhancing access to energy projects, mineral resources, and Arctic infrastructure while supporting statewide economic growth and security. It will open the generational opportunity across Southcentral and Interior Alaska.

Multimodal Synergy: Connecting the Airport and Ports to the National Hwy System
This proposed interstate highway follows the Point MacKenzie Rail Extension corridor, enhancing Alaska's freight and logistics assets. Co-located with future rail capacity, it boosts multimodal flexibility and strengthens the state's supply chain.

Economic Development and Land Access

The Mat-Su Valley, Alaska's fastest-growing population center, will benefit from a faster, safer route between home and work. The corridor opens new areas for residential development and affordable housing, supporting economic growth and quality of life.

Investment-Ready Vision with Clear Alignment

Leveraging the Point MacKenzie Rail Extension corridor, this project streamlines permitting and accelerates delivery. Co-locating road and rail reduces environmental impact, aligning with state development goals and making the project an attainable vision for the future.

ALASKA NEXT-GEN SYNFUEL REFINERY (ANSyR)

WE HAVE THE DEMAND, WE HAVE THE EXPERTISE, WE HAVE THE INFRASTRUCTURE, AND WE HAVE THE RESOURCES.

Documented Air Carrier demand from FedEx, UPS, Atlas, Alaska Air, Cathay Pacific, Kalitta Air, American Airlines, Delta Airlines, United Airlines, China Airlines

Alaska's natural resources—millions of acres of beetle-killed forests and over a million tons of fishery byproducts annually—offer powerful, underutilized feedstocks for Sustainable Aviation Fuel (SAF) production. By converting wildfire-prone timber and lipid-rich fish waste into low-carbon fuel, Alaska can transform environmental liabilities into climate solutions while advancing energy independence and waste reduction.

Home to Prudhoe Bay, the continent's largest oil field, Alaska has a legacy of safe, responsible energy development that funds education, infrastructure, and public services.



1210 N Kim Drive, Suite B, Meadow Lakes, Alaska 99623
Phone: 907-232-2845 - Email: president@mlccak.org - Website: www.mlccak.org

February 14, 2026

MatSu Valley Planning team
MVP

The following Project Nominations for MVP were adopted at a regularly scheduled public meeting of Meadow Lakes Community Council on February 11, 2026.

The membership would like to express strong support for two transportation infrastructure projects. Both are within the MPO boundaries and both have many benefits for the community. We have used the online Formal Project Nomination but are adding this letter to show Community Council Support.

Project 1. Roundabout at Church/Seldon Intersection.

Several years ago, Seldon road was extended to the West past the Church Road intersection. This extension creates a much-needed East/West alternate corridor to relieve traffic from the Parks highway. However, the current intersection is extremely dangerous with improperly marked lanes causing congestion and traffic hazards for both vehicles and those using other methods of transportation. When the bypass for Beverly Lakes portion is completed, the traffic will increase as the route will serve even more residents. A well-designed roundabout at this location will serve for decades and be key to improving all six “key issues to consider #2” in the Nomination presentation packet.

Project 2. Separated grade or other intersection solution for Parks/ Palmer Wasilla intersection.

This intersection has needed improvement for decades as the extensive retail development in the area conflicts with the need to move traffic along on the two intersecting highways. Anyone who has driven through the area during peak hours knows the congestion and safety problems. The entire Matanuska Valley continues to gain population and the traffic gets worse every year. A complete redesign of this intersection is needed more than ever and the problem will become untenable if nothing is done.

Our membership supports these two projects and is asking for support from the MVP team

The Meadow Lakes Community Council membership voted unanimously in support for this letter.

Sincerely,
Stephen Edwards, Meadow Lakes Community Council President
Sledwards4959@gmail.com, 907-521 0178

How is MVP funded?



MATSU VALLEY
PLANNING *for*
TRANSPORTATION

MatSu Valley Planning *for* Transportation (MVP) is the Mat-Su Valley's Metropolitan Planning Organization (MPO). An MPO is a federally required, federally funded transportation planning and policy-making organization. MVP was established when the core area of the Mat-Su reached the population threshold for designation as an urbanized area (i.e., greater than 50,000).

MVP receives an annual allocation of planning and capital funds from the Federal Highway Administration (FHWA) and the Federal Transit Authority (FTA) via Alaska DOT&PF. MVP was also granted \$1 million from the Alaska Legislature to support organizational startup and operations.

2023

The first year that MVP began receiving federal funds

\$16.5 million

MVP's FY26 allocation of STBG, CRP, and TAP funds (includes carry forward)

\$10 million

Approximately how much MVP anticipates receiving in federal planning and capital funds annually beginning in FY27.

From Congress to the Mat-Su: The Flow of Federal Transportation Funds



Congress

Congress passes transportation bills, setting funding levels and policies. Funds come from the Highway Trust Fund, which includes gas taxes and transportation fees, and the General Fund.



Alaska DOT&PF

State DOTs receive funds, typically based on federal apportionment tables.



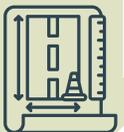
MPOs

Funds are suballocated to Alaska's three MPOs - i.e., Anchorage's AMATS, Fairbanks's FAST Planning, and MVP.



MVP

Our **MTP** prioritizes where federal funds should be spent over the next 20-25 years. Our **TIP** programs four-years of federal funds for specific projects. The MTP and TIP require MVP Policy Board approval.



Project Implementation

Once programmed, funds may be used by state and local governments to implement projects that meet regional needs. Projects must be in the MTP and TIP.

For more information visit www.mvpmpo.com or email info@mvpmpo.com.

How is MVP funded?



MATSU VALLEY
PLANNING *for*
TRANSPORTATION

Federal Fund Sources

Most of MVP's funds come from formula programs that distribute funds based on population and transportation system needs. MVP is also eligible to seek funds under various federal competitive grant programs. MVP's core funding programs include:



Metropolitan Planning Funds (PL/5303)

These formula funds support MVP's planning activities. They fund transportation studies, staff, and long-range planning efforts.

**MVP FY26
Allocation***

\$565,000



Surface Transportation Block Grants (STBG)

Projects that preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals.

\$12,850,000



Carbon Reduction Program (CRP)

Projects designed to reduce transportation emissions, defined as carbon dioxide (CO2) emissions from on-road highway sources.

\$2,750,000



Transportation Alternatives Program (TAP)

Projects focused on improving ground transportation: pedestrian and bicycle facilities, converting abandoned railroad corridors to trails, safe routes to school, environmental mitigation, historic preservation, vulnerable road user safety assessments, and vegetation management.

\$936,000

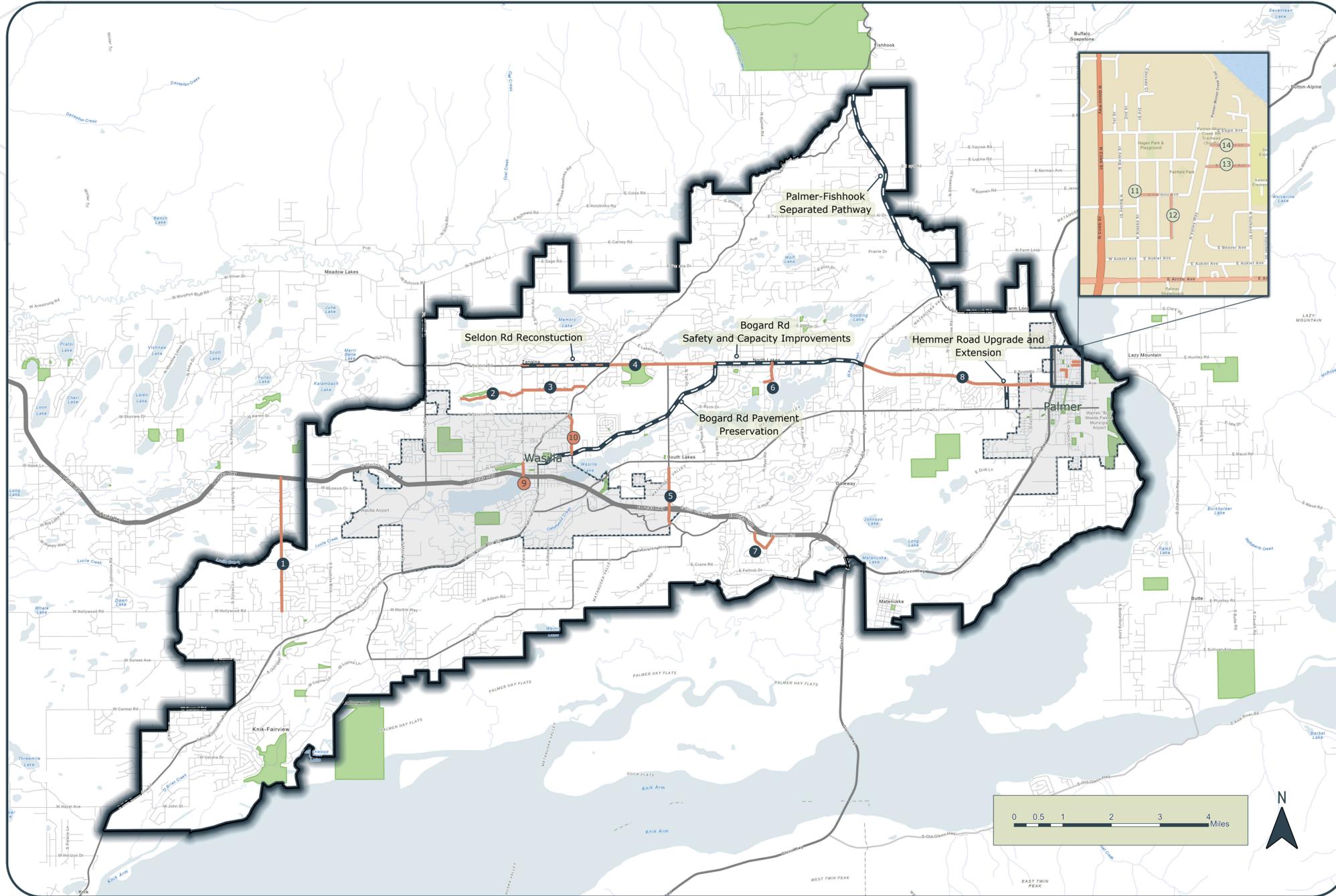
*Includes carry-forward from FY24/FY25. Numbers rounded.

Match Requirements

Most federal funds require a local/non-federal match. For MVP, facility owners will provide a **9.03%** match for capital projects programmed in the TIP. Additionally, in support of our operations and planning responsibilities, MVP receives annual dues from the jurisdictions represented by MVP's Policy Board to match our planning (PL) funds (i.e., the State of Alaska, Mat-Su Borough, City of Palmer, City of Wasilla, Knik Tribe, and Chickaloon Village Native Tribe).

Where have MVP funds been spent so far?

Typically, MPOs program funds through TIP. However, as MVP is still working on developing our inaugural MTP and TIP, we adopted an **Interim Program of Projects (PoP)** in July 2024 (updated in 2025) to enable interim use of federal funds. The PoP includes several projects from the State Transportation Improvement Program (STIP) (e.g., Seldon Road Reconstruction from Wasilla-Fishhook to Lucille Street), as well as funding for the MVP Improvement Program to perform gravel or asphalt preservation activities on roads, sidewalks, and pathways. Construction on the latter is expected to begin summer 2026.



Capital Projects



Seldon Rd Reconstruction

This project will upgrade Seldon Road, between Wasilla-Fishhook and Lucille Street, to an arterial highway with a separate pathway to address geometry, safety and capacity issues.



Palmer-Fishhook Separated Pathway

This project will construct a pedestrian/bike pathway along Palmer-Fishhook Road from Trunk Road to Edgerton Parks Road.



Bogard Rd Safety and Capacity Improvements

This 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 a 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.



Hemmer Road Upgrade and Extension

This project will 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.



Bogard Rd Pavement Preservation

This project will preserve the pavement on Bogard Road between Trunk Road and Wasilla-Fishhook Road. The proposed project will reclaim the existing pavement structure in place, overlay with new pavement, and apply pavement markings to the roadway.

Planning Projects



Pavement Management Plan

The plan would include automated collection of pavement condition (smoothness, rutting, and cracking) on roads within the Metropolitan Planning Area (MPA) using Road Surface Profiling equipment consisting of distance measuring instruments, accelerometers and a Laser Crack Measurement System to provide high definition 3D profiles and 2D images of the road surface.



Sign Management Plan

The plan will devise and implement a system to assess all traffic signs within the MPA on a regular basis and ensure they are maintained and replaced as needed to improve visibility and increase road safety. The sign assessment will be used to track sign data and to maintain a minimum retroreflectivity level of all signs to increase their visibility at night.



Streetlight & Intersection Management Plan

The plan includes an inventory of all the streetlights within the MPA and development of a plan for converting the lights to LED. Intersections will be examined to determine any additional lighting system work as required for electrical code compliance and proper operation of the LED fixtures as well as additional repair and replacement work.

Legend

- Capital Projects
- MVP Improvement Program Projects



FFY25-27 MVP Improvement Program

Mat-Su Borough

- | | |
|-------------------------------|---|
| 1 Vine Road Striping | 5 Seward Meridian Parkway Striping |
| 2 Gail Drive Mill & Pave | 6 Earl Drive and Eek Street Mill & Pave |
| 3 Mulchatna Drive Mill & Pave | 7 Gershmel Loop Mill & Pave |
| 4 Seldon Road Striping | 8 Bogard Road Striping |

City of Wasilla

- 9 N. Lucille Street Mill & Pave
- 10 N. Peck Street

City of Palmer

- 11 Caribou Ave
- 12 N. Chugach Street
- 13 E. Dolphin Ave
- 14 E. Gold Key Lane