



## MatSu Valley Planning *for* Transportation

### **MEMBERS**

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

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### **Agenda**

#### **Technical Committee**

Tuesday, March 10, 2026

2:00 – 4:00 pm

### **Meeting Location**

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

1. Call to Order and Roll Call
  - a. Welcome Jesse Peterson as the new MSB Transportation Advisory Board representative
2. Consent Agenda **(Action Item)**
  - a. Approval of the March 10, 2026, Agenda
  - b. Approval of the February 10, 2026, Minutes
3. Staff Report
  - a. Staff Report and Schedule of Monthly Tasks
4. Policy Board Action Items
  - a. Approval of the Alaska DOT&PF Performance Safety Targets for FFY26
5. Voices of the Visitors (Non-Action Items)
6. Action Items
  - a. FTA 3507 Split Proposal recommendation
    - MVP Memo with supporting documentation
7. Old Business
  - a. MTP Update
    - Project Nomination closing March 13<sup>th</sup>
  - b. FFY26-29 STIP update - Adam Bradway, Alaska DOT&PF



## **MatSu Valley Planning *for* Transportation**

8. New Business
  - a. Sub-Area Solution Study Overview - Alex Strawn, MSB Planning
  - b. Complete Streets Policy Overview - Kelsey Anderson, RESPEC
  - c. Local Control Plan Update - Anjie Goulding, MVP
  - d. Transit update
    - In-Person Public Transit Workshop: March 12<sup>th</sup>, 5:30-7pm, Wasilla Senior Center
    - Virtual Public Transit workshop: March 24<sup>th</sup>, 12-1:30pm, Zoom
9. Other Issues
  - a. Technical Committee at-large-seat vacancies
    - Transit Advocate
    - Mobility/Bike and Pedestrian Advocate
10. Informational Items
  - a. Meadow Lakes Community Council MTP project recommendation
  - b. MVP Funding Flyer
  - c. MVP Program of Projects Map
11. Technical Committee Comments
12. Adjournment

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



**Technical Committee Action Item Cheat Sheet**  
**March 10, 2026**

Purpose: To guide the Committee’s discussion and action on key agenda items.

**Action Item A. 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



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**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 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 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.



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### **MEMBERS**

Adeyemi Alimi, ADEC  
 Alex Strawn, MSB (**Chair**)  
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 Randy Durham, MSB TAB  
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 Tom Adams, MSB

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### **Minutes**

#### **Technical Committee**

Tuesday, February 10, 2026  
 2:00 – 4:00 pm

### **Meeting Location**

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

1. Call to Order and Roll Call

Meeting Called to order at 2 pm.

### **Board Members Present:**

Adeyemi Alimi, ADEC  
 Alex Strawn, MSB (Chair)  
 Ben White, Alaska DOT&PF  
 Brian Winnestaffer, Chickaloon Native Village  
 Chris Bentz, Alaska DOT&PF  
 Crystal Smith, MSBSD  
 Dan Tucker, RSA Representative  
 Erich Schaal, City of Wasilla (Vice Chair)  
 Kate Dueber, ARRC  
 Lawrence Smith, Trucking Industry  
 Advocate  
 Randy Durham, MSB TAB  
 Brad Sworts, MSB (proxy for Tom Adams)

### **Board Members Not Present:**

Bob Charles Jr., Knik Tribe  
 Jude Bilafer, City of Palmer

### **Visitors:**

Kim Sollien, MVP (in-person)  
 Anjie Goulding, MVP (in-person)  
 Carrie Cecil, MVP (in-person)  
 Jennifer Busch, Valley Transit (in-person)  
 Brian Lindamood, ARRC (in-person)  
 Rod Hanson, NLCC (in-person)  
 Lamarr Anderson (in-person)  
 Adam Bradway, AK DOT&PF (in-person)  
 Kelsey Anderson, RESPEC  
 Julie Spackman, MSB  
 Pam Golden, AK DOT&PF  
 Sara Lucey, AK DOT&PF  
 Luke Bowland, AK DOT&PF  
 Laurie Cummings, HDR  
 Kristina Huling, AK DOT&PF  
 Darrien



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2. Consent Agenda (**Action Item**)
  - a. Approval of the February 10, 2026, Agenda
  - b. Approval of the January 13, 2026, Minutes

Motion to approve the consent agenda (*Tucker*), seconded (*Schaal*). No objections, no discussion. Approved.

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

**Kim Sollien** provided staff report:

- MVP staff are in the middle of a month of roadshows, giving presentations about MVP and the MTP:
  - DOT Tribal Meeting
  - LRSAAB
  - CVTC
  - Wasilla City Council
  - Palmer City Council
  - MSB Assembly
  - Wasilla Planning Commission (tonight 2/10)
  - Coming up:
    - Transportation Advisory Board (2/13)
    - Mat-Su Transportation Fair (2/25)
- Based on questions received during presentations about funding, staff have prepared a leaflet to provide additional information about MVP funding
- Staff are coordinating with MSB GIS and RESPEC on ensuring a smooth workflow for project evaluations with project evaluation team
- Thank you to those members who contributed additional review of the existing conditions analysis. RESPEC is taking those under consideration to address gaps in analysis in updated draft.
- Anticipate presenting on TIP funding policy at next month's meeting. This policy will identify priorities to help direct allocations of funds during the TIP process.
- Staff have so far received four MTP project nominations. Anticipate that we may need to extend the nomination period to allow more time for project submittals.

4. Policy Board Action Items, January 28<sup>th</sup> meeting canceled

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

### *Discussion*

**Rod Hanson**, representing North Lakes Community Council (NLCC)

- The NLCC did submit a resolution listing 11 projects or work that they would like to see included in the MTP and/ or otherwise prioritized.
- Understood that projects must have approval from road owners, therefore, wants to ensure appropriate coordination with MSB and DOT as road owners in NLCC. Although the next NLCC meeting is at the end of the month, they can convene to provide additional support as needed.



*Questions*

**Dan Tucker** – What is the appropriate workflow for getting project submissions or recommendations from individual RSAs or the LRSAA to the MSB?

Answer: Project submissions and suggestions should be coordinated through the MSB Public Works Department, but resolutions would be made by individual RSAs to LRSAA to the Assembly.

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

*Discussion*

**Kim Solien** presented a summary:

- DOT adopts safety performance targets every year.
- Last year, the Technical Committee recommended PB approval and signing onto MOU to adopt or develop MVP targets.
- MVP can also develop our own safety targets
- This year, staff recommend MVP adopt DOT's safety performance targets as we work through understanding our system and prioritizing within it.
- FAST signed on for this year while AMATS is developing their own safety targets.

**Pam Golden, DOT&PF**

- The targets are based on stated goal in SHSP to reach 0 vehicle related deaths by 2050. This is a five-year rolling average.
- Zero penalty to the MPO if we don't meet state targets and zero penalty to the state to not meet targets.

*Questions*

**Eric Schaal** – How often does the crash data get updated – is it real-time or at intervals?

Answer: DOT&PF has a FARS analyst that tracks news, police reports, etc. to keep this data up to date in near real time.

Motion to recommend that MVP adopt the Alaska DOT&PF Safety Performance Targets for 2026 (*Schaal*). Seconded (*Tucker*). No objections, no further discussions. Motion is approved.

7. Old Business
  - a. MTP Update
    - Formal Call for Project Nominations 1.28.2026 – Packet
    - Survey Results & Comment Map Responses-Kelsey Anderson RESPEC



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

#### *Discussion*

**Adam Bradway** – STIP is still delayed. Expecting version for public comment no sooner than March; however, do anticipate a draft during the legislative session.

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

#### *Discussion*

#### **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 kick off next week – themed topics to engage in discussion. Each meeting requires independent registration and a survey. Please also sign up for the Public Review Group to get updates on the project. Website - <https://publicinput.com/alaskaLRTP2055>

### 8. New Business

#### a. MVP Asset Management Plans Update

- Pavement Management Plan- Adam Bradway, Alaska DOT&PF
- Sign Management Plan
- Streetlight and Intersection Management Plan

#### *Discussion*

#### **Adam Bradway**

- These three asset management plans were identified by the Technical Committee to help gather data in support of future project nominations and included in the MVP Program of Projects.
- These were line items in the STIP – meant to be obligated in 2025. Adam moved forward to request funds from FHWA. Those funds have been obligated and are ready to move forward.
- Pavement Asset Management Plan
  - Currently top priority. State collects data and the MSB has been collecting data. This would collect additional information.
  - There is an existing contract with FUGRO. The intent is to tack this request onto the existing contract to do MSB roads. By the end of this summer, there



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should be data for all roads in the MPA. Best practice looking ahead is to continue collecting this data on regular basis.

- Sign and Streetlight Plan
  - Need to settle on scope and will likely need to go out to bid.
  - Initial challenges/ risks – potentially very labor intensive to collect this data so may need to consider phasing collection for specific areas.
  
- b. Transit Update
  - Special Transit Public Meeting: March 12<sup>th</sup>, 5:30-7pm Wasilla Senior Center
  - Virtual Special Transit Public Meeting March 18<sup>th</sup>, 5:30-7:pm Teams
  - Presentation from Valley Transit on the 5307 split request

### *Discussion*

- Objective from the discussion is to have the Technical Committee advise Policy Board on how they would like MVP to respond to Commissioner's request for MVP opinion on FTA 5307 allocation of Mat-Su area apportionment among ARRC and MSB.

### **Jennifer Busch**, Executive Director of Valley Transit

- Annual budget right now about \$3.2 million
- Last year about 60,000 passengers
- 5307 (for small MPOs) supports operations and capital projects
- Strongly feel that the funds should be directed to the public transit provider as opposed to the Railroad

### **Alex Strawn**, MSB

- MSB Manager has provided a letter to the commissioner. The sentiment is that the AKRR should not receive a portion of the funds because ARRC does not meet the definition of public transit provider. MSB would support a zero-fund recommendation.

### *Questions*

**Dan Tucker:** What exactly is the Technical Committee making making recommendations on?

**Answer:** With the designation of the urbanized area, shift from 5311 to 5307 and direct from FTA to MSB (must be a local government). Railroad is also a recipient. The conversation at hand is how to split 5307 funds allocated to small MPOs. How the funds are split is at the discretion of the DOT Commissioner. DOT would like to come up with a policy on how these funds should be split in the future and would like MVP to weigh in. Note that MVP allocated about \$1.85 mil 5307 in FY2025.

**Dan Tucker:** Did all the 5311 funds go away with urbanized designation?

**Answer:** Valley Transit can no longer receive 5311 funds. Valley Transit would also receive other federal funds for being a rural operator. Prior to designation, Valley Transit would receive between \$1.1 -1.7 million of 5311 funds per year which would be matched by the MatSu Health Foundation. However, with this shift, match must now come from MSB. At last Assembly meeting passed to match 1.5 million. Match rate depends on other funds.



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Crystal – Really would like to see more details – what each provider is doing/ accomplish and what they are projecting to do in the future before being able to weigh in? How is each improving the quality of life for valley residents.

### *Request from Technical Committee to MVP Staff*

- In the next packet for TC meeting please prepare a summary letter:
  - Please include the letter from MSB.
  - Please include explanation of how the MSB has come to be responsible for the fund oversight.
  - Please include a summary of:
    - How the 5307 funding structure has changed
    - How Valley Transit has supported transit and what would change
    - How the AKRR has supported transit and what would change
    - Please make sure that the color of money is clearly articulated
      - i. Maybe a rolling average for the last three years.
  
- 9. Other Issues
  - a. Technical Committee At-large Seat Vacancy
    - Transit Advocate
    - Mobility/Bike and Pedestrian Advocate
  
- MVP has not received any applications so far. Could consider MSB staff that are working on trails committee and transit; however, this would stack the board with MSB staff. Note that it is ultimately the policy board that will approve.
  
- 10. Informational Items
  - a. Approval of FFY 2026 Highway Safety Improvement (HSIP) Funding Plan amendment from the Commissioner
  
- Note that there are several projects within the MPA that were selected for funding. About \$22 million towards projects within the MPA.
  - b. Resolution from North Lakes Community Council for Project Nominations
  - c. Alaska Active Transportation Funding Source Guide
  
- Note to please make sure to review as there are some inaccuracies and old information.
  
- 11. Technical Committee Comments
  - Ben White – Reminder that the Mat-Su transportation fair is on Feb 25.
  - Brad Sworts, MSB: Has the need for another access point for the hospital been raised before?



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### 12. Adjournment

The meeting adjourned at 3:50 pm.

Next Scheduled MPO Technical Committee Meeting – Tuesday, March 10th, 2026, from 2:00-4:00 pm to be held via Microsoft TEAMS and Alaska DOT Mat Su District Office Upstairs Conference Room at 500 S Seward Meridian Pkwy, Wasilla, Alaska



## **February 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**

- Final review of the Existing Conditions Report, Level of Service Report, and Travel Model report
- Review of the MTP public comment map and synthesize themes
- Updated website, drafted emails and social media to support formal project nomination period and close of public comment period
- Presentation on the MTP and Project Nomination period delivered to MSB Assembly on 2/3
- Presentation on the MTP and Project Nomination period delivered to Wasilla Planning Commission on 2/10
- Presentation on the MTP and Project Nomination period delivered to MSB Transportation Advisory Board on 2/13
- Presentation on the MTP and Project Nomination period delivered to Sunrise Rotary on 2/24
- Met with MSB engineering staff to discuss pavement and other asset data to ensure accurate application and interpretation in existing conditions report (2/2)

#### **TIP /Project Scoring Criteria**

#### **Complete Streets Policy**

- Continued review of draft Complete Streets Policy and workshopping edits with RESPEC

#### **Task 100 C TransCad Modeling**

#### **TASK 100 D Household Travel Survey**

#### **TASK 100 E Transportation Improvement Program**



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

- Continue daily social media posts to encourage public engagement and new comments on our interactive map and take the survey
- Updated website

## **TASK 100 G Support Services**

### **Budget Management**

- Completed 1<sup>st</sup> Quarter Financials
- Received the Audit Draft, including the Audited financial statement and the letter to the Policy Board

### **Meetings**

- Met with DOT and Cambridge Systems to discuss MVP support of SHSP preparation as members of the steering committee and/ or attendance of focus area meetings (2/11)
- Met with MatSu Health Foundation representatives to discuss survey results of their Community Health Needs Survey and the intersection of community health and transportation needs (2/13)
- Attended SHSP Youth/Older populations and ATV/ Snowmachine focus area discussion (2/12)
- Transit Roundtable meeting (2/11)
- Attended the Quarterly MPO meeting in Anchorage with AMATS, FAST, DOT, FHWA and FTA.
- Attended annual Mat-Su Transportation Fair (2/25)

### **Staffing**

- Conducted second interview for the Communications Manager position

### **Correspondence**

- Letter from Commissioner Anderson: Effective upon Director Hollands' retirement, Deputy Commissioner Katherine Keith will serve as Acting Central Region Director. In this role, Deputy Commissioner Keith will also serve as DOT&PF's designated representative to the MVP MPO



Policy Board. Per our Bylaws: Vacancies on the Policy Board or any officer positions, including vacancies resulting from (a) an increase in the number of Policy Board members or officer positions, or (b) the death, resignation, or removal of a Policy Board member or officer, shall be appointed by the member organization of the vacant seat as outlined in the Inter-Governmental Operating Agreement and Memorandum of Understanding for Operations of the MVP office.

- Staff prepared a briefing memorandum on FTA 5307 Urban Area Grant Formula apportionment for the Mat-Su urbanized area at the request of the Technical Committee to present at the March Technical Committee in support of AK DOT&PF Commissioner’s request for MVP opinion on apportionment.
- We received a valid application for our Multimodal At-Large seat for our Technical Committee. MVP staff will meet with the candidate the week of March 9<sup>th</sup>.

### **Nonprofit Filings and Reports**

- Altman, Robers & Co filed an extension on our behalf for our IRS 990 filing

### **Organizational Documents**

- All Conflict of Interest forms for current TC and PB members and staff complete
- Prepared several documents to share with MVP committees, partners, and public to build local knowledge of MVP role, function, and ongoing work.
  - Pamphlet to be distributed at Transportation Fair and other events
  - Poster documenting ongoing work under the Program of Projects and MVP Improvement Program
  - Leaflet explaining MVP’s funding structure and flow of funds to transportation projects

### **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**

- Continue to search for nonmotorized advocate and transit representative at-large positions for the Technical Committee

**Strategic Planning**

**Short-Range and Tactical Planning**

**Long-Range Planning**

**Training**

- Staff completed AMPO MTP Deep Dive training

**Transit Support**

**TASK 200 A MSB Public Transit Planning Support**

- Met with Honu Consulting to discuss support for the Transit Stakeholder meeting and reviewed the agenda and creatives for these meetings.
- Social media, Frontiersman Digital Ad, Mail Chimp Mailer, Website updates for Public Transit Workshops upcoming in March.
- Booked Wasilla Senior Center for Public Transit In-person workshop.

**TASK 200 B Transit Development Plan**

No activity

**TASK 300 Asset Management Plans**

**TASK 300 A MVP Sign Management Plan**

No activity

**TASK 300 B MVP Advanced Project Definition**

- ADOT&PF is working on confirming utility issues and needs

**TASK 300 C MVP Streetlight and Intersection Management Plan**



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No activity

**TASK 300 D Pavement Asset Management Plan**

- Alaska DOT&PF is working on initiating this project based on MSB request



## **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 12<sup>th</sup> and 24<sup>th</sup>
- 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

### **April 2026**

- Review Projects Nominated
- Score Nominated Projects
- Project Review Committee Special Meeting
- 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
- Host a Bike and Pedestrian stakeholder meeting
- Review and Approve Complete Streets Policy with TC and PB
- Review and Approve the TAP Local Control Plan
- Draft FFY27&28 UPWP

### **May 2026**



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- Draft scope of work for Streetlight, intersection and sign management plans
- ADOT planning-level cost estimates for projects
- Finalize MTP Project list
- Present 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
- O&M state of the system maintenance report
- Draft Transit Plan Scope
- Draft Household Travel Survey Scope
- Grandfather agreements with ADOT&PF for all the current CTP & TAP projects so that we have them prior to the TIP development

**June 2026**

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

**July 2026**

- 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



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

**September 2026**

- Review Draft MTP comment log

**October 2026**

- 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**



**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 more<sup>1</sup>. 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
<b>FY24</b>	\$21,918,361	\$2,121,898	\$1,845,938
<b>FY25</b>	\$22,520,361	\$2,163,014	\$1,887,454 <sup>a</sup>

<sup>a</sup> 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.

<sup>1</sup> 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>.

### *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)<sup>2</sup>; 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 ARRC<sup>3</sup> 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.

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<sup>2</sup> The entity described in chapter 243 is Amtrak.

<sup>3</sup> 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 UZA<sup>4</sup>. 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)<sup>5</sup> (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

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<sup>4</sup> 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>.

<sup>5</sup> 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)<sup>6</sup> 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."<sup>7</sup>

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

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

<sup>7</sup> 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 DRM<sup>8</sup> 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-*

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<sup>8</sup> 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 Transit<sup>9</sup> and ARRC reports<sup>10</sup> 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

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

<sup>10</sup> Alaska Railroad. *Alaska Railroad Annual Report*. 2024

<[https://www.alaskarailroad.com/sites/default/files/Communications/2024\\_Annual\\_Report\\_Final\\_Corrected.pdf](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](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](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)
<b>Revenue</b>			
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 <sup>a</sup>	\$57,991,000	\$42,646,000	\$73,381,000
<b>Expense</b>			
Operating Expense	\$211,467,000	\$218,324,000	\$233,905,000
<b>Capital Requests and Budget</b>			
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

<sup>a</sup> (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 Foundation<sup>11</sup> 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.

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<sup>11</sup> 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](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 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 UZA<sup>12</sup>**

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

<sup>a</sup> 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)<sup>13</sup> 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

<sup>12</sup> 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.

<sup>13</sup> 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](mailto: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)<sup>1</sup>. 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.

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<sup>1</sup> 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:**

<b>MPO</b>	<b>NTD DRM</b>
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 \$14,995,962.00<sup>2</sup>. 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.

<b>MPO</b>	<b>Route Miles</b>	<b>27% of NTD DRM</b>	<b>2024 ARRC 5307 Share</b>
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 \$15,342,576.00<sup>3</sup>. The calculation of 5307 funding per route-mile is:

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

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

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

<sup>3</sup> 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](mailto:Mike.Brown@matsugov.us)

February 9, 2026

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

Via Email: [ryan.anderson@alaska.gov](mailto: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**

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**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](mailto: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,



Rod D. Hanson  
President, North Lakes Community Council  
[rod@nlakes.cc](mailto:rod@nlakes.cc)  
907-841-8735

Attached: NLCC Resolution 25-001

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

<sup>25-001</sup>  
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 <sup>24-001</sup> ~~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 <sup>25-001</sup> ~~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).

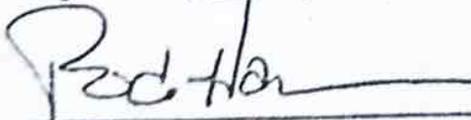
Now THEREFORE, be it resolved that the North Lakes Community Council make the following recommendations to the Matanuska-Susitna Borough for continuation of transit in the Matanuska-Susitna Borough:

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



OCTOBER 2025

Joint Planning Commission and Assembly Meeting, October 14, 2025

Alex Strawn, MSB Planning Director

# FEDERAL EARMARK FUNDING OPPORTUNITY

Granted through AK. Dept. of Transportation and  
Public Facilities

## PURPOSE:

- Development ensures efficient regional mobility in Core Area
- Strategic coordination of land and transportation planning
- Advance transportation planning initiatives (multi-year action agenda)



Source: Created with MS CoPilot Generative AI. 9/25/25.

# STUDY GOALS

- Identify current and future transportation deficiencies
- Establish purpose and need for proposed solutions
- Prioritize OSHP corridor recommendations
- Promote comprehensive solutions to MSB's growth-related transportation issues
- Demonstrate linkages between transportation, land use, and economic development

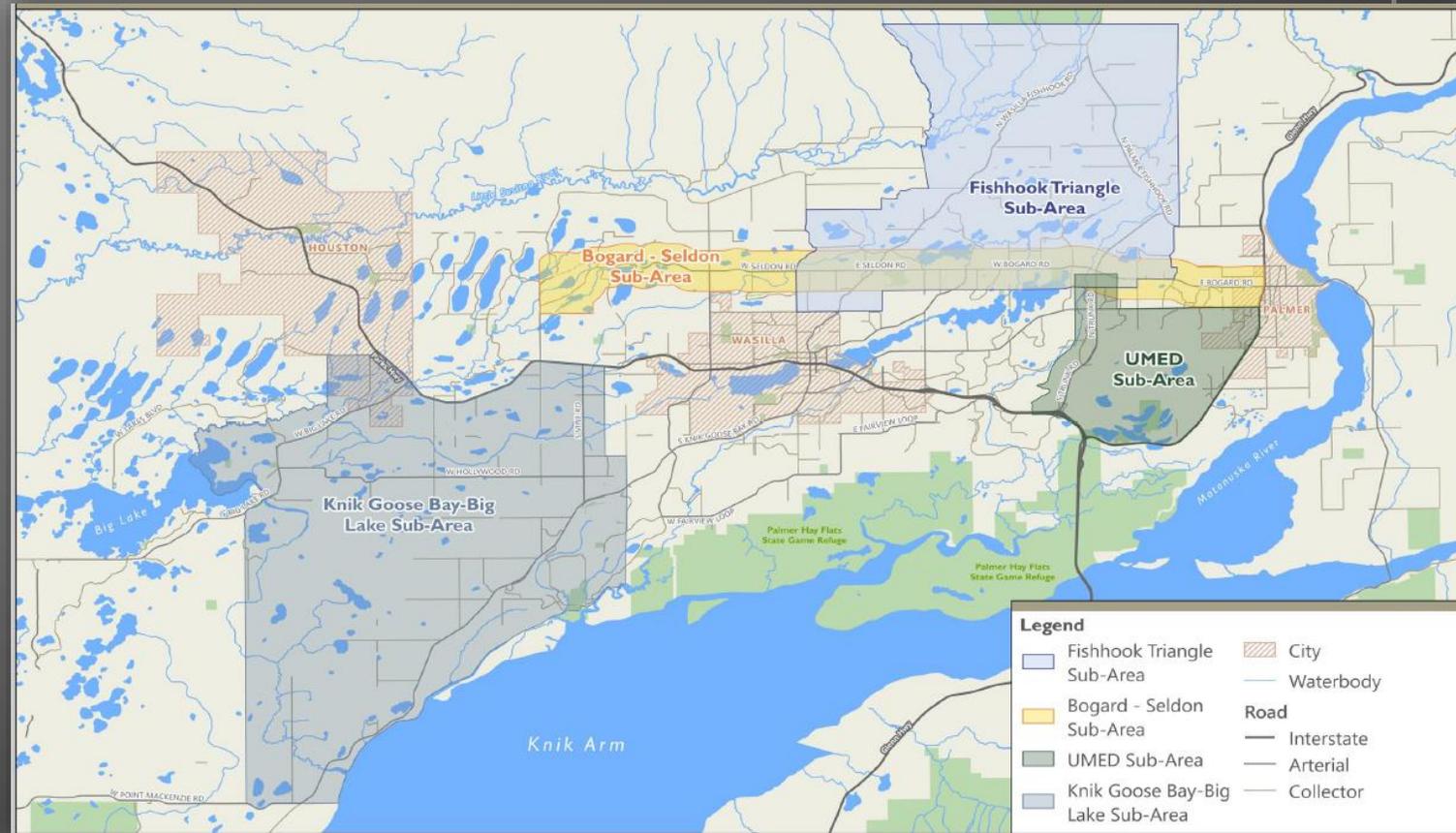
## *Vision Statement:*

*Study will provide for a sustainable, safe, and well-connected transportation system that supports the MSB's quality of life and economic development opportunities.*

# STRATEGIC FOCUS

Identify **infrastructure** and **non-infrastructure** solutions to transportation needs in four growing sub-areas:

- Bogard-Seldon corridor
- Fishhook Triangle
- University-Medical District
- Knik Goose Bay/Big Lake



# STUDY PROCESS

Existing  
Conditions

Assessment &  
Technical  
Analysis

Study Results  
and  
Recommen-  
dations

**Community Engagement:**

Initial Multi-stakeholder Charette, Stakeholder Interviews, and  
Steering Committee & Project Team

# MSB 2023-2028 STRATEGIC PLAN

## 3 Focus Areas



Economic  
growth and  
diversification



Delivering  
high quality  
services

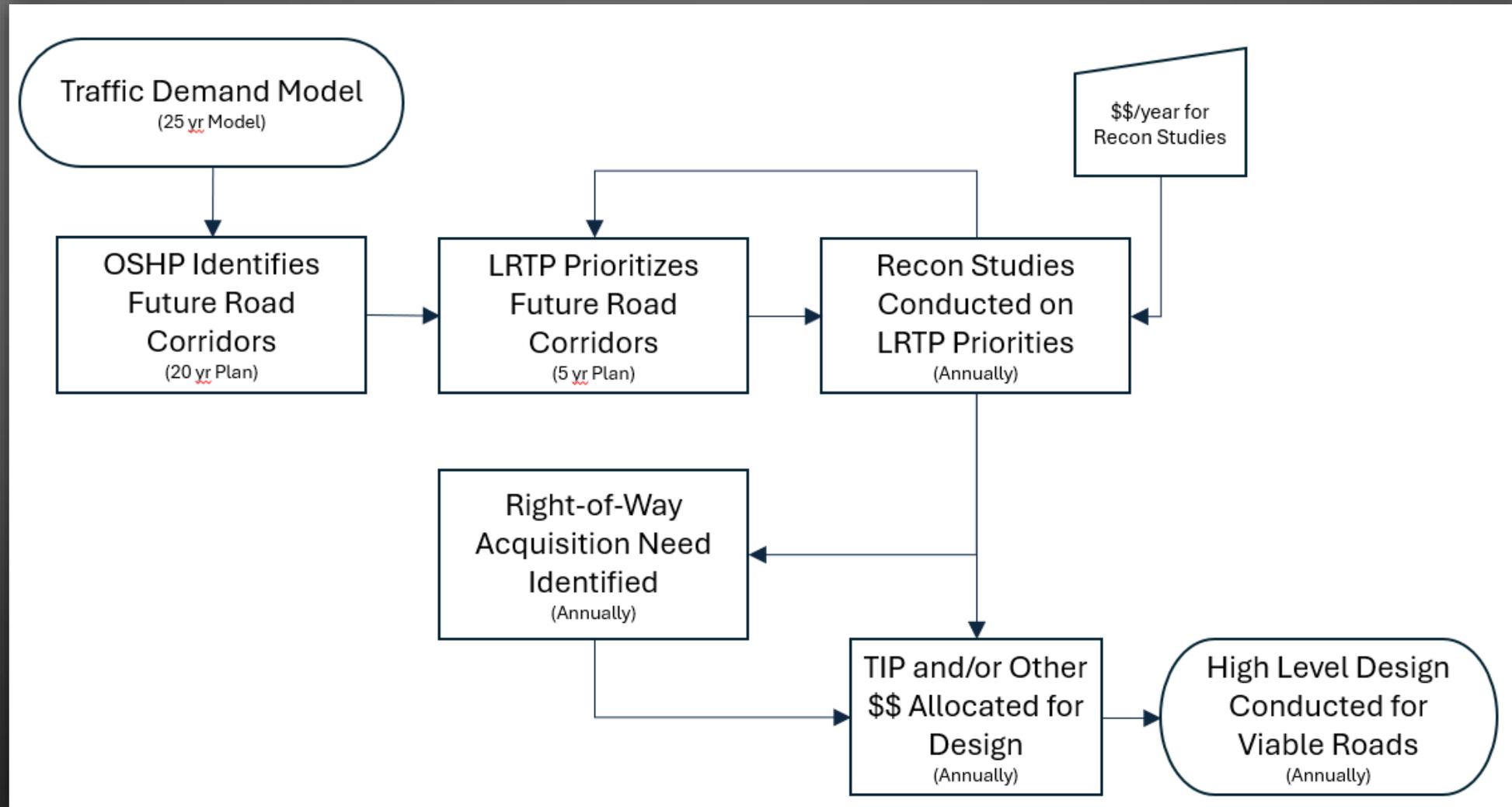


Managing  
growth

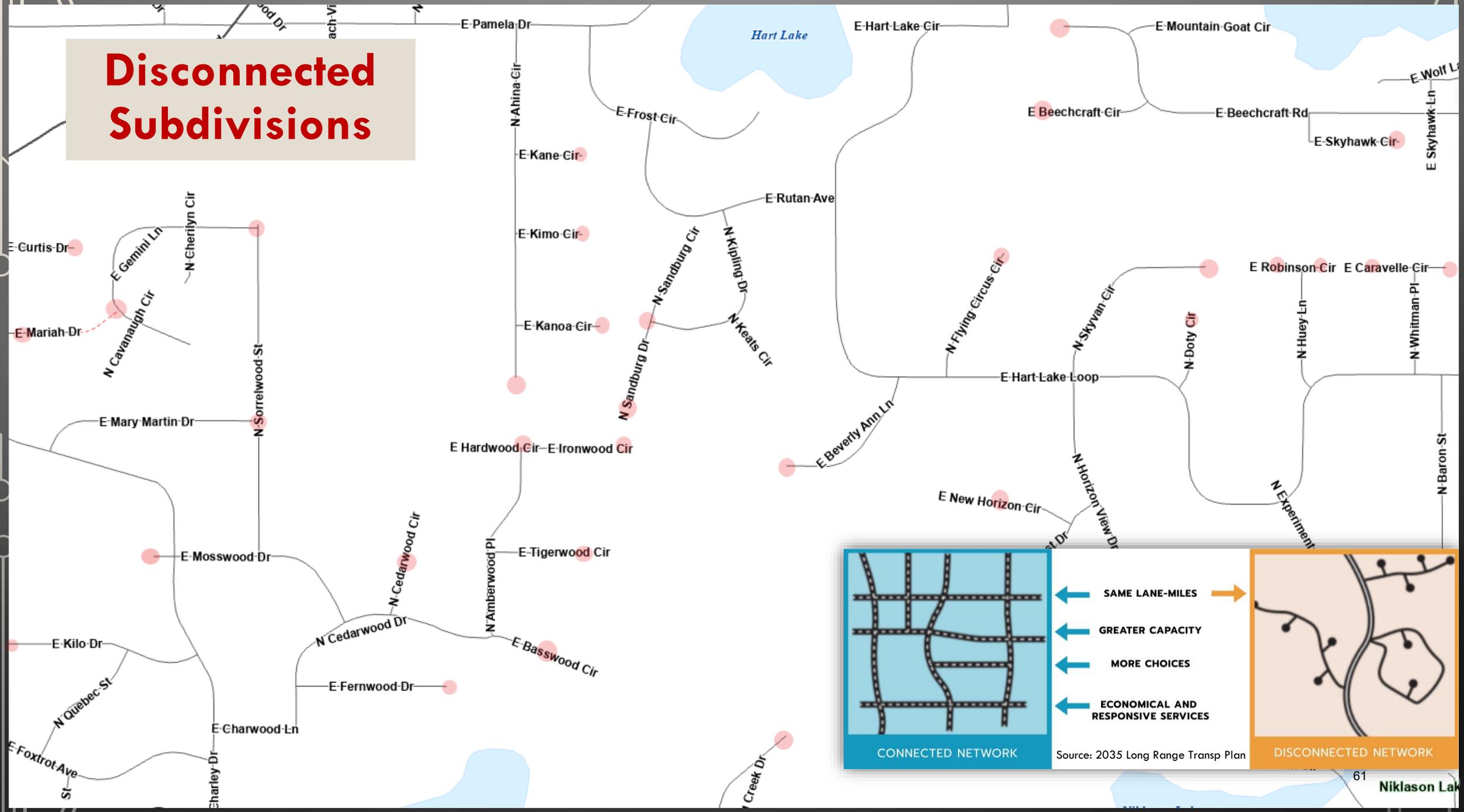
# GROWTH-RELATED ISSUES

- Limited roadway & subdivision connections
- Poor functionality of key road corridors, *especially near schools*
- Limited land use policies and codes, making it difficult to plan for managing development at key intersections
- Limited facilities for walking and other modes of active transportation

# STRENGTHENING TRANSPORTATION PLANNING



# Disconnected Subdivisions



<p><b>CONNECTED NETWORK</b></p>	<ul style="list-style-type: none"> <li>← SAME LANE-MILES →</li> <li>← GREATER CAPACITY</li> <li>← MORE CHOICES</li> <li>← ECONOMICAL AND RESPONSIVE SERVICES</li> </ul>	<p><b>DISCONNECTED NETWORK</b></p>
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Source: 2035 Long Range Transp Plan



### Safe Routes to School (SRTS Plan 2024)

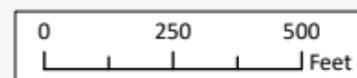
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Iditarod Elementary

### Legend

- Iditarod Elementary
- Separated Path
- Barrier Road: Do NOT Cross Here Identified by School District
- School Zones (20 MPH)
- Current Walking Area



Map Produced by MSB GIS Division  
8/1/2024

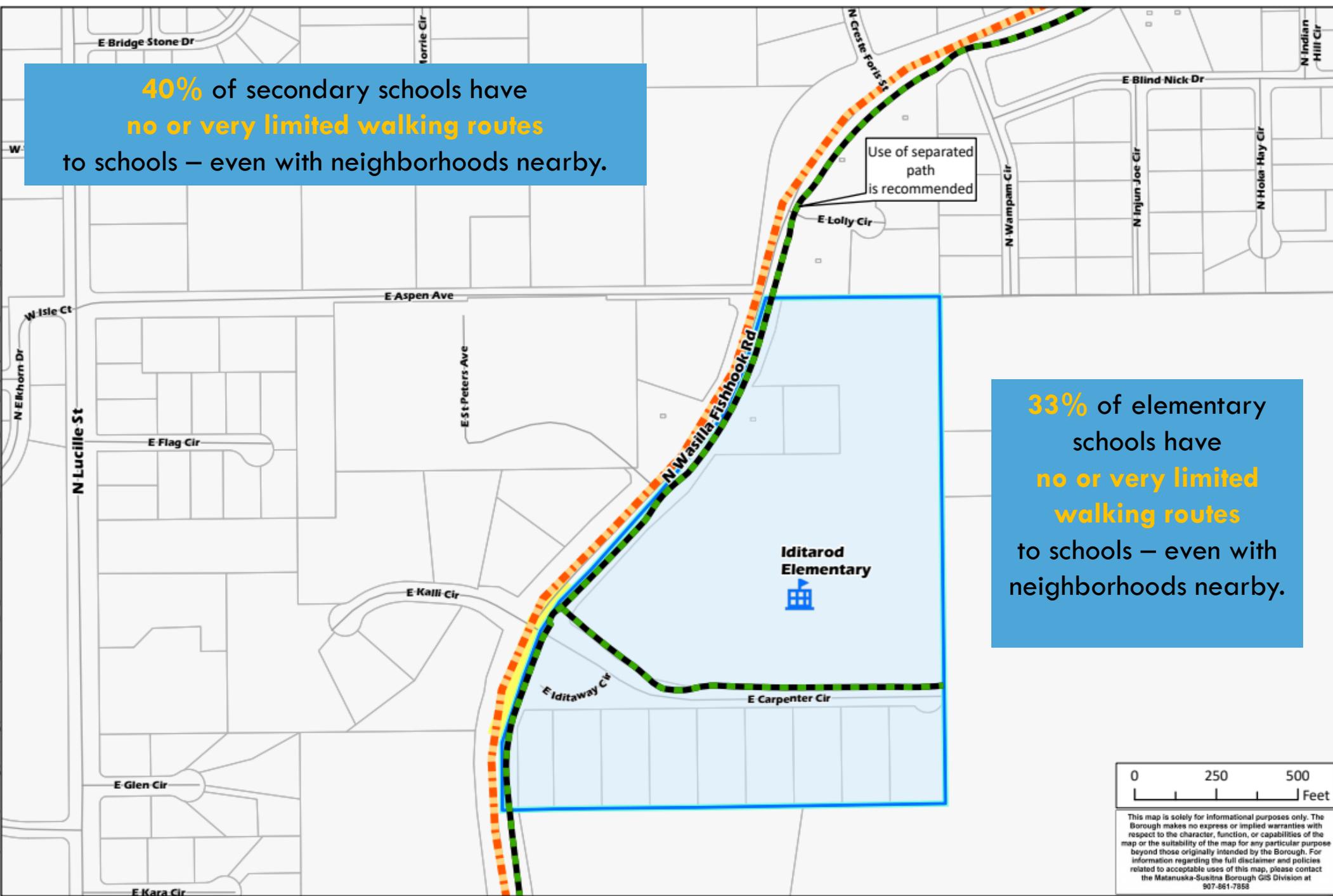


This map is solely for informational purposes only. The Borough makes no express or implied warranties with respect to the character, function, or capabilities of the map or the suitability of the map for any particular purpose beyond those originally intended by the Borough. For information regarding the full disclaimer and policies related to acceptable uses of this map, please contact the Matanuska-Susitna Borough GIS Division at 907-661-7858

**40%** of secondary schools have **no or very limited walking routes** to schools – even with neighborhoods nearby.

**33%** of elementary schools have **no or very limited walking routes** to schools – even with neighborhoods nearby.

Use of separated path is recommended



# TRANSPORTATION PLANNING RECOMMENDATIONS

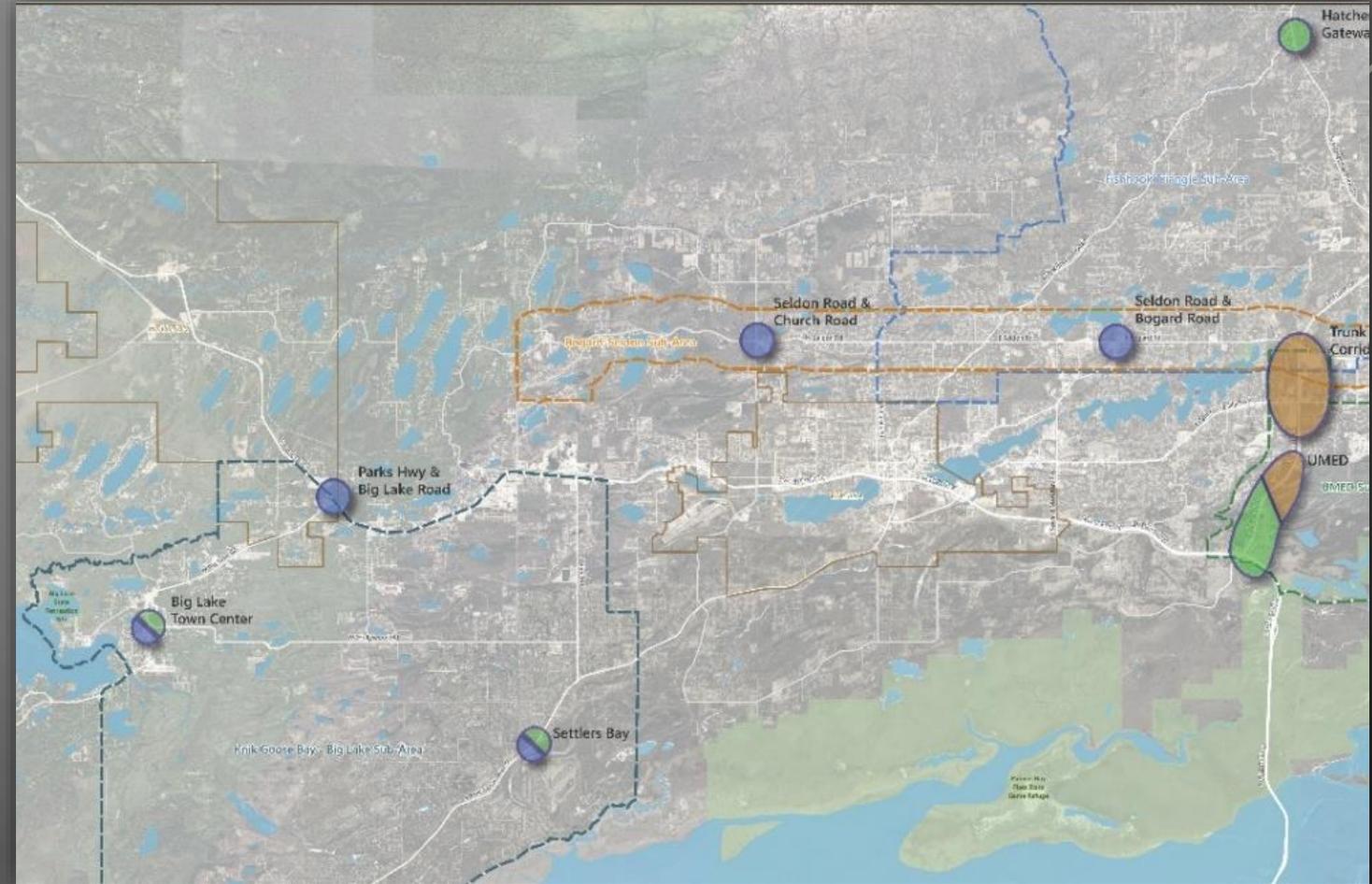
- Strengthen planning process
- Follow OSHP
- MSB Design Criteria Manual
- Complete Streets Policy
- Preserve future corridors
- Vision Zero Policy & Education
- Safe Routes to School Policy
- Non-Motorized Improvements
- Update OSHP & LRTP
- Corridor Access Management
- Coordinate transportation planning with:
  - ✓ Comp Plans
  - ✓ Utility providers
  - ✓ ADOT&PF and MVP
  - ✓ Gravel pit owners

# LAND USE PLANNING RECOMMENDATIONS

- Mandatory Land Use Permit
- Title 43 Platting regulations
- Subdivision Construction Manual
- Land use controls/zoning
- Incentives & development agreements
- School siting policy
- Impact Fees
- Comprehensive planning
- Coordinate land use and transportation planning
- Foster development nodes

# DEVELOPMENT NODES

- **Big Lake Town Center**
- **Parks Hwy & Big Lake Rd**
- **Settlers Bay**
- **Seldon/Church Rd**
- **Seldon/Bogard Rd**
- **UMED**
- **Trunk Rd Corridor**
- **Hatcher Pass Gateway**



**Regional**



**Tourism**

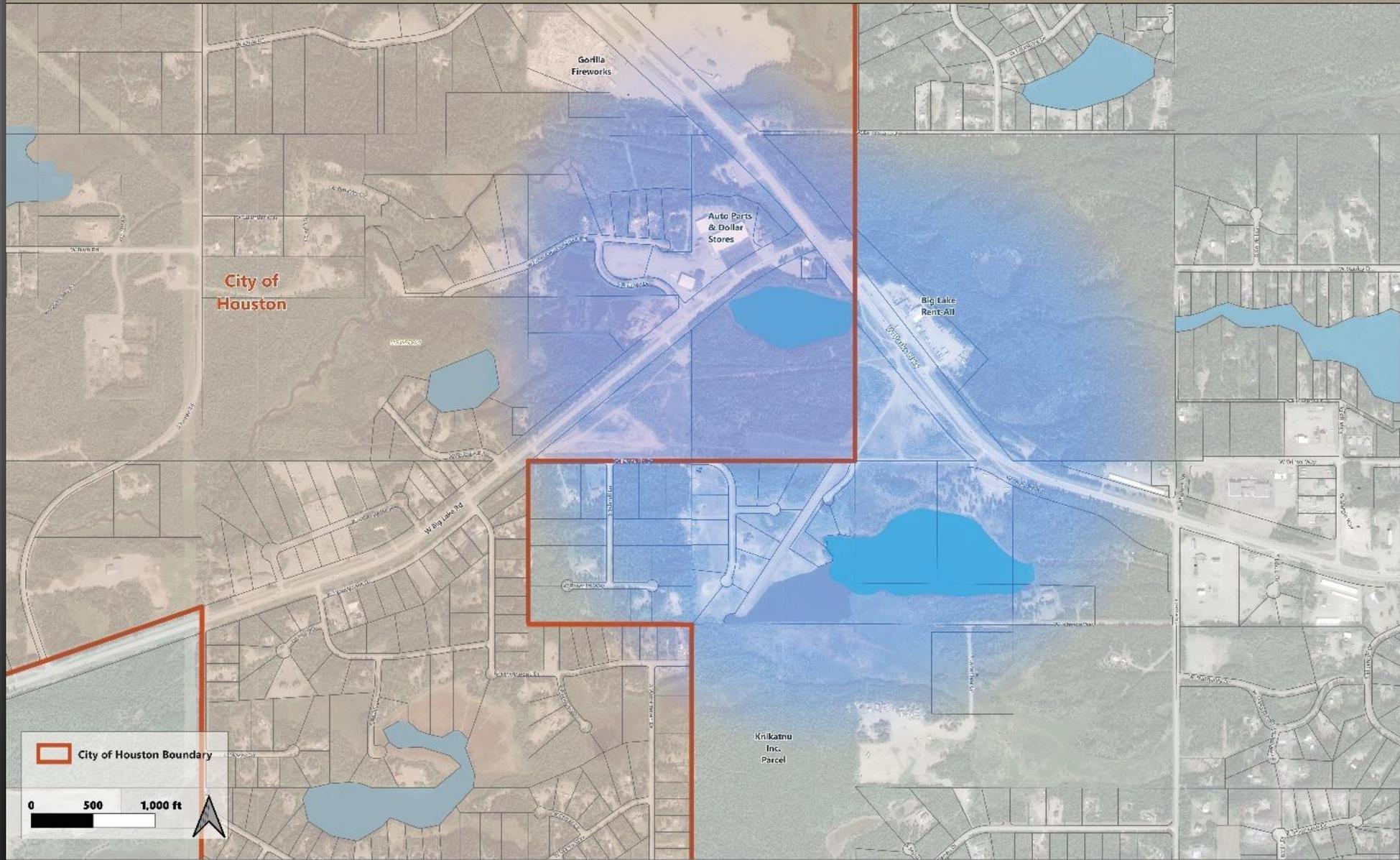


**Neighborhood**



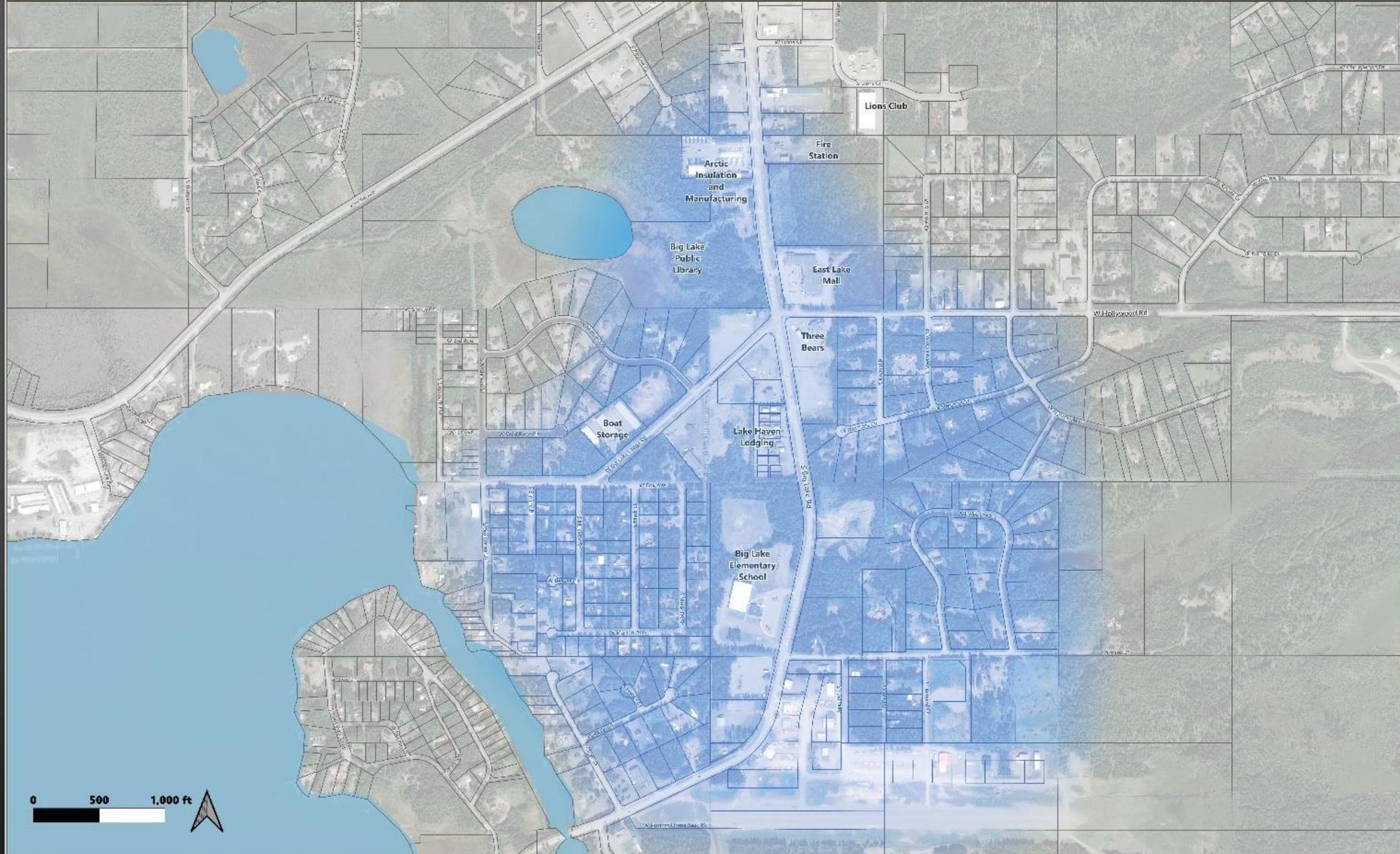
# Hatcher Pass Gateway Node







# Big Lake Town Center



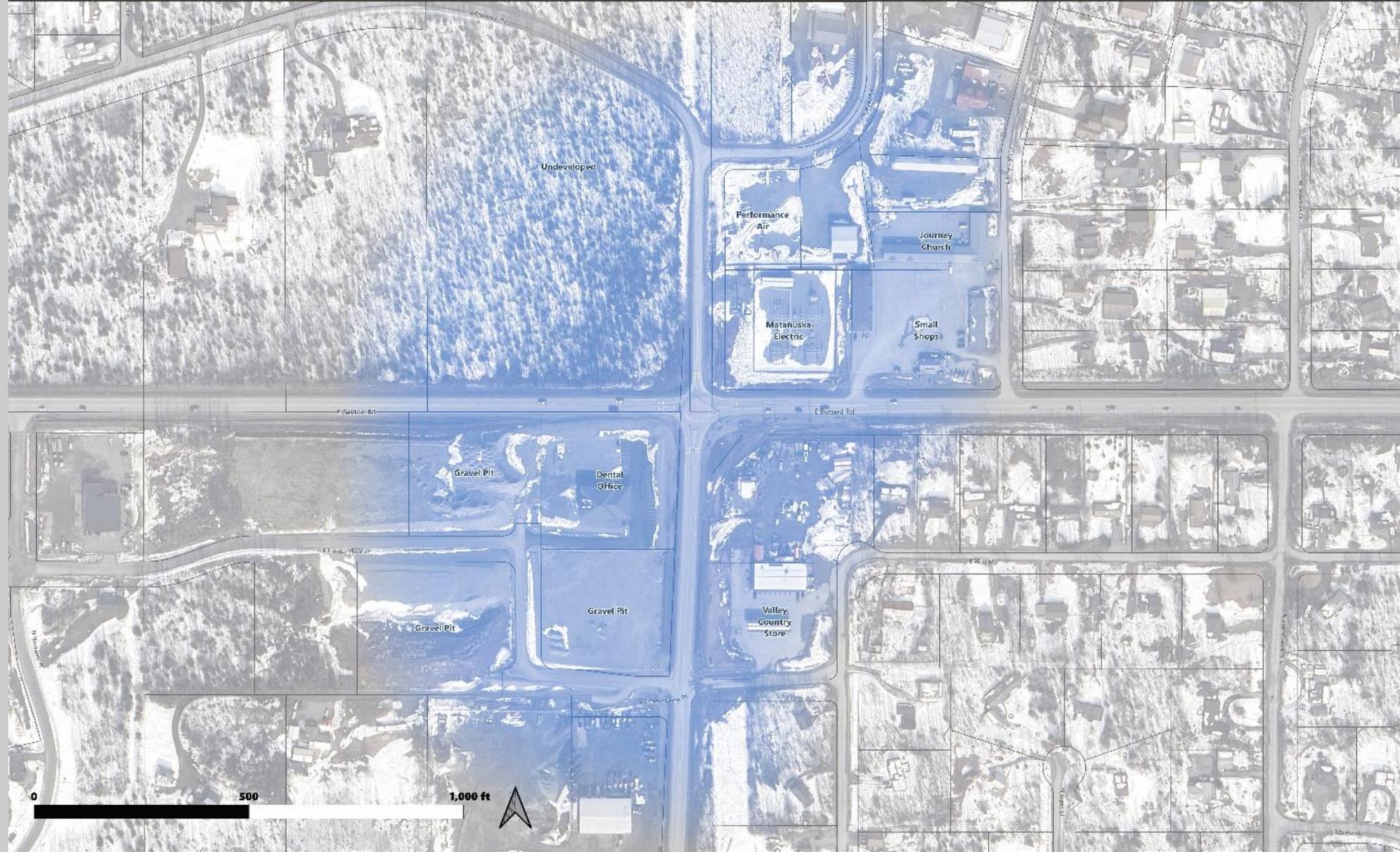




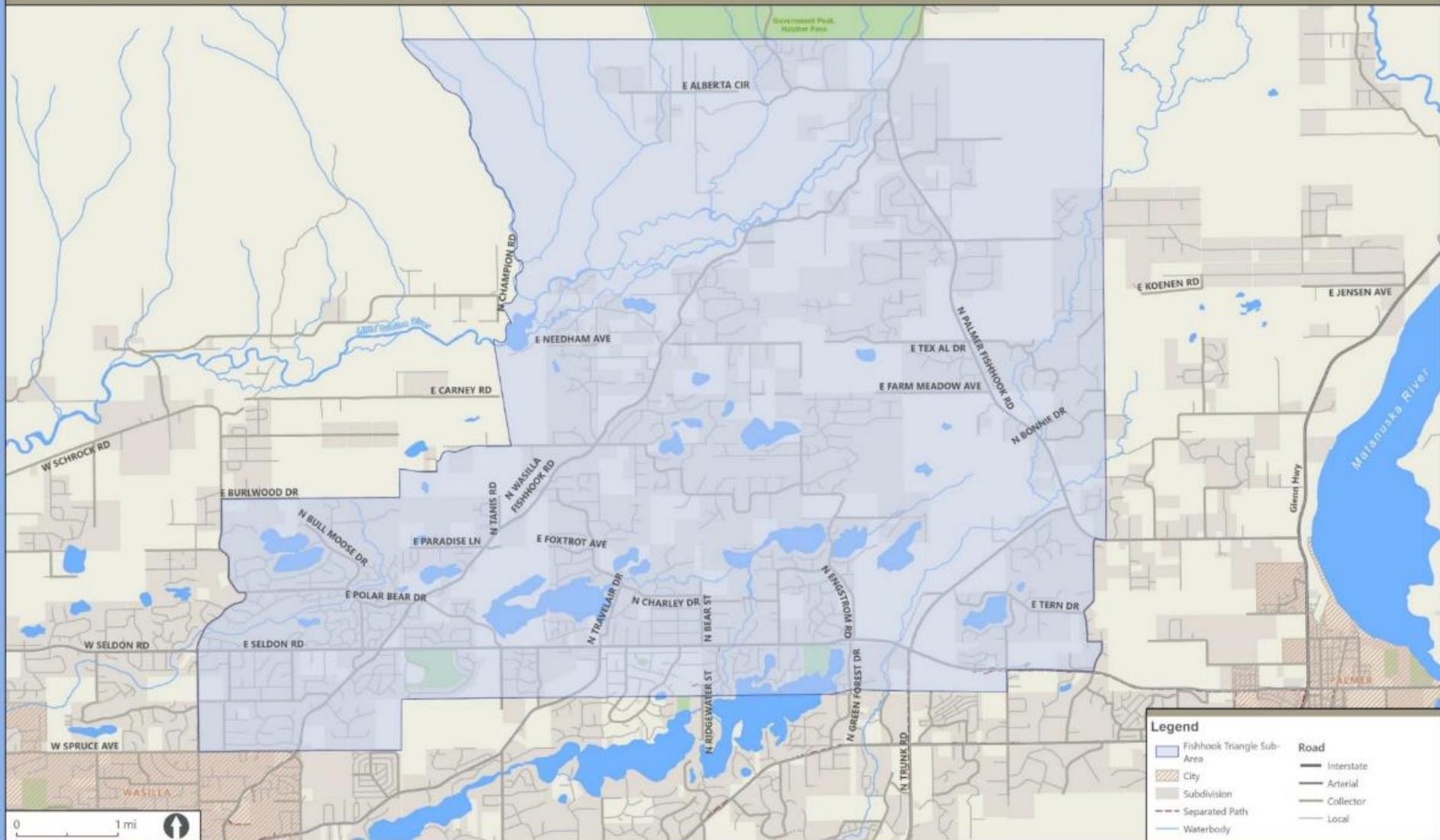




# Bogard-Seldon Node







# LEVEL OF SERVICE - 2045

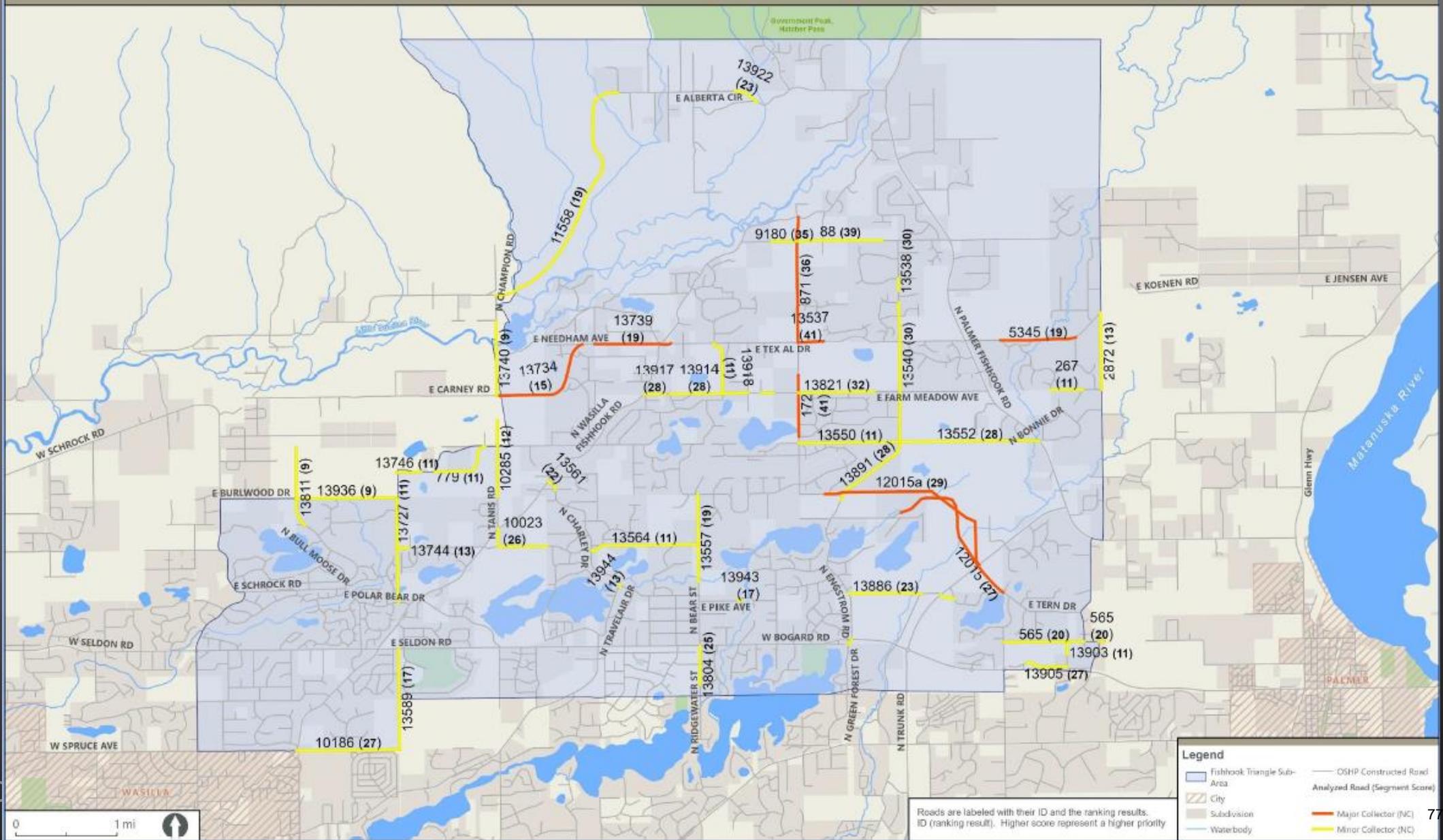
Roadway	Segment Extents	Peak Hour Directional Threshold Capacity	Adjusted Peak Hour Directional Threshold Capacity	2045 AADT	Adjusted Peak Hour Directional Volume	LOS
N Palmer-Fishhook Rd	E Edgerton Parks Rd & N Snowgoose Rd	730	511	7,374	758	E
N Trunk Rd	N Palmer-Fishhook Rd & E Bogard Rd	730	511	9,000	926	E
E Bogard Rd	E Grumman Cir & N Arabian Ln	730	511	20,171	2,075	F
N Engstrom Rd	E Bogard Rd & E Aspen Ridge Rd	730	511	4,502	463	D
N Engstrom Rd	E Tex-Al Dr	730	511	4,502	463	D
E Seldon Rd	N Lucille St & E Grumman Cir	730	511	16,329	1,680	F
N Seward Meridian Pkwy	E Seldon Rd	730	511	11,626	1,196	E
E Lakeview Rd	E Seldon Rd & Wasilla-Fishhook Rd	730	511	4,483	461	D
E Schrock Rd	E Seldon Rd & E Burlwood Dr	730	511	6,363	654	D
Wasilla-Fishhook Rd	E Spruce Ave & N Palmer-Fishhook Rd	730	511	12,020	1,236	E

# PRIORITIZATION RESULTS

ID	Road Name or Description	Classification	Result
172	N Engstrom Rd	Major Collector	41
13537	Tex-Al Dr Connection	Major Collector	41
88	E New Hope St	Minor Collector	39
871	N Covington St	Major Collector	36
8478	E Lamar Rd	Minor Collector	35
9180	E Independence Ave	Minor Collector	35
13919	N Green Forest Dr Realignment	Minor Collector	33
13821	E Farm Meadow Ext to N Engstrom Rd North Ext	Minor Collector	32
13538	N Raleigh Hills St Connection	Minor Collector	30
13540	N Raleigh Hills St Ext South to ID #13550	Minor Collector	30
13565	N Tanis Rd Connection South to E Paradise Ln	Minor Collector	30
13891	Raleigh Hills St Ext from ID #13540 to Engstrom Rd	Minor Collector	28
13552	New Road: Wolf Lake Dr East to Palmer-Fishhook Segment B	Minor Collector	28
13914	Farm Meadow Ext from N Steen Rd to Wasilla-Fishhook Segment B	Minor Collector	28
13917	Farm Meadow Ext. from N Steen Rd to Wasilla-Fishhook Segment A	Minor Collector	28
12015	E Settlement Ave	Major Collector	27
10186	E Spruce Ave	Minor Collector	27
13905	Bogard Rd East Ext Frontage Rd Ext/N Colony Way to Hassen Bey Dr	Minor Collector	27



# Analysis Results: Unconstructed OSHP Road Rankings



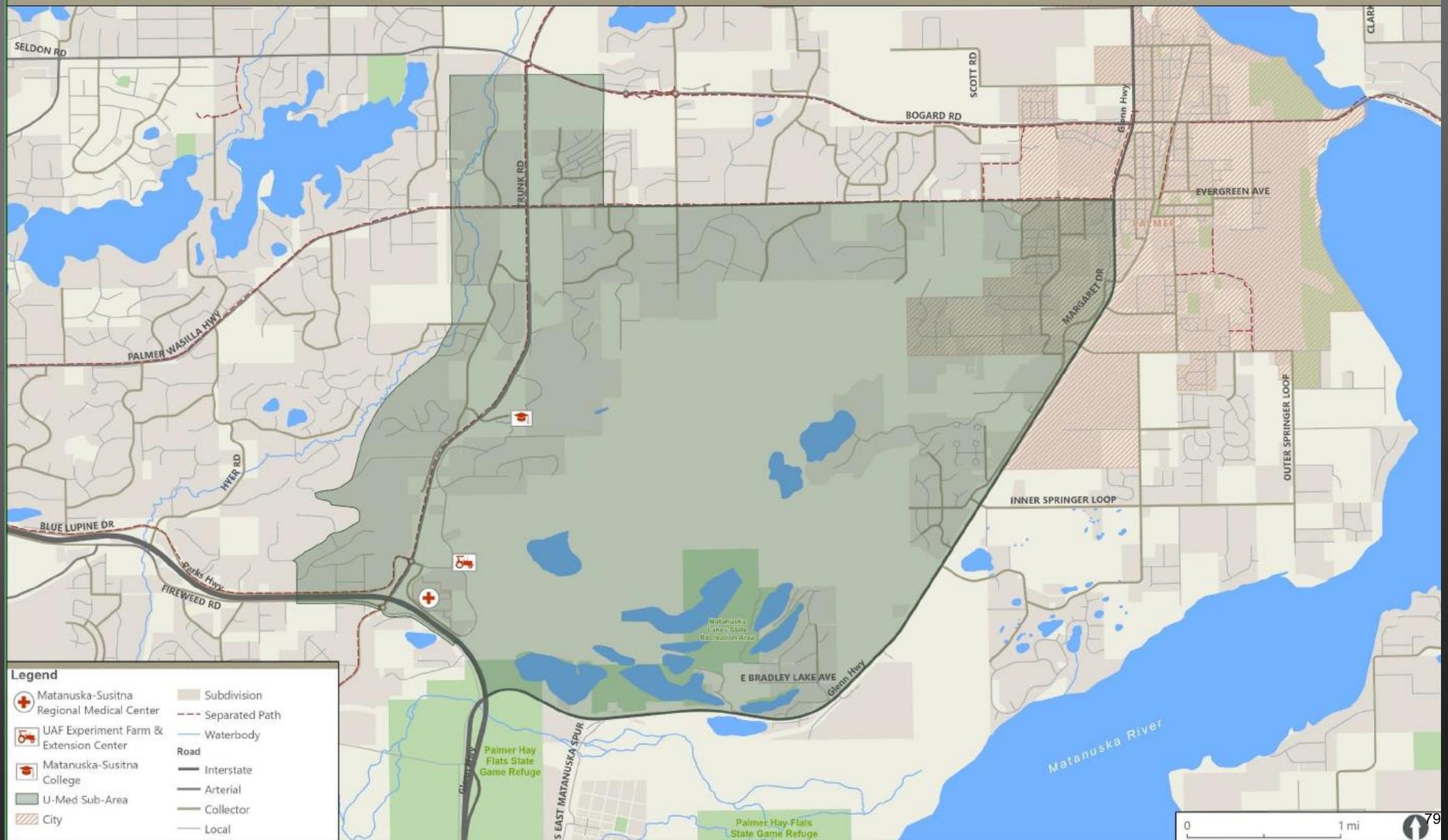
**Legend**

- Fishhook Triangle Sub-Area
- City
- Subdivision
- Waterbody
- OSHP Constructed Road
- Analyzed Road (Segment Score)
- Major Collector (NC)
- Minor Collector (NC)

Roads are labeled with their ID and the ranking results. ID (ranking result). Higher score represent a higher priority

# CORRIDOR ACCESS MANAGEMENT

- Bogard-Seldon corridor (major arterial)
- North Trunk Road (major arterial)
- North Palmer- and North Wasilla-Fishhook Roads (minor arterial)
- North Engstrom/North Covington Roads corridor (major collector)
- Tex-Al Drive/Jensen Road corridor (major collector)
- North Engstrom/North Trunk Roads connector (major collector)



**Legend**

Matanuska-Susitna Regional Medical Center	Subdivision
UAF Experiment Farm & Extension Center	Separated Path
Matanuska-Susitna College	Waterbody
U-Med Sub-Area	<b>Road</b>
City	Interstate
	Arterial
	Collector
	Local

# CORRIDOR ACCESS MANAGEMENT

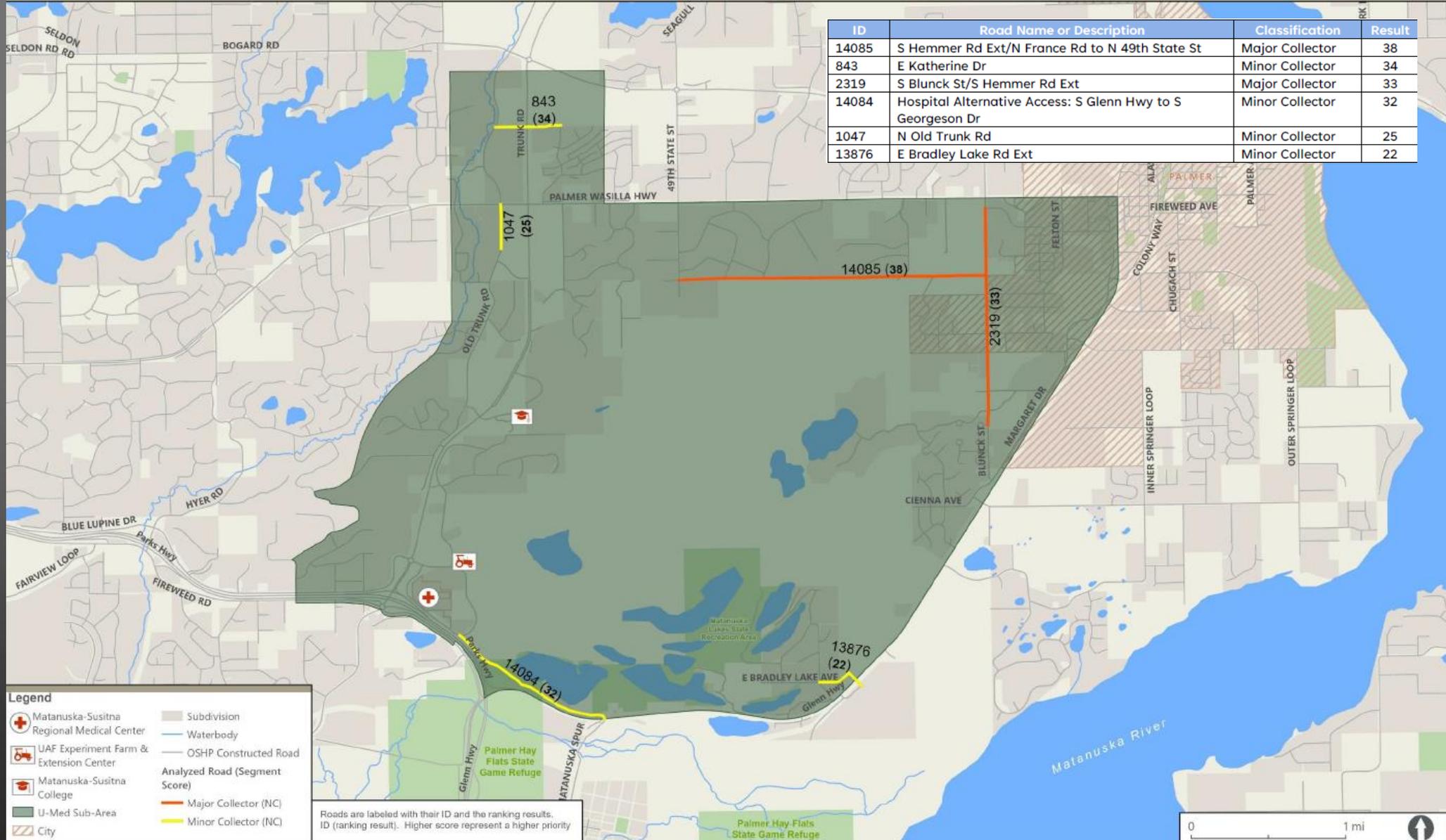
- East Palmer-Wasilla Highway
- Trunk Road
- East Parks Highway
- East Bogard Road (Hospital access dependent)

# LEVEL OF SERVICE - 2045

Roadway	Segment Extents	Peak Hour Directional Threshold Capacity	Adjusted Peak Hour Directional Threshold Capacity	2045 AADT	Adjusted Peak Hour Directional Volume	LOS
E Parks Hwy	E Gershmel Lp & Glenn Hwy	1,800	1,800	47,536	3,423	E
S Woodworth Lp	N Trunk Rd to sub-area boundary	730	511	10,599	1,090	E
E Palmer-Wasilla Hwy	N Stringfield Rd & S Glenn Hwy	730	511	20,658	1,750	F
N Hemmer Rd	E Palmer-Wasilla Hwy & S Maple Springs Way	730	511	4,942	508	D
S Ellen St	E Palmer-Wasilla Hwy & W Fern Ave	730	511	6,825	702	D



# Analysis Results: Unconstructed OSHP Road Rankings



ID	Road Name or Description	Classification	Result
14085	S Hemmer Rd Ext/N France Rd to N 49th State St	Major Collector	38
843	E Katherine Dr	Minor Collector	34
2319	S Blunck St/S Hemmer Rd Ext	Major Collector	33
14084	Hospital Alternative Access: S Glenn Hwy to S Georgeson Dr	Minor Collector	32
1047	N Old Trunk Rd	Minor Collector	25
13876	E Bradley Lake Rd Ext	Minor Collector	22

**Legend**

- Matanuska-Susitna Regional Medical Center
- UAF Experiment Farm & Extension Center
- Matanuska-Susitna College
- U-Med Sub-Area
- City
- Subdivision
- Waterbody
- OSHP Constructed Road

**Analyzed Road (Segment Score)**

- Major Collector (NC)
- Minor Collector (NC)

Roads are labeled with their ID and the ranking results. ID (ranking result). Higher score represent a higher priority

# Piped water & Sewer Utilities



# ALTERNATIVE HOSPITAL ACCESS

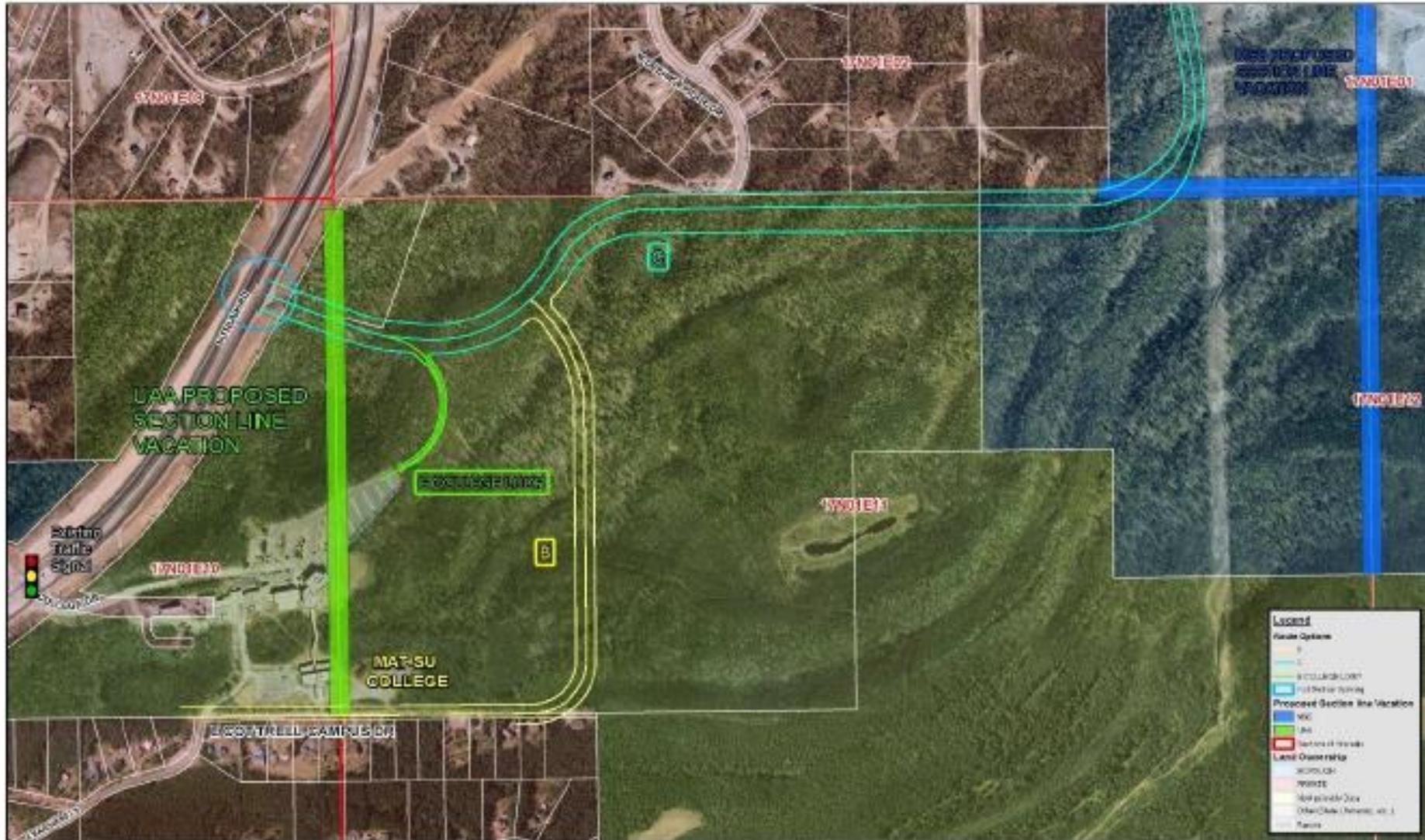


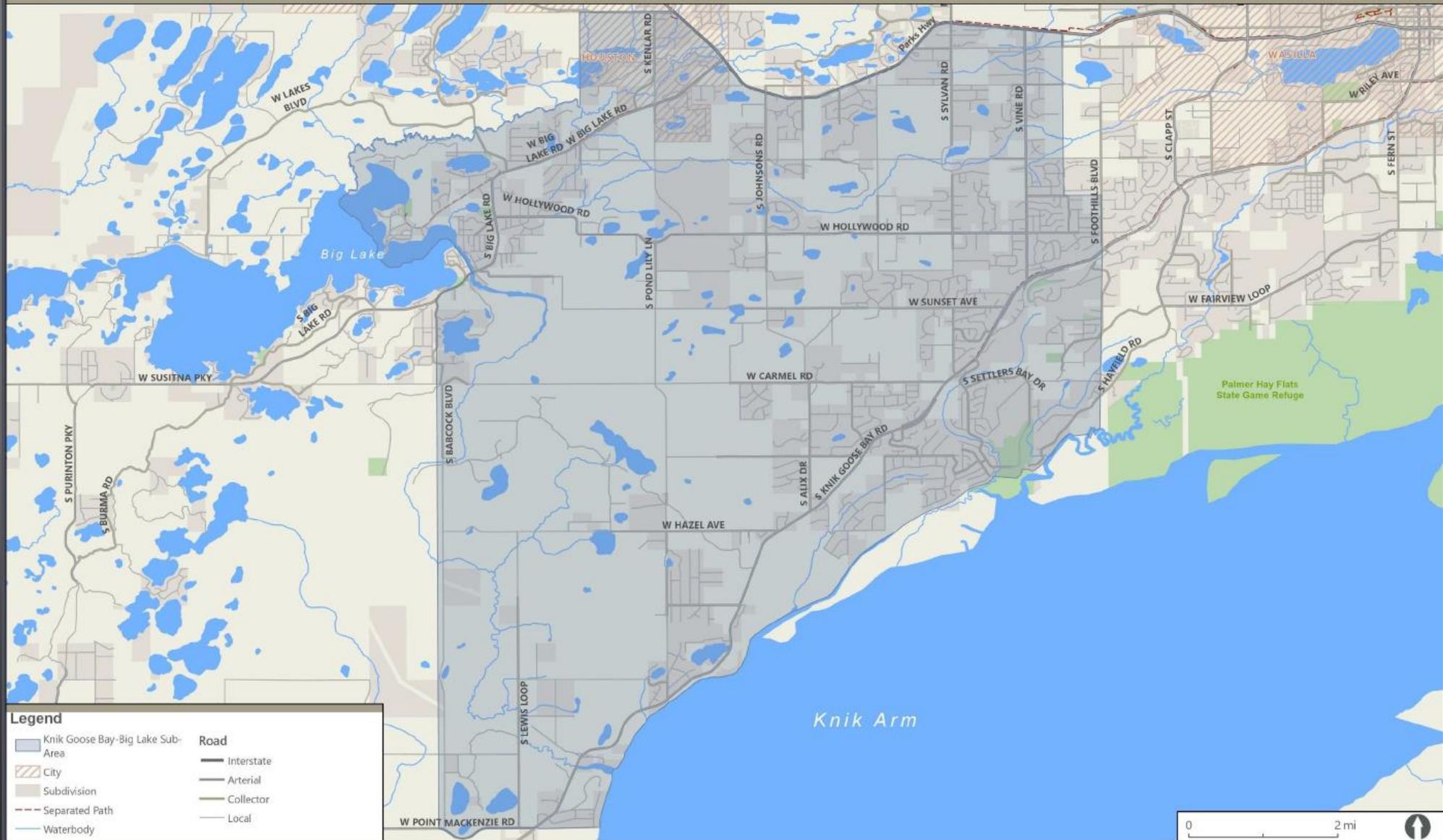


# OPTIONS 2 & 3



Figure 18. Landfill Access – Route C from Gateway Sub-Area Transportation Study





**Legend**

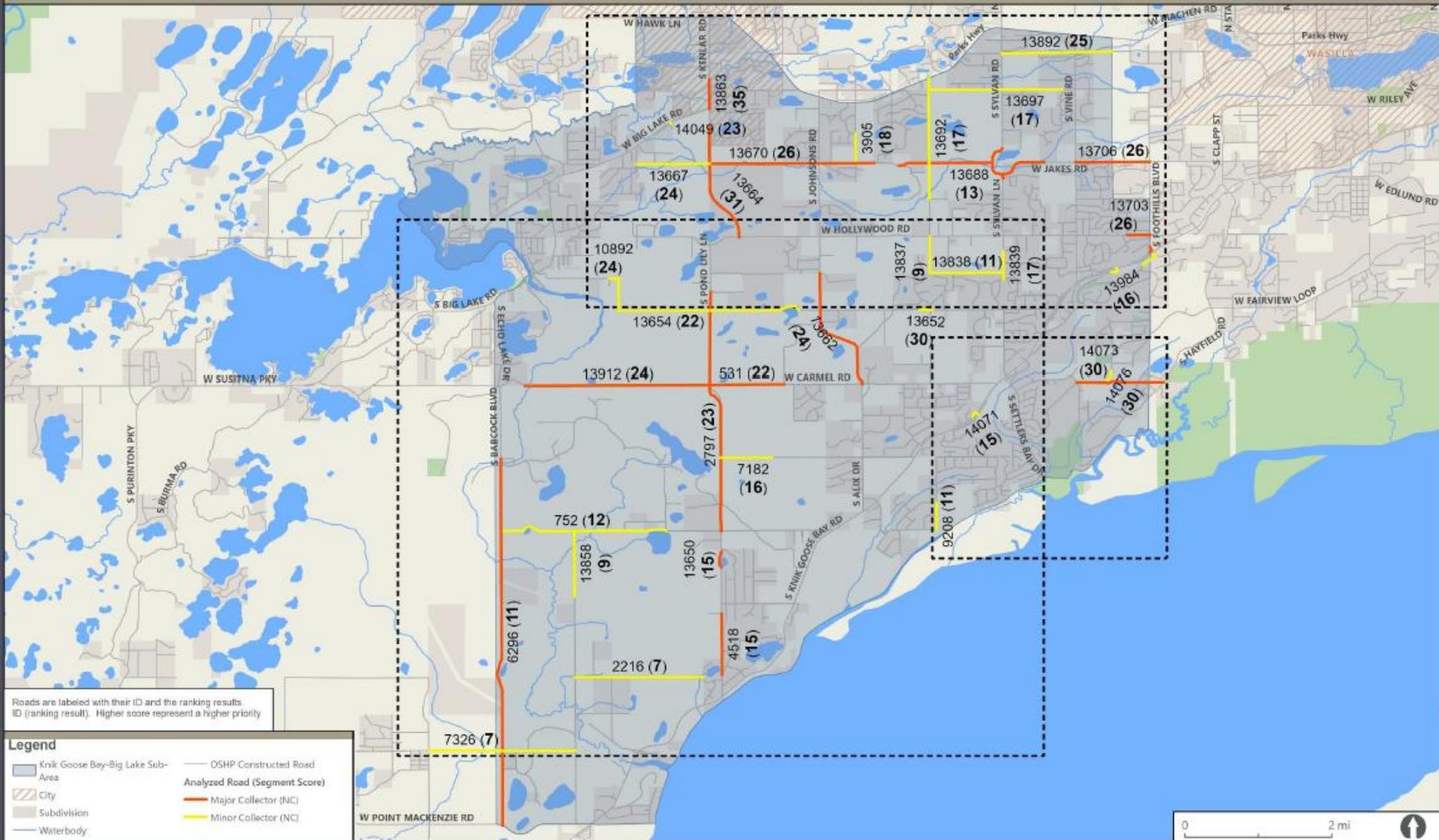
Knik Goose Bay-Big Lake Sub-Area	<b>Road</b>
City	Interstate
Subdivision	Arterial
Separated Path	Collector
Waterbody	Local

# LEVEL OF SERVICE - 2045

Roadway	Segment Extents	Peak Hour Directional Threshold Capacity	Adjusted Peak Hour Directional Threshold Capacity	2045 AADT	Adjusted Peak Hour Directional Volume	LOS
S Knik Goose Bay Rd	Point MacKenzie & S Pinnacle Peak Dr	940	658	20,073	2,065	F
S Vine Rd	S Knik Goose Bay Rd & W Parks Hwy	730	511	8,584	883	E
W Hollywood Rd	S Claiborne Dr & Big Lake Rd	730	511	4,296	507	D
S Big Lake Rd	S Echo Lake Dr & W Parks Hwy	730	511	7,851	808	E

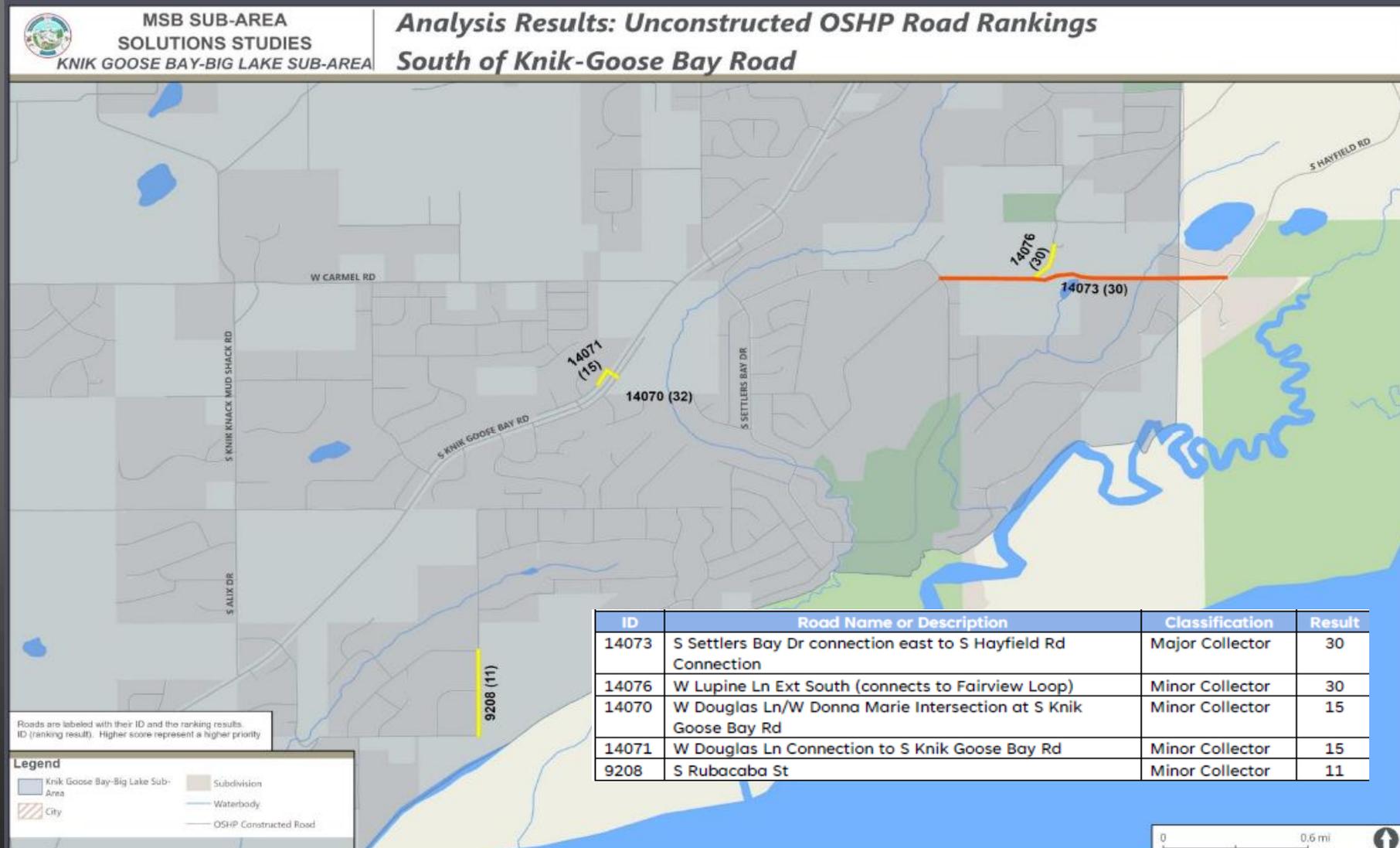


# Analysis Results: Unconstructed OSHP Road Rankings



# PRIORITIZATION RESULTS

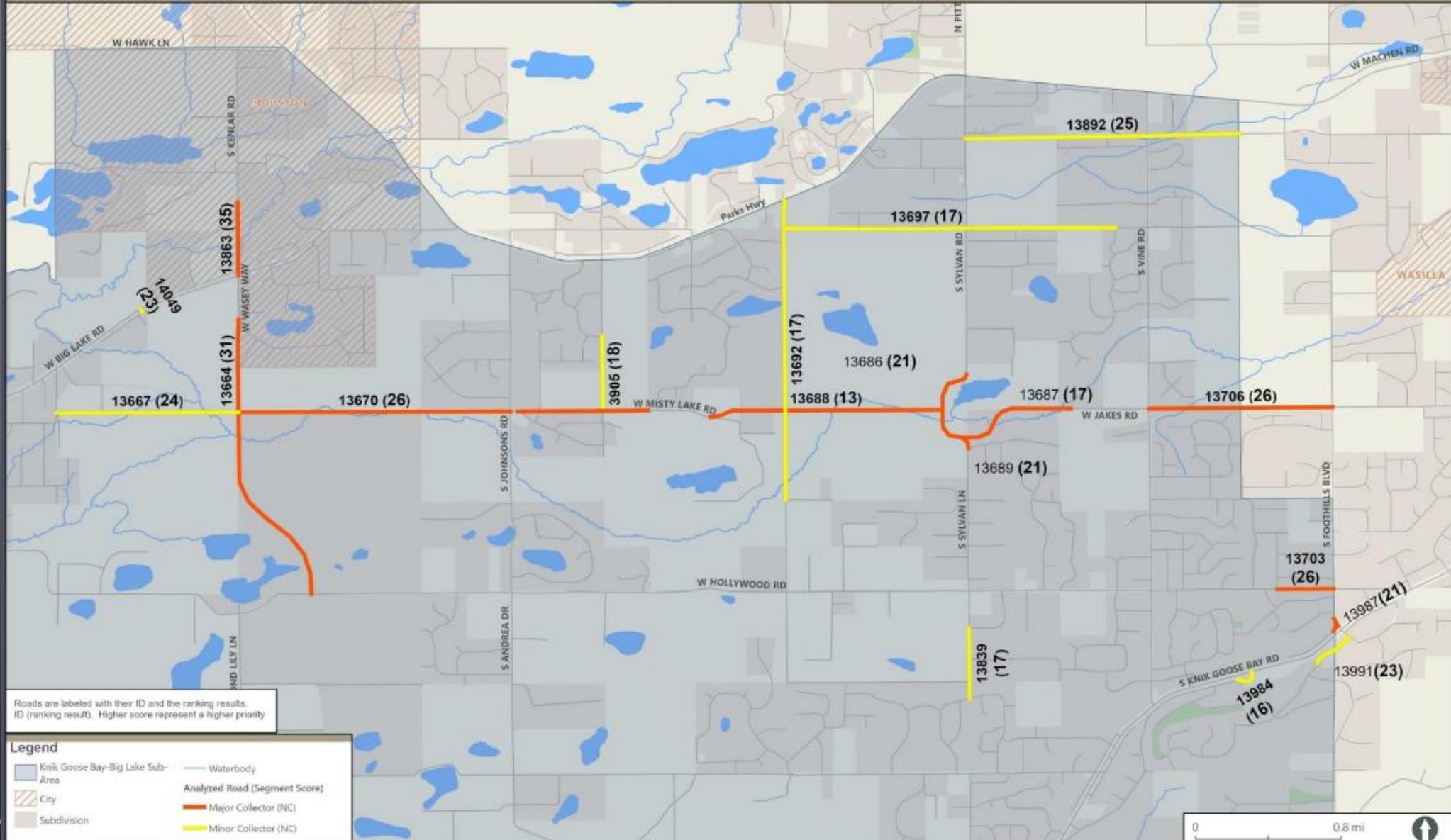
## South of Knik-Goose Bay Road



# PRIORITIZATION RESULTS

## Hollywood Road North & East

ID	Road Name or Description	Classification	Result
13863	S Kenlar Rd Realignment to align with W Wasey Lane	Major Collector	35
13664	W Wasey Way/W Hollywood Connection South	Major Collector	31
13703	W Hollywood Rd/Foothills Drive Connection	Major Collector	26
13706	W Jakes Rd Ext East	Major Collector	26
13670	Misty Lake Rd (Jakes Rd) Ext West (between Kenlar Dr and W Misty Lake Rd)	Major Collector	26
13892	W Knox Dr/W Museum Pl Connection (13892)	Minor Collector	25
13987	S Pinnacle Peak Dr/S Country Dr Connection	Minor Collector	24
13667	W Misty Lake Rd (Jakes Rd) Ext West	Minor Collector	24
13991	S Foothills Blvd/S Country Dr Intersection Realignment (13991)	Major Collector	23
14049	W Creek Frontage Rd/W Big Lake Rd Connection	Minor Collector	23
13686	S Sylvan Rd Connection South A	Major Collector	21
13689	S Sylvan Rd Connection South B	Major Collector	21
3905	S Ridgecrest Rd	Minor Collector	18
13687	W Jakes Rd Ext West A	Major Collector	17
13839	S Sylvan Ln Connection	Minor Collector	17
13692	S Vanamanita Ln Ext North	Minor Collector	17
13697	W Calico Dr Ext W	Minor Collector	17
13984	W Binnacle Dr/S Knik Goose Bay Rd Connection	Minor Collector	16
13688	W Jakes Rd Ext West B	Major Collector	13



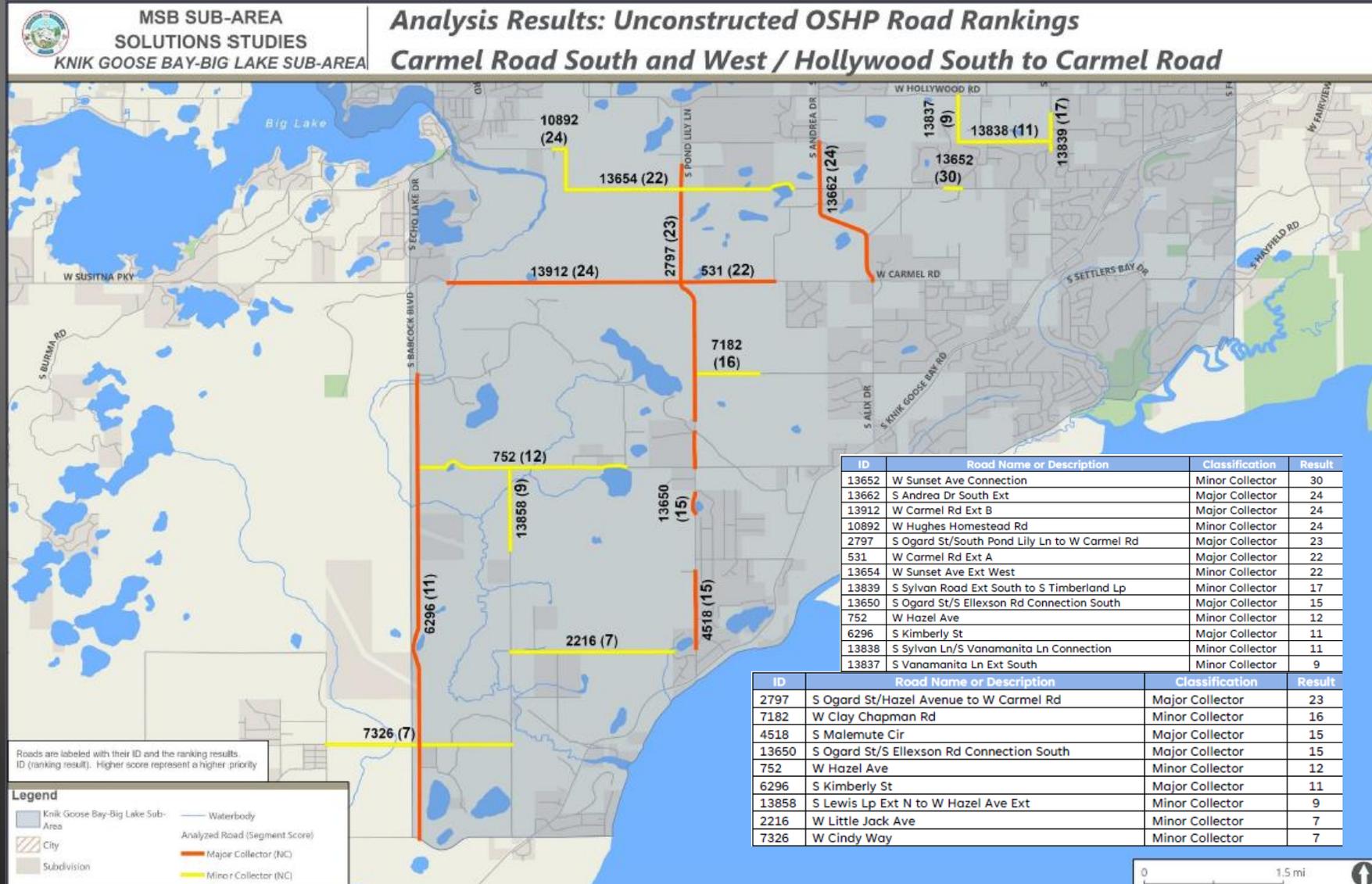
# PRIORITIZATION RESULTS

## Hollywood South to Carmel Road

ID	Road Name or Description	Classification	Result
13652	W Sunset Ave Connection	Minor Collector	30
13662	S Andrea Dr South Ext	Major Collector	24
13912	W Carmel Rd Ext B	Major Collector	24
10892	W Hughes Homestead Rd	Minor Collector	24
2797	S Ogard St/South Pond Lily Ln to W Carmel Rd	Major Collector	23
531	W Carmel Rd Ext A	Major Collector	22
13654	W Sunset Ave Ext West	Minor Collector	22
13839	S Sylvan Road Ext South to S Timberland Lp	Minor Collector	17
13650	S Ogard St/S Ellexson Rd Connection South	Major Collector	15
752	W Hazel Ave	Minor Collector	12
6296	S Kimberly St	Major Collector	11
13838	S Sylvan Ln/S Vanamanita Ln Connection	Minor Collector	11
13837	S Vanamanita Ln Ext South	Minor Collector	9

# PRIORITIZATION RESULTS

## South Carmel Road South & West to Pt. MacKenzie Road



# CORRIDOR ACCESS MANAGEMENT

- S. Knik Goose Bay Road (between South Settlers Bay Drive and West Point MacKenzie Road)
- All arterials, major collectors, and minor collectors

# THANK YOU!



- HDR, Inc.
- MSB Planning Department
- MSB Department of Public Works
- ADOT&PF
- Study Steering Committee Members
- Study Key Stakeholders & Charette Participants

[growthsolutions.matsugov.us](http://growthsolutions.matsugov.us)

## What is a Complete Streets Policy?

A Complete Streets Policy is a formal commitment to plan, design, fund, operate, and maintain a multimodal transportation network that safely and efficiently serves all users in all seasons.

## Where Does the Policy Come From?

Complete Streets policies are defined in the Infrastructure Investment and Jobs Act (IIJA, Section 11206) as:

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

IIJA requires states and MPOs to dedicate not less than 2.5% of planning funds to activities that increase safe and accessible transportation options.

MVP's policy is further guided by its mission, Metropolitan Transportation Plan goals, Alaska's rural and seasonal context, and alignment with FHWA and Alaska DOT&PF guidance.

## How Will the Policy be Used, and Who Will Use It?

The policy serves as a decision-making framework applied throughout project planning, prioritization, design, construction, maintenance, and operations, to ensure multimodal needs are considered early and consistently.

### Who will use it:

- MVP staff to guide project evaluations, funding decisions, and performance tracking
- DOT&PF to ensure policy alignment from design to construction for all projects in the MVP TIP
- Partner agencies involved in transportation and land use decisions may use the policy as a foundation to develop their own

### How it will be applied:

- Use of a Complete Streets checklist developed with DOT&PF
- Prioritized investments in areas with documented safety needs and underserved populations
- Tracking outcomes with defined performance measures

*Exceptions are permitted but must be project-specific, documented, and approved by the MVP Policy Board.*

## What Can You Expect to See in the Next Month?

- ❖ Draft Complete Streets Policy: A formal document outlining MVP's commitment to a safe multimodal network, including implementation procedures, performance measures, and exception criteria
- ❖ Draft Complete Streets Checklist: A project evaluation tool to ensure multimodal considerations are consistently incorporated into project development



**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.mvpmpo.com](http://www.mvpmpo.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.mvpmpo.com](http://www.mvpmpo.com)  
 for details

## CONTACTS

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1210 N Kim Drive, Suite B, Meadow Lakes, Alaska 99623  
Phone: 907-232-2845 - Email: [president@mlccak.org](mailto:president@mlccak.org) - Website: [www.mlccak.org](http://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](mailto: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.



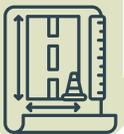
### MPOs

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.

# 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**

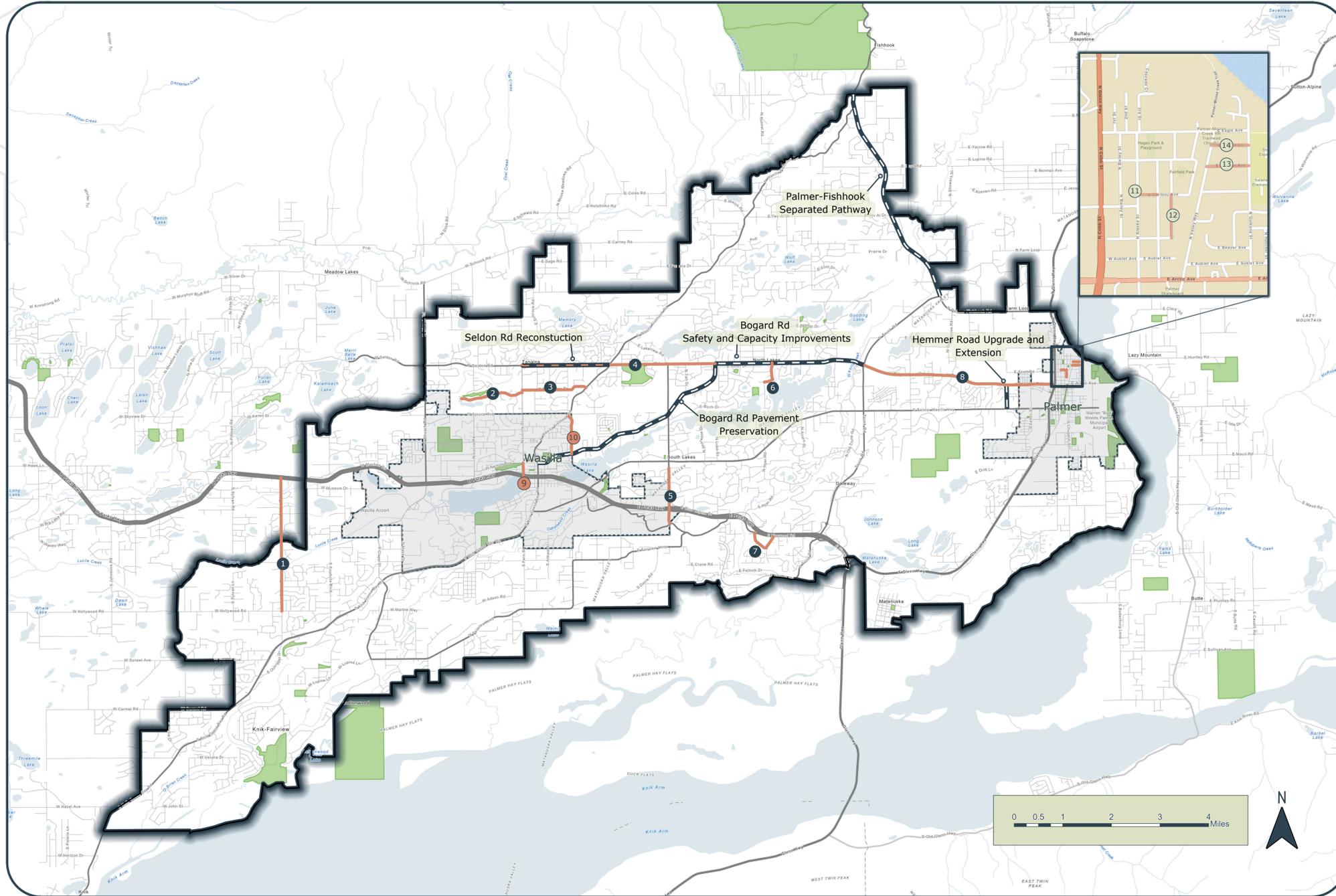
\*Includes carry-forward from FY24/FY25. Numbers rounded.

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